



# Agenda

## Board of Directors Meeting

September 18, 2024

4:00 P.M.

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|---|-------------------------|
| 1. Minutes of August 21, 2024                     | Attached                |
| 2. Chairman's Report                              | Mr. Robert Reed         |
| 3. Executive Director's Report                    | Mr. Tom Rafter          |
| • Economic Impact Analysis Update                 |                         |
| 4. Finance Committee Report                       | Ms. Serena Neal-Sanjuro |
| • July 2024 Financials                            | Attached                |
| 5. Airport Manager's Report – Airfield Operations | Mr. Jeremy Nielson      |
| 6. Lessee's Report – The New HVN LLC              | Mr. Jeremy Nielson      |
| • Community Engagement Report                     | Mr. Tom Cavaliere       |
| 7. Reports and Action Items                       |                         |
| 8. Other Business                                 |                         |
| 9. Public Comment                                 |                         |
| 10. Adjournment                                   |                         |



TWEED NEW HAVEN AIRPORT AUTHORITY  
REGULAR MEETING - HYBRID  
BOARD OF DIRECTORS  
BOARD MINUTES OF AUGUST 21, 2024

BOARD MEMBERS IN ATTENDANCE

Robert Reed, John Picard, Serena Neal-Sanjurjo, Linda Hennessey, Carlos Eyzaguirre, Mark Sklarz, Ray Pompano, Ken Dagliere, David White, Jesse Phillips, Richard Jacob, Michael Fimiani, Mark Scussel, Kevin Rocco and Matt Hoey.

BOARD MEMBERS ABSENT

Joseph Ginnetti

OTHERS IN ATTENDANCE

Tom Rafter, Jeremy Nielson, Tom Cavaliere, Malena Zanjani, Felipe Suriel, Andrew King, Michael Jones, Matt Shelby, Brett Simon, J. Phillips, James Connor, Jeremiah Wilhite, Jules Scanley, Katherine Bennett, Laura Cahn, Lorena Venegas, Mark Zaretsky, Mary Brennan Coursey, Maureen Moore, Matt Shelby, Michael Giordano, Michael Whalen, NBC CT, Patricia Ranney, Patrick Rowland, Paul Chambers, Peter Leonardi, Sandra Reiners, Tim Sullivan, Tommy Flood, Bryan Hoffman, Kaity Arango, Petrina Yoxall, Kayla Reasco, Salvatore DeCola, Sharon Huttner, Vincent Perrelli, Joe Giordano, Edward Fitzgerald, Jorge Roberts, David Salvo, Eliot Jameson, Gabriela Campos, Toni Lorenti, and Gloria Bellacicco.

BOARD MINUTES OF AUGUST 21, 2024

Chairman Matthew Hoey opened the meeting at approximately 4:00 PM.

1. MINUTES OF JULY 17, 2024

Mr. Hoey moved to approve the minutes from the regular Board Meeting held on July 17, 2024. His motion was supported by Mr. White and seconded by Ms. Neal-Sanjurjo. With no further questions or comments the minutes were unanimously approved by all in attendance.

2. CHAIRMAN'S REPORT

Mr. Hoey provided a brief report. He recommended the selection of Bond Counsel Issuer Services to the full Board. Mr. Hoey reminded the Board that an RFP was issued in late spring, resulting in four respondents, which were then narrowed down to two: McCarter & English and Orrick. The selection committee, consisting of Mr. Hoey, Brett Simon, Tom Rafter, and Robert Reed, conducted individual interviews with both firms using a uniform set of questions. The decision was difficult, as both firms were closely matched. However, the final recommendation in favor of McCarter & English was largely influenced by lower hourly billing rates and their extensive experience in

## THNAA BOARD MINUTES

the relevant market sector, as opposed to Orrick's experience with larger issuances like JFK and LaGuardia Airport. The Executive Committee met the previous week and endorsed the recommendation to select McCarter & English and begin contract negotiations. Mr. Hoey then opened the floor for questions or comments regarding the process or the firms.

After confirming there were no questions, Mr. Hoey requested a motion to approve entering negotiations with McCarter & English to develop the contract, including the scope of work, terms, and final rates. Mr. White made the motion, which was seconded by Mr. Fimiani. The motion was unanimously approved by the Board, both online and in the room.

Mr. Hoey then expressed his gratitude as his term on the Board comes to an end. He reflected on his nine years of service, highlighting significant milestones such as the airport's successful turnaround, his role as interim Executive Director, and the establishment of the public-private partnership with Avports. He acknowledged the support from Avports' team members, as well as the Board's former chairman, John Picard. Mr. Hoey concluded by thanking the Board members for the rewarding experience and the opportunity to serve.

### 3. ELECTION OF OFFICERS

Mr. Hoey introduced the next agenda item, the election of officers, and mentioned that Robert Reed, Jesse Phillips, Serena Neal-Sanjurjo, and Linda Hennessey had formed the Nominating Committee. The committee recommended the following slate: Robert Reed as Chair, John Picard as Vice Chair, Serena Neal-Sanjurjo as Treasurer, and Linda Hennessey as Secretary.

Mr. Phillips moved to approve the slate, which was seconded by Mr. Fimiani. During the nomination process, Mr. Dagliere nominated Mark Scussel for Vice Chair, citing the need for greater representation for East Haven on the Board's executive committee. Mr. Pompano seconded this nomination. Given the challenge to the slate, the Board conducted individual votes for each officer position.

- Secretary: Linda Hennessey was unanimously reelected.
- Treasurer: Serena Neal-Sanjurjo was unanimously reelected.
- Vice Chair: John Picard was elected as Vice Chair.
- Chairman: Robert Reed was elected as Chairman.

Mr. Hoey concluded by congratulating the newly elected officers and expressing his pleasure in having worked with them.

Following the elections, Mr. Reed thanked Mr. Hoey for his service and the Board for their confidence in him. The meeting proceeded with the Executive Director's report.

### 4. EXECUTIVE DIRECTOR'S REPORT

Mr. Rafter began by expressing his gratitude to Mr. Hoey for his service and dedication to both the Authority and the community, stating that it was a pleasure to work with him.

He then addressed the action items from the July Board meeting:

- Reschedule ATC Meeting: The ATC meeting has been rescheduled for October 1, 2024, at Nathan Hale School. Mr. Rafter thanked Sal DiCola for coordinating the location.

## THNAA BOARD MINUTES

- Updated Budget Note and Economic Impact Analysis: These documents were transmitted to Mr. Scussel on July 19, 2024.
- Temporary Permits: An Avports representative is present at tonight's meeting to address the permit situation, fulfilling the action item to secure a speaker for this topic.

Mr. Michael Jones, CEO of The New HVN LLC provided an update on the temporary trailer permit process. He explained that it is a two-step process involving collaboration with Newman Architects and the city on the permit application, which has already gone through the city and is now under review by the State Building Official. The floodplain variance application was submitted to the city the previous Friday and is under technical review, with potential further review by the City Planning Commission. Once the city's process is complete, the application will return to the State Building Official for final determination. Mr. Jones invited questions from the Board.

Mr. Scussel inquired about the timeline for these decision points. Mr. Eyzaguirre, representing the City of New Haven, confirmed that the application submitted to the City Plan last week is expected to be reviewed at the September City Planning Commission meeting, typically held on the third Wednesday of the month. He further clarified that after the city's review, the matter would proceed to the state for the permit decision.

Mr. Dagliere confirmed that the permits are still set to expire in November and questioned whether additional applications were required for DEEP, East Haven DOT, or USACE, or if these were handled by the State Building Commission. Mr. Jones clarified that the process is identical to that followed three years ago, with no additional organizations involved. Mr. Dagliere confirmed that the only remaining approval needed was from the New Haven City Plan Commission. Mr. Eyzaguirre reiterated that the City Plan Commission would handle the review and that the city planning review is the appropriate process.

Mr. Dagliere expressed a desire to move forward without revisiting past issues. He requested that Mr. Andrew King provide documents previously forwarded to the Board. Mr. King apologized for the oversight and agreed to send the requested documents promptly.

→ **Action Item: Mr. King will provide Mr. Dagliere with previous temporary permits.**

Regarding the PFC Application, the User Consultation meeting was held on August 2, 2024, following the public release of the draft application on July 1st. Comments on the draft are due by September 2nd, with the complete application to be submitted to the FAA by October 1st. PFC Application approval is anticipated by December 2024, with collection beginning in February 2025.

Mr. Rafter requested Board approval for the Chair to execute an FAA grant, noting the quick turnaround required once the grant offer of \$539,910 is issued in early September. Mr. Jacob made the motion and Ms. Hennessy seconded. The Board unanimously approved the motion to execute the grant agreement when it is received.

The FAA Regional Administrator and staff visited Tweed for a tour and participated in the annual Runway Safety Action Team (RSAT) meeting. This visit provided an opportunity to update the Administrator on Tweed's development, express concerns, and highlight capital needs.

Mr. Rafter announced that the Capital Improvement Plan (CIP) meeting with the FAA is being scheduled for early September or October.

Progress is being made on the Economic Impact Analysis, with an update expected at the next Board meeting.

## THNAA BOARD MINUTES

Mr. Rafter informed the Board that he would be attending the National Airports Conference from September 21-24.

Mr. Rafter then gave a brief statement related to Air Service Announcements. On August 13th, Avelo Airlines announced new nonstop service to New Orleans, and Breeze Airways announced that they will begin flying from Tweed in December, initially serving four destinations, expanding to ten by February 2025. Mr. Rafter emphasized the significance of these announcements, particularly for a small hub like Tweed, and the importance of maintaining confidentiality to avoid jeopardizing service.

Regarding statistics, Mr. Rafter reported that BTS statistics for May 2024 showed a 25% increase in passenger enplanements at HVN compared to the previous year, with year-to-date enplanements up by 8%, totaling 500,078 for the past 12 months.

Mr. Scussel inquired about the airport's capacity to support expanded service, particularly concerning parking and passenger management. Mr. Rafter responded that Mr. Jeremy Nielsen has been diligently addressing these challenges, with plans for Breeze Airways to fill gaps in the current schedule. Breeze is expected to operate within noise ordinance hours and utilize quieter, next-generation aircraft. Mr. Nielsen is overseeing all logistical aspects, including ticketing, TSA, gate usage, and parking.

Mr. White asked about the range capabilities of Breeze's Airbus A220 on HVN's 5,600 ft runway, speculating about potential destinations such as Denver or Las Vegas. Captain Toni Lorenti, a commercial pilot and member of the public, confirmed that the A220 has successfully flown from John Wayne Airport's 5,700 ft runway to Norfolk.

Mr. Jacob inquired about the status of the Environmental Assessment (EA) appeal. Mr. Rafter indicated that the appeal is ongoing, with activity expected in September.

*\*Legal Counsel Hugh Manke added that briefs from the petitioners, East Haven and Save the Sound, are due in September.*

Mr. Dagliere asked about the cost and liability associated with advancing planning for the new terminal project. Mr. Rafter explained that Avports is funding the planning, with some costs potentially reimbursable under FAA or PFC. He clarified that liability would primarily arise if the airport were to close, necessitating the repayment of federal funds. Mr. Pompano raised concerns about the impact of additional air service on the findings of the Environmental Assessment (EA). Mr. Rafter reassured the Board that Breeze Airways' service aligns with what Avelo might have done in the future and that all operations remain within the parameters of the EA. He emphasized that the FAA is closely monitoring the situation. Mr. Scussel questioned how the FAA is involved in communicating these developments. Mr. Rafter confirmed that the FAA is kept informed through weekly calls, including environmental representatives, and that any significant changes would be flagged by the FAA. Mr. Scussel asked if the FAA raised any concerns following the Breeze Airways announcement. Mr. Rafter responded that the FAA was fully informed during their recent visit and has not indicated any concerns regarding the EA findings.

With no other questions, Mr. Rafter then handed the floor to Mr. Matt Shelby for an Air Service Development update.

### AIR SERVICE UPDATE

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At this time, Mr. Matt Shelby, Chief Development Officer at Avports, addressed the Board. Mr. Shelby is responsible for Air Service Development and provided a thorough presentation on the topic.

## THNAA BOARD MINUTES

Mr. Shelby began by introducing his role, highlighting that he leads air service development initiatives for airports under Avports' management, including Tweed. Prior to his current position, he worked on the airline side, leading air service strategies for Alaska Airlines and United Airlines. This experience gave him a unique perspective, as he was previously the one fielding requests from airports seeking new air service.

He emphasized the importance of maintaining strong relationships with all domestic airlines and some international carriers, continually updating them on the capacities and developments at airports where Avports has responsibility. Mr. Shelby touched on the delicate nature of these discussions, particularly in relation to confidentiality. He noted that even with Avports' close relationship with airlines, they were not informed of the specific destinations Breeze Airways would serve until the public announcement was made. Previous discussions with Breeze had focused solely on logistics such as arrivals, departures, and ground times.

Mr. Shelby then provided an overview of air service at Tweed, including a brief history and the federal requirements that come into play. He reiterated Mr. Rafter's earlier points about the sensitivity of negotiations with airlines and the importance of confidentiality.

He also discussed the growth in the market and the excitement surrounding Breeze Airways, particularly their sophisticated Airbus A220 aircraft. He explained that the A220's capability to operate on short runways with transcontinental range is a significant advantage for Tweed, allowing it to fit seamlessly into the existing service schedule alongside Avelo Airlines.

Mr. Shelby then shared a presentation he had prepared to guide the discussion.

Mr. Dagliere raised a question regarding the potential increase in arrivals and departures with the introduction of Breeze Airways and the possibility of additional airlines entering the airport if and when the new terminal opens. He expressed concern that more airlines might be interested in operating from Tweed, increasing competition for business opportunities. He inquired whether the Environmental Assessment (EA) submitted to the FAA anticipated this increase in arrivals, departures, and enplanements. He also questioned whether the EA would need to be readjusted or if it would become invalid.

Mr. Andrew Kin responded, explaining that the EA did anticipate an increase in aircraft activity associated with the West Terminal compared to the East Terminal. He noted that the EA accounted for the potential increase in aircraft on both the West and East sides, considering the limitations posed by the shorter runway and terminal capacity. Therefore, the EA includes provisions for these anticipated increases.

Mr. Jacob then addressed the issue of the airport's ability to influence the destinations served by airlines. He also inquired if the airport's priorities for new service destinations were influenced by consultations with regional employers regarding their travel patterns. Mr. Shelby responded by clarifying that the table shown earlier represented the most popular origin and destination routes based on where passengers started and ended their journeys. He acknowledged the complexity of the airport's influence over airline routes, stating that while airports have no direct control over where airlines choose to fly, as airlines can operate flights to any non-restricted airport, there are ways to influence route decisions through incentives.

Mr. Shelby elaborated that while airports cannot dictate specific routes, they can offer incentives, provided these are made available on a non-discriminatory basis as required by Grant Assurance 22. He mentioned that the Department of Transportation (DOT) has a program to incentivize service, offering assistance to airlines to serve specific routes. In this way, while the airport cannot control airline destinations outright, it can influence them through strategic incentives.

# THNAA BOARD MINUTES

- *Action Item: Ms. Zanjani to distribute a copy of Mr. Shelby's presentation to the Board.*
- *Action Item: Mr. Shelby to provide Mr. Scussel with the exact mileage used in the "HVN Catchment Area" slide presentation.*

## 5. FINANCE COMMITTEE REPORT

### JUNE 2024 FINANCIALS

Ms. Neal-Sanjurjo granted Mr. Rafter the floor to present the financial report for the period ending June 30, 2024.

Mr. Rafter began by explaining the financial report, acknowledging that some numbers might appear different due to his approach to the calculations. He clarified that his method involves separating certain figures to provide a clearer perspective on the financials.

He reported that Airfield revenues, excluding the Lessee subsidy of \$326,093, exceeded the budget by \$13,708. The actual subsidy was also over budget by \$19,084 for the month. Year-to-date (YTD) airfield revenues, excluding the \$2.38M subsidy, totaled \$526,093, surpassing the budgeted \$389,651 by \$136,442. While actual airfield expenses exceeded the budget by \$32,792 for the month, YTD expenses remain \$1.158M below budget. He attributed the over-budget expenses primarily to the airfield marking and painting program, a significant operating expense that must be conducted during a specific time of year, typically within one month.

Admin revenues were \$2,722 above budget, with YTD revenues surpassing the budget by \$25,944. Admin expenses were \$7,473 under budget, contributing to a YTD total that is \$93,537 below budget. The Admin Fund posted a positive net result of \$6,276 for June.

Before discussing the balance sheet, Mr. Rafter revisited the airfield financials to explain his reporting methodology. He noted that he backs out the Lessee subsidy on the revenue side, considering it a "plug" amount needed to cover expenses. This approach allows him to compare other revenue line items more accurately. He emphasized that the Lessee subsidy represents funds the lessee must contribute to meet the airport's financial needs, and his calculations aim to highlight the actual revenues and expenses, excluding this subsidy.

He concluded by stating that the Fund Balance at the end of the period stands at \$232,950, with overall liabilities and fund balances totaling \$1,166,370.

## 6. AIRPORT MANAGER'S REPORT

### AIRFIELD OPERATIONS

Mr. Nielson began his report on airside operations by addressing three key items.

The West Apron Rehabilitation project is progressing as planned, with bidding expected to occur within the next week. Construction is anticipated to start in early October and be completed by mid-to-late November, ideally before the holiday travel season. Mr. Nielson emphasized the importance of close coordination with air carriers to ensure smooth project phasing and minimal disruption during this period. Mr. Rafter added that the West Apron project will also improve aircraft gate utilization by creating an additional usable gate, allowing for four gates to be used regularly. This enhancement is a proactive measure to handle the anticipated increase in traffic.

The transition to F3 Firefighting Foam remains on schedule for completion by September 25th. A leased vehicle has been received to temporarily replace the two vehicles currently in service while their systems are flushed and

## THNAA BOARD MINUTES

updated according to DEEP requirements. Mr. Nielson assured the Board that all vehicles would be back in service within the next month.

With fall approaching, Mr. Nielson noted that preparations for winter operations have already begun. This includes ensuring equipment readiness, calibrating friction measuring devices, and holding preseason meetings with air carriers and tenants. Retraining employees and discussing winter operations with the new carrier will also be part of these preparations.

Mr. White inquired if there would be any aircraft stationed overnight to facilitate morning departures without delays. Mr. Nielson confirmed that the current schedule indicates one overnight aircraft. Mr. White also asked about using the jetway, which Mr. Nielson noted would likely be the preferred location for Breeze Airways, as it is currently underutilized by Avelo.

Mr. Dagliere raised concerns about handling the additional parking, passenger management, and ticketing needs with the increase in customers. Mr. Nielson responded that advance planning has been ongoing, including discussions with Breeze's operations department. Breeze is a highly efficient airline, requiring minimal space and resources. He outlined existing offsite parking arrangements at Temple Street, shuttle services, partnerships with local transportation providers, and potential off-site cell phone waiting areas to manage increased parking demand. Mr. Nielson emphasized that the airport is well-prepared, with established systems in place, and expects to maintain operational efficiency even with increased traffic. Mr. Jones added that the use of Temple Street parking has been a proven method for managing overflow traffic for the past two years. Mr. Dagliere asked about the identified off-site cell phone parking areas, specifically in East Haven. Mr. Nielson mentioned ongoing discussions with Saint Bernadette's and the Marcel Hotel, noting that these locations are being considered for extended waiting periods. However, no official agreements have been finalized.

Mr. Hoey offered to assist by contacting Monsignor Shanley regarding the use of Saint Bernadette's parking lot. Mr. Dagliere also inquired about additional fuel storage with the increase in flights. Mr. Nielson explained that Robinson Aviation, the FBO, is working with the town of East Haven on a temporary storage solution while awaiting a permanent expansion of the fuel farm.

Ms. Neal-Sanjurjo asked how the additional flights from Breeze Airways would impact passenger congestion, especially during peak departure times. Mr. Jones clarified that Breeze's flights are scheduled to fill in the "valleys" or quieter periods between Avelo's operations, thereby avoiding overcrowding. Mr. Rafter added that during peak times, the airport plans to utilize the upstairs area, which is currently underutilized.

Mr. White raised two further questions: first, about the possibility of opening negotiations with Uber, and second, about the impact of Avelo and Breeze's operations at Bradley Airport on diversions. Mr. Jones explained that Avelo's presence at Bradley Airport would simplify handling diversions, as they now have staff and facilities in place there. Regarding Uber, Mr. Jones stated that the airport remains open to discussions whenever Uber is ready to engage. Captain Toni Lorenti, a commercial pilot and member of the public, clarified that decisions regarding diversions are based primarily on safety and regulatory factors, not passenger convenience.

Returning to the discussion of Saint Bernadette's, Mr. Dagliere noted that Monsignor Shanley was unaware of the parking arrangement. Mr. Cavaliere and Mr. Fimiani both clarified that discussions are still in progress, with Father Morasso, who is currently in touch with the Archdiocese, leading the efforts. Mr. Fimiani suggested that further conversations with Monsignor Shanley might be premature.



# THNAA BOARD MINUTES

Mr. Scussel questioned the airport's capacity to handle parking demand, given the steady flow of vehicles without the "valleys" seen in passenger traffic. Mr. Jones and Mr. King reiterated that the airport has made significant strides in educating the public on parking options, and even on their busiest day, there was still availability in the parking lot. Mr. Rafter added that while there might not be visible valleys in parking, there are shifts in demand, with more inbound passengers not requiring parking, which helps balance overall capacity.

## 7. LESSEE'S REPORT – THE NEW HVN LLC

### THE NEW HVN LLC

Mr. Nielson provided an update on several key items for his Lessee's Report.

He began by highlighting that Sunday was a record day for the airport, with 5,700 passengers served. This is particularly notable given that the airport only has approximately 1,100 parking spaces on site, underscoring the effectiveness of their current processes. Despite the heavy rain and inclement weather over the weekend, Mr. Nielson was pleased to report that there was no impact on HVN operations. He credited the team, particularly Bryan Hoffman and the operations crew, for their efficiency in managing the tide gates and monitoring water levels. The team has become highly proficient in this area, which has now become second nature. Mr. Nielson likened their approach to weather monitoring to the airport's snow management in winter, emphasizing the continuous, 24/7 vigilance required.

He also assured the Board that the flood barrier system is fully operational, with the maintenance team well-trained and ready to deploy it at a moment's notice. The team has improved in gauging when the barriers need to be installed, reducing unnecessary deployment.

Mr. Nielson then reported that the EV charging stations are now fully functional and operational, having been completed the previous week. The airport's fleet includes three vehicles that will utilize these charging stations, improving efficiency by allowing vehicles to charge on-site rather than at external stations.

He discussed ongoing capital projects, including much-needed improvements to the restrooms in the Arrivals terminal. The current facilities are inadequate for the growing number of passengers. The airport plans to double the capacity, adding two additional stalls in the women's restroom and one additional stall and urinal in the men's restroom.

Finally, Mr. Nielson mentioned that the airport is close to finalizing an agreement with Envirosuite. The drafting of agreements has been ongoing, and they expect to execute the contract in the coming week. Once completed, this will allow the rollout of a new sound monitoring website and additional expertise to be shared with the Board and the general public. He expressed excitement about incorporating Envirosuite into their operations, as it will help fulfill some of the community benefits previously promised.

Mr. Scussel inquired about the restroom expansion, asking whether it would extend beyond the current building footprint. Mr. Nielson clarified that the expansion will occur within the existing building and noted that the permits have already been approved. Mr. Reed asked when construction is expected to start. Mr. Nielson responded that the start date is still to be determined, but they aim to complete the project before the holiday season.

## 8. REPORTS AND ACTION ITEMS

## THNAA BOARD MINUTES

Mr. Reed inquired about any updates on reports and action items. Mr. Scussel mentioned a previous action item concerning the management of Uber drivers off-site, which Mr. Andrew King had addressed. Mr. King reported that the airport has coordinated with the City of New Haven to improve traffic management. The city has been provided with the airport's traffic patterns, and they have committed to increasing police presence to regulate idling and parking traffic. Officers have already started patrolling the area more regularly to assist with traffic flow.

Mr. Rafter noted that Tom Cavaliere has a report and suggested that it should be a regular agenda item moving forward. Mr. Reed then invited Mr. Cavaliere to introduce himself and provide his report.

Mr. Cavaliere introduced himself as the Director of Community Engagement at the airport, a role he has held for just over two months. He expressed his enthusiasm for working with the team and the community. He then provided an overview of recent activities and community engagements.

### **Sponsorships and Partnerships:**

- Puerto Rican Festival of New Haven: This event provided an opportunity to connect with the region's Puerto Rican community and highlight the airport's increased services to San Juan.
- Annual James E. Murray Golf Tournament: This event honored the memory of James "Jim" Murray, a lifelong East Haven resident and volunteer firefighter. Mr. Cavaliere met with members of the East Haven Chamber of Commerce and volunteer firefighters.
- St. Bernadette's Church Celebration of St. Claire: The airport sponsored and attended the event, engaging with neighbors to discuss the impact of Breeze Airways on the community and reaffirming the airport's commitment to redirecting traffic away from residential areas.
- Tour of CT Foodshare: Mr. Cavaliere toured the Wallingford facility to understand better their efforts in combating food insecurity. HVN is a proud sponsor and looks forward to collaborating around the holiday season.
- Tour of City Seed's New Commercial Kitchen: Mr. Cavaliere learned more about their programs supporting farmers markets, food security, and entrepreneurship in the region.
- Employee Appreciation Lunch: The airport hosted a lunch to thank the over 400 employees from TSA, Avelo, Robinson Aviation, and Avports.
- City of New Haven's Vision 2034 Workshop on Climate and Ecological Connections: Mr. Cavaliere attended to increase his understanding of the region's environmental concerns and build connections with community leaders.

### **Follow-Up from Community Meeting:**

- Speeding on Thompson Avenue: The Town of East Haven has installed speed signs and is considering further measures, such as speed bumps.
- Commercial Trucks on Thompson Avenue: Mr. Cavaliere met with Robinson Aviation and their trucking companies to emphasize the importance of avoiding residential streets. A neighbor reported seeing positive changes.
- Traffic Study for Fort Hale Road: The City continues its study and will provide updates in September.
- Aircraft Type and Breeze Airways Announcement: Mr. Cavaliere clarified concerns with a local community leader about Breeze's quieter and more fuel-efficient aircraft.

### **Upcoming Events:**

## THNAA BOARD MINUTES

- East Haven Chamber of Commerce's Lobsterpalooza: A team of Avelo and Avports employees will attend later tonight.
- Special Olympics Plane Pull on September 24th: Teams will pull a Boeing 737, with winners receiving roundtrip tickets on Avelo Airlines.
- ATC Meeting on October 1st: This meeting, organized with the help of Alder Sal DiCola, will be held at Nathan Hale School.
- East Haven Police Athletic League's Golf Tournament on October 3rd: The airport will sponsor and attend this event to show appreciation for the East Haven Police Department.

Mr. Reed thanked Mr. Cavaliere for his work and asked if there were any questions from the Board. Mr. Phillips expressed his enthusiasm for Mr. Cavaliere's role and asked if the airport was collecting contact information from community members or using a QR code for sign-ups at events. Mr. Cavaliere responded that while he currently shares his contact information directly with community members, he plans to start collecting information to create a newsletter for ongoing engagement. He also highlighted that his position as Director of Community Engagement is part of the lease agreement between Avports and the Authority, ensuring a full-time, dedicated resource for community liaison. Mr. Cavaliere emphasized his commitment to being accessible to both the Board and the community, encouraging members to reach out with any questions or concerns.

→ *Mr. Cavaliere to provide his contact information to the Board.*

### 9. OTHER BUSINESS

Mr. Scussel brought up an issue he encountered in a New Haven Independent article about Senator Looney. He noted that a comment on the article mentioned a homeowner who was unable to receive noise mitigation funding because they had installed solar panels on their house. The homeowner was reportedly affected by FEMA restrictions, which limit how much money can be spent on a property if the value has increased due to renovations. Mr. Scussel suggested that while this may not be a Board-specific issue, it could be worth bringing to the attention of politicians to explore the possibility of exemptions for homeowners who have already invested in solar panels or other improvements and are now seeking noise insulation.

Mr. Hoey explained that if a homeowner increases the value of their property by more than 50% and is in a flood zone, they are required to elevate the property. He mentioned that the elevation requirement in Guilford, for example, is 10 feet plus one foot of freeboard.

Mr. Scussel suggested that exemptions might be considered for homeowners around the airport facing these challenges.

Mr. King added that there are existing programs, such as the Avports program, that may become available when approved by the FAA. He also noted that Senator Looney and the City of New Haven are working on securing additional funds for soundproofing that extends beyond the FAA program. However, these efforts are complicated by FAA regulations, which must be followed strictly.

Mr. Scussel clarified that the issue was related to FEMA restrictions, which limit further renovations rather than the amount of money available for them. He questioned whether there might be a way for Connecticut or New Haven to intervene despite these federal limitations.

Mr. Rafter suggested that, at a minimum, homeowners should be made aware of these restrictions in advance as much as possible.

## THNAA BOARD MINUTES

Mr. Scussel emphasized the importance of advocating for these homeowners and suggested that the Board's shared lobbying resources could be used to address this issue.

Mr. King proposed contacting Dallas Dodge to discuss the situation further.

Mr. Reed then brought up an additional point under other business. According to Article Four, Section Three of the bylaws, he announced his decision, at the Chairman's discretion, to appoint Matt Hoey to the Community Advisory Board. This non-voting position will have Mr. Hoey joining Elliot Jamison, Jerry Weiner, Peter Leonardi, Kevin Arnold, and Dan Adams on the Advisory Board, which oversees the Good Neighbor Program. Mr. Reed thanked Mr. Hoey for his continued service and asked if there were any further points of business.

With no additional business raised, Mr. Reed moved on to public comment.

### 10. PUBLIC COMMENT

*Note: The comments made reflect the speaker's personal opinions and concerns, not established facts.*

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#### MAUREEN MOORE – BRANFORD, CT [VIRTUAL]

Ms. Moore began by wishing Mr. Hoey and his family good health and security in the future. She then reflected on Mr. Hoey's earlier comments about Avelo Airlines being a good fit for Tweed New Haven Airport, which was described as a small regional airport. Ms. Moore questioned when the concept of "small" expanded to what she described as "obese," suggesting that the growth of Avelo has exceeded what she considers appropriate for a small airport. Addressing Mr. Shelby, she mentioned his previous remarks about the airport being "blessed" to have Breeze Airways, which he noted had advanced capabilities. However, Ms. Moore expressed that residents in areas as far as Meriden, Connecticut, do not view the expansion of the airport and the introduction of major airlines and potential international flights as a blessing. Instead, she described it as a threat to their lives and security. She concluded by thanking the Chair for the opportunity to share her concerns.

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#### GABRIELA CAMPOS – NEW HAVEN, CT [VIRTUAL]

Ms. Campos shared her concerns during the public comment section, noting that she had moved away from her previous residence due to fumes from the airport. Despite moving, she mentioned that flights continue to fly overhead at her new location, prompting her to remain engaged in monitoring airport activities. Ms. Campos stated that the current situation differs significantly from what was initially promised by the airport, particularly regarding its commitment to the community. She raised three specific issues. Regarding fire code concerns, Ms. Campos referenced images shared in the Environmental Assessment (EA) that allegedly show potential violations of fire codes due to the way flights are scheduled and stacked, leading to traffic jams and idling vehicles. She questioned how the airport is addressing this issue, which she believes poses significant safety risks. Regarding traffic flow and police staffing, Ms. Campos expressed skepticism about the feasibility of promises made to improve traffic flow at the airport by bringing in extra duty police officers, given the long-standing understaffing issues within the New Haven Police Department. Finally, regarding idling cars, Ms. Campos raised concerns about violations of state idling laws at the airport, where vehicles frequently idle with engines running for air conditioning or heating. She urged the airport to take responsibility for educating the public about these laws and ensuring compliance. Ms. Campos concluded by asking how the airport plans to address these issues related to illegal idling, traffic flow, and fire code compliance.

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#### KATHERINE BENNETT – EAST HAVEN, CT [VIRTUAL]

## THNAA BOARD MINUTES

Ms. Bennett began by thanking Tom Cavaliere for addressing the issue of fuel trucks traveling through certain areas. She also mentioned that she had contacted Cheryl Quaine at the FAA regarding Tweed's temporary fuel farm and was informed that it is considered temporary because it is located on a wetland. Ms. Bennett expressed concern about the expiration of temporary permits and inquired if there are plans for a permanent fuel farm. Ms. Bennett then shared her concerns about the airport's Passenger Facility Charge (PFC) proposal dated July 1, 2024. The proposal includes a \$4.50 surcharge on passenger tickets, which is intended to fund several projects, including the runway extension, East Terminal development, taxiway wetland mitigation, land acquisition, and obstruction mitigation. She expressed particular concern about land acquisition for the easement of Taxiway A North and the extension of parallel Taxiway A, noting that the estimated project implementation date is September 2024, with completion expected by April 2027. Ms. Bennett alleged that these plans might be an attempt to advance the airport's expansion before the FONSI appeals from East Haven and Save the Sound are resolved. She noted that some project maps appear to match those in the airport's master plan, including proposed changes to Dodge Avenue and alterations to Tuttle Brook. Ms. Bennett called for another environmental study to be conducted before proceeding with these plans. She also criticized the airport's lack of transparency, pointing out that she found no additional information on the Tweed website about these projects and noted that some sections of the website, including terminal information, had not been updated since 2020. She concluded by expressing her concerns about the proposed airport expansion.

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### PATRICK ROWLAND – EAST HAVEN, CT [VIRTUAL]

Mr. Rowland expressed his frustration with the noise from flights at Tweed New Haven Airport, stating that he is frequently woken up by planes flying overhead at 6:30 AM. Mr. Rowland then addressed the Board regarding FEMA regulations, specifically highlighting that the existing and temporary terminals at the airport are allegedly non-compliant with current FEMA guidelines. He claimed that the expansion of these terminals beyond their original footprint violates FEMA's 50% rule, which limits the extent of expansion without triggering the need for the entire structure to comply with current standards. He also mentioned electrical components being installed below the flood zone, which he asserted are illegal and should never have been permitted. Mr. Rowland criticized both state and city officials for allowing these alleged violations to occur, suggesting that there has been a failure to properly enforce FEMA regulations. He also raised concerns about the use of Saint Bernadette's Church as a commercial parking lot. He argued that the church is in a residential zone (R2) and is legally permitted to operate as a church, not as a commercial parking facility. Mr. Rowland emphasized that any plans to use the church's property for commercial parking would require approval from the city planning department, referencing what he described as a similar issue with illegally parked cars on Dodge Avenue. Lastly, Mr. Rowland mentioned his intent to file a Freedom of Information (FOI) request to obtain details on the financial arrangements between Avelo Airlines and the airport, specifically regarding subsidies for flights. He expressed skepticism about the transparency of these financial dealings, suggesting that the airport may not be forthcoming with the full truth.

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### LAURA CAHN – NEW HAVEN, CT [VIRTUAL]

Ms. Cahn expressed her concerns about early morning and late-night flights at Tweed New Haven Airport. She mentioned hearing an airplane at 5:27 AM on July 31st, two or three airplanes around 12:30 AM on August 19th, and another flight at 2:45 AM within the last couple of weeks. Ms. Cahn noted that she believed flights were not supposed to occur during these hours and pointed out that she lives near the Yale Bowl, suggesting that the noise is likely even more disruptive for residents closer to the airport. She concluded by thanking the Board.

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### LORENA VENEGAS – EAST HAVEN, CT [IN-PERSON]

## THNAA BOARD MINUTES

Ms. Venegas expressed her deep disappointment with the current situation at Tweed New Haven Airport, particularly as a resident of East Haven. She emphasized her long-term involvement and highlighted that East Haven, as an environmental justice town, cannot continue under the current circumstances. Ms. Venegas urged the Board members to use their influence and contacts to bring about immediate change, stressing that they should work with her rather than against her. She voiced frustration over the lack of response from airport officials to her outreach over the past month. Ms. Venegas mentioned filing Freedom of Information Act (FOIA) requests regarding noise compliance, VEOCI (an emergency management system), and legal documents related to Board membership, all of which she claimed were not in compliance. Drawing on her background in corporate communications, Ms. Venegas criticized the airport for what she described as a significant communication crisis and poor corporate citizenship. She urged the Board, particularly Mr. Reed, to take action and improve the situation. Ms. Venegas also raised concerns about recent changes on the Board, mentioning the removal of Mr. Matt Hoey and Mr. David White from the South Central Regional Council of Governments (SCROG) Board and questioning the decision to bring back John Picard for another term. She felt that East Haven has not benefited from these changes, citing poor engineering work on Thompson Avenue as an example. She expressed environmental and health concerns, referencing research by a Tufts University scientist that allegedly shows airplane emissions linger in homes for up to eight hours, which she believes poses significant risks to residents, especially those with asthma. Ms. Venegas also criticized the airport's procurement practices, alleging that women and minority-owned businesses were excluded from opportunities. Lastly, she called for improvements to the baggage belt to ensure safety, particularly for children, regardless of her stance on airport expansion.

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### TONI LORENTI – MERIDEN, CT [IN-PERSON]

Captain Toni Lorenti addressed the Board on behalf of the Airline Pilots Association (ALPA) and the Breeze Airways Master Executive Council, clarifying that they were speaking as a representative of the union, not the company itself. They expressed their commitment to working alongside professional pilot colleagues to ensure safe, reliable air travel in southern Connecticut, which they believe will benefit both Breeze Airways and Avelo Airlines. Captain Lorenti announced their role as the Airline Pilots Association's airport liaison, where they plan to address pilot-centric issues that affect not only crew members and passengers but also the residents living under flight paths. They emphasized the importance of standardized and safe operating procedures, which they believe benefit everyone. Touching on technical details, Captain Lorenti mentioned that the Airbus A220 aircraft, used by Breeze Airways, is not illegal and noted that the aircraft's capabilities are well-suited for Tweed's runway under various technical conditions. Clarifying concerns about the number of flights and destinations, Captain Lorenti explained that offering 10 destinations does not equate to 10 airplanes or 10 daily flights. They stated that Breeze Airways' planned operations could be managed with three aircraft, with one airplane expected to overnight at Tweed. They emphasized that the scale of operations is smaller than it may appear, aligning with typical aircraft utilization practices at airports.

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### GLORIA BELLACICCO – NEW HAVEN, CT [IN-PERSON]

Ms. Bellacicco expressed her concerns about the lack of progress since the community public meeting on April 1st. She mentioned that despite many promises, she has not seen significant action, particularly regarding noise monitoring, which she believes is critical with the introduction of another airline. Ms. Bellacicco emphasized the urgency of getting the noise monitoring system operational, acknowledging the technical challenges but stressing its importance. She also raised concerns about air filters and questioned the extent of noise mitigation efforts, particularly how far from the airport these measures would be effective. Ms. Bellacicco lamented the loss of quieter days in the community and voiced her worry about the competition between Breeze Airways and Avelo Airlines. She questioned what would happen if one airline outperformed the other, especially considering Avelo's

## THNAA BOARD MINUTES

role in the airport's expansion financing. Ms. Bellacicco expressed disappointment in seeing Mr. Picard return to the Board, interpreting it as evidence of cronyism, which she found disheartening. She also criticized Mr. Cavaliere regarding a recent communication. She felt that while the airport has made efforts in the community, these efforts have not sufficiently addressed the concerns of residents living near the airport. She specifically opposed the idea of using Saint Bernadette's parking lot for airport-related parking, noting the proximity to Nathan Hale School and the impact on local children. Ms. Bellacicco concluded by acknowledging that while there have been positive experiences in the past with communication, there is still much work to be done to improve relations between the airport and the community. She apologized for any perceived harshness in her remarks but reiterated her frustrations.

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### JULES SCANLEY – NEW HAVEN, CT [VIRTUAL]

Jules Scanley raised concerns about the process of attracting airlines to the airport, specifically questioning what incentives were offered to Breeze Airways. They noted that during a previous Q&A session, they asked this question but felt it was not adequately answered. Jules then directed a question to Tom Cavaliere, asking if he had communicated with the East Shore Management Team (ESMT). Although Mr. Reed mentioned that questions would not be answered during the meeting, Mr. Cavaliere clarified that he had spoken to a member of the ESMT. Jules clarified that this communication was with them as a private citizen, not as a representative of the entire ESMT, and suggested that if Mr. Cavaliere wanted to address the whole team, he should contact them directly.

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### VINCENT PERELLI – WILMINGTON, DE [VIRTUAL]

Mr. Perelli expressed his support for the planned runway and terminal improvements at Tweed New Haven Airport, noting that many others share his anticipation. He suggested that Connecticut Transit and Yale Transit provide service to the new terminal and proposed the installation of a roundabout at the airport entrance, citing successful examples at airports like Queen Beatrix in Aruba and White Plains. Mr. Perelli also emphasized the importance of community engagement working closely with the real estate industry in New Haven to better inform newcomers about the airport. He noted that this could help prevent newcomers from becoming opponents of the airport. Lastly, he expressed optimism about the potential negotiations between the airport authority, Avports, and the Carfora administration in East Haven, believing that it could be productive for both sides. He concluded by thanking the Board for their time.

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### MICHAEL GIORDANO – JUNO BEACH, FL [VIRTUAL]

Mr. Giordano responded to a previous comment about late-night flights, noting that Tweed New Haven Airport operates 24 hours a day, allowing for both general aviation and commercial flights to land at any time, unless the airport is closed for reasons like weather or snow removal. He clarified that the voluntary agreement between Avelo Airlines and the airport pertains specifically to the scheduling of flights—not their actual operation. According to the agreement, Avelo does not schedule departures before 6:30 AM or after 10:00 PM. However, this does not prevent flights from taking off before 6:30 AM if necessary due to weather or air traffic control restrictions. Similarly with scheduled flights to depart. Mr. Giordano emphasized that the agreement is based on scheduled times, not the actual operation of flights, and while the airline tries to adhere to the agreed schedule, circumstances in the aviation industry can sometimes cause deviations. He concluded by thanking the Board.

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### GLORIA BELLACICCO – NEW HAVEN, CT [IN-PERSON]

Ms. Bellacicco made a second comment, expressing her disappointment that her request for Andrew King to attend the East Shore Management Team meeting was rejected by ESMT. She believed that having someone from

## THNAA BOARD MINUTES

the airport, like Mr. King, would provide accurate answers to the community's questions rather than leaving people to speculate. However, her request was put to a vote, and the majority decided against inviting Mr. King. Ms. Bellacicco apologized for the outcome, expressing concern that without his input, the community might not receive the full truth about airport matters.

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### GABRIELA CAMPOS – NEW HAVEN, CT [VIRTUAL]

Ms. Campos raised a question regarding recent efforts to reduce flooding around the airport, acknowledging that while it's positive to see less flooding, the process involved—specifically dredging—raises concerns. She mentioned that, according to an inside source, dredging was conducted last year to help prevent flooding, but she is unaware of any permits for this work being discussed in prior meetings. Ms. Campos stressed that permits, especially for work involving wetlands, typically require a state-approved process and should be made available to the public. She urged the Board to be transparent and share the relevant documents to ensure that proper procedures were followed.

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### TONI LORENTI – MERIDEN, CT [IN-PERSON]

Captain Toni took the opportunity to speak again, expressing that their comments are both personal and objective, rooted in a deep connection to the area and a commitment to safety. They emphasized that everyone involved shares a common interest in ensuring the safety and well-being of both residents and passengers. Captain Toni acknowledged their extensive experience in the aviation industry, noting that while they may not be able to manage an airport, they have made it a priority to understand the challenges faced by airport staff. They expressed a willingness to share insights from their experience as a pilot, particularly the realities faced by crew members, which are often misunderstood or speculated upon by the public. They reiterated their commitment to transparency and their desire to serve as a liaison to help clarify misconceptions and address concerns, especially those that arise from misinformation spread online. Captain Toni emphasized that their goal is to ensure passenger safety and that their involvement is driven by an objective desire to contribute positively to the community and the airport's operations. They also reminded the audience that the airport operates 24/7, which is within regulations.

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### LORENA VENEGAS – EAST HAVEN, CT [IN-PERSON]

Ms. Venegas expressed concerns about the composition and accountability of the Board, specifically addressing Ms. Neal-Sanjurjo. She claimed that Ms. Neal-Sanjurjo had already served too many terms and suggested that it is Mayor Justin Elicker's responsibility to address this issue. Ms. Venegas also highlighted the importance of inclusivity in opportunities, particularly in relation to Requests for Proposals (RFPs). She voiced frustration that local business owners, including women and men who have worked hard to establish breweries in New Haven, claiming they were not given a fair chance to participate in the airport's RFP process. Ms. Venegas stated that she plans to file a formal complaint with the state to ensure that everyone, regardless of their opinions about the airport, is given equal opportunities. She emphasized the need for more representation of women in all boards and commissions, criticizing the lack of participation from East Haven's representative, Linda Hennessy, whom she noted has not spoken at recent Board meetings. Ms. Venegas suggested that Mayor Carfora should replace Board members who have conflicts of interest. She also raised concerns about the lack of follow-up on public comments, noting that many residents have asked important questions over the past six months without receiving adequate responses in the FAQs. Ms. Venegas called for a more effective feedback loop to ensure that public comments and questions are addressed and documented, which she believes would improve communication and engagement in neighborhood meetings.



# THNAA BOARD MINUTES

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## MAUREEN MOORE – BRANFORD, CT [VIRTUAL]

Ms. Moore stated her intention to be actively involved in the ongoing project at Tweed New Haven Airport. As an elected representative of her union, she emphasized her commitment to ensuring that every employee at Tweed will be represented by a union. She formally noted this on record and thanked the chairman for the opportunity to speak.

## 11. ADJOURNMENT

With no further business to discuss, Mr. Hoey called for a motion to adjourn the meeting. Mr. Fimiani proposed the motion, and Ms. Neal-Sanjurjo seconded it. The Board members unanimously agreed, and the meeting was adjourned at approximately 6:19 PM. The next meeting will be held on September 18th at 4:00 PM.

## ACTION ITEM SUMMARY

- ***Action Item: Mr. King will provide Mr. Dagliere with previous temporary permits.***
- ***Action Item: Ms. Zanjani to distribute a copy of Mr. Shelby's presentation to the Board.***
- ***Action Item: Mr. Shelby to provide Mr. Scussel with the exact mileage used in the "HVN Catchment Area" slide presentation.***
- ***Mr. Cavaliere to provide his contact information to the Board.***

## MINUTES PREPARED AND SUBMITTED BY

Malena Zanjani  
August 28, 2024

**TWEED-NEW HAVEN AIRPORT AUTHORITY**  
**AIRFIELD ACCOUNT**  
**Income Statement July 31, 2024**

	July		Year to Date		Budget
	Actual	Budget	Actual	Budget	Board Approved (Annual)
<b>Revenues</b>					
AIR CARRIER FUEL FLOWAGE FEES	30,674.71	21,588.58	30,674.71	21,588.58	259,063.00
FBO FUEL FLOWAGE FEES	4,320.24	2,791.50	4,320.24	2,791.50	33,498.00
GA LANDNG FEES	13,233.94	13,207.58	13,233.94	13,207.58	158,491.00
FUEL REIMBURSEMENT	26,809.55	-	26,809.55	-	-
LESSEE AIRFIELD REIMBURSEMENT	166,994.17	293,458.33	166,994.17	293,458.33	3,521,500.00
<b>Total Revenues</b>	<b>242,032.61</b>	<b>331,045.99</b>	<b>242,032.61</b>	<b>331,045.99</b>	<b>3,972,552.00</b>
<b>Expenses</b>					
AIRFIELD PERSONNAL COSTS	157,777.41	177,297.33	157,777.41	177,297.33	2,127,568.00
ADMINISTRATION	64,655.20	54,723.58	64,655.20	54,723.58	656,683.00
FACILITY	13,952.92	38,346.67	13,952.92	38,346.67	460,160.00
MAINTENANCE	5,647.08	30,583.33	5,647.08	30,583.33	367,000.00
CONTINGENCY	-	30,095.08	-	30,095.08	361,141.00
<b>Total Expenses</b>	<b>242,032.61</b>	<b>331,045.99</b>	<b>242,032.61</b>	<b>331,045.99</b>	<b>3,972,552.00</b>
<b>Net Income(Loss)</b>	-	-	-	-	-

**TWEED-NEW HAVEN AIRPORT AUTHORITY**  
**AUTHORITY ADMIN ACCOUNT**  
**Income Statement July 31, 2024**

	July		Year to Date		Budget
	Actual	Budget	Actual	Budget	Board Approved (Annual)
<b>Revenues</b>					
BASE RENT - LESSEE **	48,459.76	47,750.00	48,459.76	47,750.00	573,000.00
REVENUE SHARE - LESSEE	8,421.57	6,500.00	8,421.57	6,500.00	78,000.00
REIMBURSABLE EXPENSES & OTHER	-	33,750.00	-	33,750.00	283,800.00
<b>Total Revenues</b>	<b>56,881.33</b>	<b>88,000.00</b>	<b>56,881.33</b>	<b>88,000.00</b>	<b>934,800.00</b>
<b>Expenses</b>					
EXECUTIVE DIRECTOR SALARY	17,692.30	18,596.00	17,692.30	18,596.00	241,750.00
EXECUTIVE DIRECTOR TAXES AND BENEFITS	2,710.35	2,232.00	2,710.35	2,232.00	29,010.00
ADMINISTRATIVE STAFF	3,463.37	3,608.00	3,463.37	3,608.00	46,904.00
ECONOMIC IMPACT STUDY	-	20,085.00	-	20,085.00	57,585.00
LEGAL, AUDIT, ACCOUNTING & OTHER SERVICES	15,036.70	13,700.00	15,036.70	13,700.00	208,025.00
REIMBURSABLE LEGAL, AUDIT & OTHER COSTS	4,434.30	27,500.00	4,434.30	27,500.00	58,800.00
CONSULTANT FOR CAPITAL PROJECTS	-	6,250.00	-	6,250.00	75,000.00
BOND ISSUANCE COSTS	-	-	-	-	150,000.00
OTHER ADMIN COSTS	1,078.94	1,250.00	1,078.94	1,250.00	15,000.00
CONTINGENCY	-	6,250.00	-	6,250.00	75,000.00
<b>Total Expenses</b>	<b>44,415.96</b>	<b>99,471.00</b>	<b>44,415.96</b>	<b>99,471.00</b>	<b>957,074.00</b>
<b>Net Income(Loss)</b>	<b>12,465.37</b>	<b>(11,471.00)</b>	<b>12,465.37</b>	<b>(11,471.00)</b>	<b>(22,274.00)</b>

\*\* Base Rent calculation in the approved budget based on the latest CPI data available at the time. Budget projected a CPI increase of 4.25%.

Actual CPI from commencement of the Lease and Development Agreement in August 2022 through May of 2024 was 5.73%. Revised estimate of Base Rent now \$581,500.

Admin budget indicates that the budget shows a deficit but is in accordance with the advice of consultants and financial experts.

**TWEED-NEW HAVEN AIRPORT AUTHORITY**  
**Income Statement July 31, 2024**

	July		Year to Date		
	Airfield Account	Auth. Admin Acc.	Airfield Account	Auth. Admin Acc.	Authority Total
<b>Revenues</b>					
AIRPORT REVENUE	48,228.89	-	48,228.89	-	48,228.89
FUEL REIMBURSEMENT	26,809.55	-	26,809.55	-	26,809.55
BASE RENT LESSEE	-	48,459.76	-	48,459.76	48,459.76
REVENUE SHARE LESSEE	-	8,421.57	-	8,421.57	8,421.57
LESSEE AIRFIELD REIMBURSEMENT	166,994.17	-	166,994.17	-	166,994.17
OTHER	-	-	-	-	-
<b>Total Revenues</b>	<b>242,032.61</b>	<b>56,881.33</b>	<b>242,032.61</b>	<b>56,881.33</b>	<b>298,913.94</b>
<b>Expenses</b>					
AIRPORT EXPENSES	72,588.53	1,078.94	72,588.53	1,078.94	73,667.47
AIRPORT PAYROLL & BENEFITS	157,777.41	-	157,777.41	-	157,777.41
AUTHORITY MANAGEMENT	-	23,866.02	-	23,866.02	23,866.02
LEGAL, AUDIT & ACCOUNTING	-	15,036.70	-	15,036.70	15,036.70
REIMBURSABLE LEGAL, AUDIT & OTHER COSTS	-	4,434.30	-	4,434.30	4,434.30
CONSULTANT FOR CAPITAL PROJECTS	-	-	-	-	-
BOND ISSUANCE COSTS	-	-	-	-	-
AVPORTS - MGT FEES	11,666.67	-	11,666.67	-	11,666.67
<b>Total Expenses</b>	<b>242,032.61</b>	<b>44,415.96</b>	<b>242,032.61</b>	<b>44,415.96</b>	<b>286,448.57</b>
<b>Net Income(Loss)</b>	<b>-</b>	<b>12,465.37</b>	<b>-</b>	<b>12,465.37</b>	<b>12,465.37</b>

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

**July 31, 2024**  
**DRAFT - UNAUDITED**

	<b>General Fund</b>
<i>Assets</i>	
Cash and equivalents	\$ 391,191
Account receivable, net	781,618
Due from (to) Capital Fund	33,779
Prepaid expenses and other assets	<u>9,373</u>
<b>Total assets</b>	<b><u><u>\$ 1,215,961</u></u></b>
 <i>Liabilities and Fund Balances</i>	
Accounts payable	\$ 97,979
Accrued Expenses and other current liabilities	872,544
Fund Balance	<u>245,438</u>
<b>Total liabilities and fund balances</b>	<b><u><u>\$ 1,215,961</u></u></b>

### HVN Enplanement Report

Destination	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Total (12-months)
MCO	7,319	9,342	8,652	5,938	6,631	7,378	8,418	6,412	6,405	7,685	7,308	5,661	6,895	86,725
FLL	3,913	4,379	4,045	3,579	3,679	4,843	5,017	4,112	4,496	4,989	4,769	4,364	4,096	52,368
PBI	4,118	4,018	3,715	2,563	3,171	4,813	4,854	4,103	4,440	5,263	4,705	2,360	2,381	46,386
TPA	3,632	3,141	2,826	3,028	3,565	4,127	3,953	3,652	4,645	5,427	5,635	2,794	2,594	45,387
RSW	3,702	3,864	3,690	3,011	3,112	3,914	4,516	3,619	4,552	5,389	5,017	2,500	2,368	45,552
SRQ	3,075	2,413	2,317	1,403	1,849	3,237	2,697	2,124	3,077	3,914	3,948	1,304	1,231	29,514
RDU	3,020	3,684	3,712	3,916	4,403	3,694	3,650	2,525	2,315	3,814	3,914	3,745	3,887	43,259
BNA	1,872	1,290	1,051	1,875	2,178	0	0	0	673	1,142	1,076	2,152	2,041	13,478
MYR	1,898	3,241	2,896	2,330	2,143	1,476	1,521	1,077	1,722	2,583	2,523	2,348	3,313	27,173
MDW	1,249	1,271	1,063	1,437	1,681	597	540	232	0	0	0	370	1,173	8,364
CHS	1,311	1,708	1,659	1,071	1,190	900	561	205	0	1,078	1,390	1,825	1,693	13,280
ILM	1,618	2,487	2,190	2,021	2,231	1,579	1,517	1,226	995	1,163	1,066	2,214	2,714	21,403
BWI	1,170	1,207	992	1,350	1,571	517	463	257	0	1,147	1,057	1,124	1,311	10,996
SAV	1,105	1,860	1,472	291	0	475	0	0	0	1,019	1,364	1,134	1,090	8,705
DAB	436	1,288	1,244	1,023	1,159	1,281	1,540	898	1,176	1,250	1,218	1,195	1,478	14,750
MLB	434	1,240	1,103	214	0	939	418	308	0	0	0	0	0	4,222
GSP	432	1,285	1,210	1,133	1,218	1,030	1,097	420	723	1,400	1,152	1,865	1,901	14,434
SJU	0	0	0	0	0	710	1,283	1,071	1,194	1,382	1,228	1,528	1,380	9,776
VPS	0	0	0	0	0	0	0	0	0	0	0	550	1,229	1,779
ATL	84	0	0	0	0	0	0	0	0	0	0	2,615	2,960	5,575
USA	0	0	0	0	0	0	0	0	0	0	0	1,451	2,223	3,674
TYS	0	0	0	0	0	0	0	0	0	0	0	848	1,158	2,006
HOU	0	0	0	0	0	0	0	0	0	0	0	0	658	658
TVC	0	0	0	0	0	0	0	0	0	0	0	0	254	254
STL	0	0	0	0	0	0	0	0	0	0	0	0	612	612
LAL	0	0	0	0	0	0	0	0	0	0	0	0	858	858
IAD (Started July 24)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total EPAX</b>	<b>40,388</b>	<b>47,718</b>	<b>43,837</b>	<b>36,183</b>	<b>39,781</b>	<b>41,510</b>	<b>42,045</b>	<b>32,241</b>	<b>36,413</b>	<b>48,645</b>	<b>47,370</b>	<b>43,947</b>	<b>51,498</b>	<b>511,188</b>

<b>June 2023 - June 2024 UP 28%</b>
<b>FY 2023 - FY 2024 UP 10%</b>

	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Total (12-months)
<b>FY 23 / 24</b>	40,388	47,718	43,837	36,183	39,781	41,510	42,045	32,241	36,413	48,645	47,370	43,947	51,498	511,188
<b>FY 22 / 23</b>	33,887	43,261	39,743	32,065	36,905	37,626	37,163	34,448	35,981	51,018	42,031	35,068	40,388	465,697
<b>% Change</b>	19%	10%	10%	13%	8%	10%	13%	-6%	1%	-5%	13%	25%	28%	10%

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