



Agenda

Board of Directors Meeting

November 20, 2024

4:00 P.M.

- | | |
|---|-------------------------|
| 1. Minutes of October 16, 2024 | Attached |
| 2. Chairman's Report | Mr. Robert Reed |
| 3. Executive Director's Report | Mr. Tom Rafter |
| 4. Finance Committee Report | Ms. Serena Neal-Sanjuro |
| • September 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 OCTOBER 16, 2024

BOARD MEMBERS IN ATTENDANCE

Robert Reed, Linda Hennessey, Serena Neal-Sanjurjo, Carlos Eyzaguirre, Mark Sklarz, Ray Pompano, David White, Jesse Phillips, Richard Jacob, Michael Fimiani, and Kevin Rocco.

BOARD MEMBERS ABSENT

Joseph Ginnetti, Ken Dagliere, Mark Scussel, and John Picard.

OTHERS IN ATTENDANCE

Tom Rafter, Matt Hoey, Jeremy Nielson, Michael Jones, Felipe Suriel, Malena Zanjani, Tom Cavaliere, Andrew King, Bill Wade, David Salvo, Diane Proto, Gloria Bellacicco, Greg Bracci, Jean Perry Phillips, Jeremiah Wilhite, Peter Leonardi, Petrina Yoxall, Rob DeFranzo, Salvatore DeCola, Sandra Reiners, Susan Bryson, Tim Sullivan, Tommy Flood, Toni Lorenti, Joe Giordano, Katherine Bennett, Kayla Reasco, Lew Langella, Lorena Venegas, Michael Giordano, Lorrie Maiorano, NBC CT, Mark Zaretsky, and Brett Simon.

BOARD MINUTES OF OCTOBER 16, 2024

Chairman Robert Reed opened the meeting at approximately 4:08 PM.

1. MINUTES OF SEPTEMBER 18, 2024

Mr. Reed moved to approve the minutes from the regular Board Meeting held on September 18, 2024. His motion was supported by Mr. Fimiani and seconded by Ms. Neal-Sanjurjo. With no further questions or comments, all members present unanimously approved the minutes.

2. CHAIRMAN'S REPORT

Mr. Reed began by noting a brief change in the agenda. He paused to acknowledge that Mr. Dagliere was absent from the meeting due to health concerns and asked the Board to take a moment of silence in recognition of his absence. Mr. Reed expressed best wishes for Mr. Dagliere's recovery and mentioned that if an update on Mr. Dagliere's condition is received and he permits, a communication will be sent to the Board.

Following this, Mr. Reed made a celebratory announcement, congratulating Malena on her recent wedding, commenting that it was a wonderful event. Ms. Zanjani thanked him for the kind words.

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Mr. Reed then proceeded to inform the Board of an adjustment to the agenda. Due to the imminent need for a few members to leave, he proposed moving the Reports and Action Items section, including Resolution 616 up in the schedule to ensure there was a voting quorum. No questions or concerns were raised, and the Board agreed to the adjustment.

3. EXECUTIVE DIRECTOR'S REPORT

Mr. Rafter began the Executive Director's report by addressing action items from the previous Board Meeting. He noted the completion of the following tasks:

- Action Item: Ms. Zanjani to make the necessary changes and post the revised minutes.
- Action Item: Ms. Zanjani to distribute the Economic Impact Analysis presentation to the Board.

Mr. Rafter then addressed several other key items. He began by noting that the Environmental Stewardship Committee (ESC) met the previous day and discussed several topics. These included an update on the noise website and Envirosuite. Additional topics covered were the Sound Insulation Program, a recap of the Air Traffic Control meeting, air quality monitoring, and an update on rental car services and electric vehicle chargers.

Mr. Rafter then reported that the Passenger Facility Charge (PFC) application is in its final stages of preparation. He informed the Board that it will be ready for review at the November meeting, along with the necessary resolutions for approval.

Regarding Issuer's Counsel, Mr. Rafter noted that the agreement is currently under legal review and will be forwarded to Issuer's Bond Counsel once it becomes available.

Mr. Rafter also provided an update on the Capital Improvement Plan (CIP) meeting with the FAA, which took place on October 7, 2024. Based on the FAA's feedback, the CIP is being refined, and discussions with the FAA are ongoing regarding available funding for FY 2025. He clarified that no new projects have been added to the CIP; rather, the timeframes for existing projects are being adjusted in line with available FAA funding.

Mr. Rafter concluded his report by referencing the statistics included in the Board packet. He highlighted that BTS statistics for July 2024 indicate a 21% increase in passenger enplanements at HVN compared to July of the previous year. Year-to-date enplanements are up by 11%, with a total of 521,091 enplanements for the 12 months through July 2024.

4. FINANCE COMMITTEE REPORT

AUGUST 2024 FINANCIALS

Ms. Neal-Sanjurjo gave Mr. Rafter the floor to present the financial report for the period ending August 31, 2024.

Mr. Rafter began by noting that for August, airfield revenues, excluding the Lessee subsidy of \$165,453.89, exceeded the budget by \$19,557.68. The actual subsidy for the month came in under budget by \$128,004.44. Year-to-date (YTD) revenues, excluding the \$332,448.06 subsidy, were \$132,183.78, which is \$57,008.46 better than budgeted. Airfield expenses for August came in \$108,446.76 under budget, and YTD expenses totaled \$464,631.84, which is \$197,460.14 under budget.

Moving on to administrative revenues, Mr. Rafter reported that August revenues were below budget by \$31,056.24. However, YTD revenues amounted to \$113,825, surpassing the budget by \$25,825.09. Administrative

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expenses for August were \$43,075.19 under budget, although YTD expenses were slightly over budget by \$1,340.77. The actual net results for the administrative fund in August showed a negative balance of -\$4,084.05, but YTD results indicated a positive balance of \$8,381.32.

Mr. Rafter concluded the report by noting that the fund balance at the end of the period was \$286,214.00, with total liabilities and fund balances amounting to \$1,250,873.00.

5. AIRPORT MANAGER'S REPORT

AIRFIELD OPERATIONS

Mr. Nielson presented the Airside report, beginning with an update on the snow meeting held on October 10th. He reported that the meeting, which involved airport tenants and stakeholders, was well attended and that the plan for snow operations was reviewed in thorough detail. Mr. Nielson expressed his appreciation for Brian Hoffman and the operations team for leading the discussion and preparing for the upcoming snow season. He assured the Board that the equipment is ready, and the team is well-prepared for the winter season.

Mr. Nielson then addressed the airport's transition to F3 foam, a bio-friendly, fluorine-free, and silicone-free firefighting foam that eliminates the use of PFAS. He announced that the airport completed the transition at the end of September, meeting its deadline with the Department of Energy and Environmental Protection (DEEP). All firefighting vehicles, including two active trucks and one backup, were retrofitted offsite and are now fully compliant with DEEP regulations. Mr. Nielson emphasized the significance of this achievement, noting that the airport is now free from PFAS-containing firefighting foams. He thanked the operations team and Tom Rafter for their support in successfully completing the transition, highlighting this as a positive step for the airport's environmental stewardship.

Addressing recent media coverage regarding PFAS, Mr. Nielson clarified that PFAS is a nationwide issue, found in various sources, including rainwater. He reassured the Board that Avports, representing the Authority, takes environmental responsibility seriously and is committed to staying ahead of regulatory requirements. He reiterated the airport's proactive stance in transitioning to PFAS-free alternatives and affirmed their commitment to working closely with federal, state, and local authorities to meet strict environmental regulations. Mr. Nielson emphasized that the airport's daily routine includes careful consideration of environmental factors and ongoing assessments to ensure compliance.

In response to snow question, Mr. Nielson noted that sometimes less snow can present more challenges due to freezing conditions, sleet, and freezing rain, which can cause more operational difficulties than snowfall alone. Mr. Rafter added that the airport has recently purchased three major pieces of equipment – a sprayer, a plow, and a blower – which will be instrumental in supporting snow removal and winter operations efforts.

6. LESSEE'S REPORT – THE NEW HVN LLC

ENVIROSUITE UPDATE

Mr. Nielson began the Lessee Report by announcing that they would be joined by partners from Envirosuite, including Robert DeFranzo and Greg Bracci from their team. Mr. Nielson explained that Tweed New Haven Airport had been exploring ways to provide community benefits focused on key concerns, with noise from aircraft operations being a significant issue. After considerable research and networking with experts, the airport entered into an agreement with Envirosuite to address these concerns. Mr. Nielson introduced Rob DeFranzo and invited

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him to present Envirosuite's capabilities, noting they would be integrating their products at the airport in the coming weeks.

Mr. DeFranzo, along with Mr. Bracci from Envirosuite, proceeded to introduce themselves and explain their roles. Mr. Bracci, the Vice President of Envirosuite, shared that the company has been partnering with airports globally, including in the Northeast, for over 40 years, focusing on aviation noise and community engagement. He explained that they would demonstrate two systems used at other airports, such as the Port Authority of New York and New Jersey and Westchester County Airport. Mr. DeFranzo then gave a detailed demonstration of Envirosuite's tools, including a community-facing web tool, explaining how community members can view aircraft noise levels, identify noise events, and file complaints. He showcased how users can place themselves on the map and track the proximity of aircraft, providing comprehensive noise data and allowing users to report specific flights or make general complaints.

Mr. Reed inquired about the system's ability to log and track repeated complaints regarding specific aircraft. Mr. DeFranzo explained that while the community-facing product does not offer a review of existing complaints, the internal tool allows the airport to see a history of complaints, match them to specific flights, and identify patterns. He demonstrated how the system links complaints to flight data and offers detailed information about each noise event and the associated aircraft.

Mr. Bracci added that the system is designed for transparency, allowing community members to access noise and flight track data and to report complaints either against specific flights or in general. Mr. Reed asked about the delay between real-time flight data and its display in the system. Mr. Bracci explained that most airports have a configurable delay of around five minutes, which allows the system to process complete flight track data from the FAA and other sources.

Mr. Reed also raised a concern about cybersecurity, asking if the system had ever been compromised. Mr. Bracci reassured the Board that Envirosuite has a dedicated cybersecurity team and adheres to global privacy regulations, including GDPR. He confirmed that the system has not been compromised.

Mr. Reed further inquired about the possibility of comparing noise and complaint data between airports. Mr. Bracci confirmed that some airports publish their complaint information and that airports can collaborate to share non-public data. He gave the example of Reagan National Airport, which publicly posts monthly complaint data, emphasizing the flexibility and transparency of the system.

Ms. Hennessey asked about how complaints are managed and forwarded to the appropriate people. Mr. Bracci explained that the system automatically stores all complaints, allowing airport staff to manually enter phone-based complaints if necessary. The system helps identify trends and allows the airport to respond effectively, especially when new complainants arise.

Mr. Jacobs requested to see the community-facing interface that residents would use to report noise complaints. Mr. Bracci walked through the interface, showing how residents can track flights near their homes and report noise complaints, with the system automatically linking noise events to specific aircraft.

Mr. Nielson thanked Greg and Rob for their presentation and noted that the airport plans to host a community meeting to demonstrate the system and provide a Q&A session, similar to the previous Air Traffic Control meeting. The meeting will be announced on social media, with a target date in November. Mr. Nielson also shared that as part of the agreement with Envirosuite, the airport purchased two portable noise monitors to launch the program and intends to expand the program over the coming years to better understand and manage noise impacts in the

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community. The airport looks forward to providing more information and engaging with the community in the weeks ahead.

THE NEW HVN LLC

Mr. Nielson continued with an update on several key items for his Lessee's Report. He began by providing an update on the ramp rehabilitation project. He noted that the project start date was pushed back slightly to October 21st, but they still anticipate completion by November 24th. The project is being expedited to avoid any disruption to holiday travel and to minimize the impact on Avelo's flights and gate downtime. Mr. Nielson emphasized that they are focusing on key elements of the project and working closely with Avelo to keep them informed of the timelines. Coordination with the contractor is ongoing to ensure the project begins next week. Mr. Reed asked for a brief overview of the project. Mr. Nielson explained that the project involves a 2-inch mill and overlay of all five gates, along with a complete restriping of the ramp. This will improve the layout for Avelo's 737/800 aircraft and accommodate the additional operational needs brought by Breeze Airways. Specific adjustments include dedicated positions for ground equipment, better allocation of space for infrequently used equipment, and improved flow of passengers and vehicles in the area. Mr. Nielson highlighted the focus on reducing foreign object debris (FOD) on the airfield, as the ramp is nearing the end of its useful life. This project will extend its usability until the transition to the new east terminal. Mr. Nielson also confirmed that the project is scheduled for completion before the Thanksgiving holiday, and they are working closely with the contractor to meet this deadline.

Moving on, Mr. Nielson provided an update on the restroom renovations in the Arrivals terminal. The current phase has received all necessary sign-offs, and sheetrock and taping have been completed. Inspections have passed, and tiling and fixture installation will begin within the next week. The project is on track for completion by early November.

Mr. Nielson then discussed ongoing preparations for new air service starting on December 10th, with weekly meetings taking place with both Avelo and Breeze. Avports will be hosting an Operational Readiness Airport Transfer (ORAT) exercise, which will involve a full-scale exercise with all tenants and stakeholders to focus on operational risk mitigation and coordination. This exercise aims to ensure smooth operations from curb to aircraft and vice versa. The team is also working with the City of New Haven on traffic management solutions to ensure smooth landside operations.

Lastly, Mr. Nielson reported that there have been no material changes to the runway or terminal project since the last meeting. The runway design is at 60%, and the terminal design is at 30%. This concluded his Lessee's report.

COMMUNITY ENGAGEMENT REPORT

Mr. Cavaliere provided a comprehensive update on community engagement activities for the past month, noting a full schedule of meetings, partnerships, and meaningful conversations. He highlighted several key partnerships and sponsorships, starting with the Orange Chamber of Commerce's Awards & Annual Meeting, where they celebrated the contributions of local businesses and individuals to the Orange community. Tweed was also a proud sponsor of the East Haven Rotary Club's Great Golf Ball Drop & Raffle, an event supporting the Rotary's community service projects.

On September 24th, Tweed hosted the 2nd Annual Special Olympics CT Plane Pull, sponsored by Avelo Airlines. The event saw teams from various organizations, including Marcum LLP, Guardian Jet, The Coca-Cola Company, WTNH-TV, and the New Haven Police Department, join over 200 attendees to raise more than \$47,000 in support

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of Special Olympics athletes. Special guests included Governor Lamont, Avelo Airlines CEO Andrew Levy, and Jorge Roberts, CEO of Avports, who all helped make the event a success.

In September, Tweed sponsored and attended the CT Black Expo at Southern Connecticut State University, where they promoted air service connectivity and celebrated Black business, culture, and community in Connecticut.

In early October, Tweed hosted an informational session with Air Traffic Control (ATC) Controller Trent, discussing air traffic control operations and addressing community questions. Mr. Cavaliere noted that this session aligned with Tweed's ongoing commitment to transparency in local aircraft operations, and the next community meeting, to be scheduled for November, will focus on upcoming projects and provide a deeper look into the Envirosuite program.

Tweed also attended the CT Manufacturing Summit, engaging with private sector leaders to showcase how the airport's air service connectivity fosters job creation and economic growth. Mr. Cavaliere met with the founder of a prominent robotics company, who emphasized the critical role of air service in driving innovation. On October 3rd, Tweed sponsored the East Haven Police Department's 1st Annual Athletic League Golf Tournament, where they expressed their support for the local police department.

Additionally, Tweed hosted the STRIVE program, offering young adults with disabilities a hands-on experience navigating the airport. Mr. Cavaliere thanked the Capitol Region Education Council, Avelo, and TSA for supporting this initiative. Last week, Tweed sponsored and attended the Greater New Haven Italian-American Heritage Dinner, honoring the contributions of the Italian-American community. Following that, Tweed participated in the East Haven Chamber of Commerce's Business After Hours event, hosted by East Haven Public Television, providing an opportunity to connect with local businesses and learn more about their programming and future vision.

Looking ahead, Mr. Cavaliere mentioned upcoming events, including an employee appreciation dinner for the Avports team, the New Haven Board of Alders Black & Hispanic Caucus Annual Gala, and the New Haven Chamber of Commerce's 2024 Big Connect Expo, along with other community engagements.

7. REPORTS AND ACTION ITEMS

RESOLUTION #616: APPROVAL OF TITLE VI POLICY STATEMENT AND PLAN FOR COMPLIANCE

Mr. Reed read Resolution #616 in its entirety:

Title VI Policy Statement and Plan for Compliance

Whereas, Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Section 520 of the Airport and Airway Improvement Act of 1982, and other related authorities, require assurance from public agencies receiving federal financial assistance that there is compliance with the provisions therein regarding nondiscrimination, whether its programs are federally funded or not;

Whereas, the required assurances extend to surrounding communities and customers who use the airport, as well as to tenants, contractors, and concessionaires providing an activity, service, or facility at the airport;

Whereas, the Tweed New Haven Airport Authority (the "Authority") is a recipient of federal financial assistance and wishes to reaffirm its compliance with the nondiscrimination requirements stated in the federal laws cited above;

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Whereas, the Authority has drafted a Title VI Policy Statement and Plan for Compliance that reaffirms its understanding of the federal obligations and reestablishes its procedure for assuring compliance therewith; and

Whereas, any substantive modifications to the Title VI Statement and Plan for Compliance shall be reviewed by the Board;

Now, therefore, be it resolved, that the Board of Directors hereby adopts the Title VI Policy Statement attached hereto.

Mr. Reed then opened the floor for comments or questions. Mr. Rafter provided background, stating that Tweed is not the only airport implementing a policy, as it is a nationwide initiative. The FAA is ensuring that all airports have a non-discrimination policy in place. He clarified that the FAA will not approve the plan until the policy is signed. Once signed, the plan will be approved and posted on the airport's website. He expressed thanks to Malena Zanjani and Tim Sullivan for their excellent work with the FAA in drafting the policy.

Mr. Jacob sought clarification, asking if airports around the country are adopting virtually the same statement or if there are variations. Mr. Rafter explained that the policies are mostly similar, with the FAA providing guidance. While there may be differences in demographics across airports, the core elements of the policy are standard.

Mr. Rocco commented that he had not seen the policy in the packet and requested that it be circulated to all members for review.

→ **Action Item: Ms. Zanjani to send Board Members the Title VI Policy Statement.**

Mr. Reed asked if there were any final comments or questions. Hearing none, he called for a motion. Ms. Hennessey moved, and Ms. Neal-Sanjurjo seconded the motion. All were in favor, and the motion carried.

8. OTHER BUSINESS

Mr. Reed began by announcing a Make-A-Wish event, sponsored by Avelo Airlines and the Make-A-Wish Foundation, which will take place at HVN the following morning. All Board members were invited to attend.

There was no other business to discuss.

9. PUBLIC COMMENT

Please note that the following comments reflect the speaker's personal opinions and concerns, not established facts. Public Comment is intended for remarks from the public, not for a question-and-answer session. For inquiries, members of the public are encouraged to reach out directly to The TNHAA Authority or Avports.

DIANE PROTO – EAST HAVEN, CT [VIRTUAL]

Diane Proto, speaking virtually from East Haven, introduced herself as the new Terminal Manager for Avports in New Haven. She mentioned her long association with Tweed, dating back to 1981, and expressed her enthusiasm for being part of the team once again. She conveyed her optimism about the future of Tweed Airport and looks forward to contributing to its ongoing development.

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MICHAEL GIORDANO – PALM BEACH COUNTY, FL [VIRTUAL]

Michael Giordano, speaking from Palm Beach County, expressed his support and congratulations for Avports' recent hiring of Diane Proto as Tweed's Terminal Gate and Ramp Manager. He shared his personal connection with her, having worked together in the past, and spoke highly of her qualifications, noting her extensive experience in airline station management. Mr. Giordano then offered a suggestion based on his 50 years of aviation experience, including as a retired air traffic controller. He added that while the past few years at Tweed have been positive, the airport's limited ramp space could lead to operational challenges, particularly as additional airlines like Breeze join. He adds that delays due to mechanical issues, weather, or air traffic congestion could block the ramp, preventing new arrivals from accessing gates. To address this, he proposed that Avports management, Diane Proto, Avelo and Breeze management, and air traffic controllers collaborate to create a "playbook" outlining procedures for temporarily holding aircraft in the movement areas (such as taxiways) when ramp space is limited. He suggested identifying specific locations where planes could be held without disrupting air traffic, to avoid potential gridlock. Mr. Giordano believes that having such a plan in place would help prevent unnecessary complications and ensure smooth coordination.

SANDRA REINERS – BRANFORD, CT [VIRTUAL]

Sandra Reiners raised three points during her public comment. First, she expressed appreciation for the recent meeting with the Air Traffic Control Manager but claimed that many of her questions about flight paths remain unanswered. She has submitted these questions to the airport, Avports, and the authority and hopes for a timely response, stating that these concerns are important to residents of Branford and the surrounding areas. Second, Ms. Reiners commented on the Envirosuite presentation, specifically noting her concern that noise events seem to register only when they occur near the noise monitors. She questioned how noise further from the airport, particularly in areas like Branford, would be captured, even with the use of mobile monitors. Ms. Reiners shared that she personally recorded high decibel levels over the weekend using her phone and questioned how the system would register such noise events and what decibel levels would be recorded by the system. Third, Ms. Reiners asked about the Economic Impact Study, inquiring whether a draft has been presented to the Board and if it will be made public. She also reiterated concerns she raised in a previous meeting about the potential export of money to southern states and whether the public would soon have access to the report.

KATHERINE BENNETT – EAST HAVEN, CT [VIRTUAL]

Katherine Bennett raised two points during her public comment. First, she questioned whether the recent snow meeting addressed the possibility of upgrading the airport's deicing fluid recovery system. She claimed that there are more advanced systems available that can recover and even recycle a greater amount of deicing fluid, suggesting that improvements could be made to the current system. Second, Ms. Bennett expressed concerns about the proposed temporary fuel farm, which she alleges would be located on a wetland. She referenced information from Cheryl Quaine, who indicated that the fuel farm would be considered temporary due to its location. Ms. Bennett voiced her worries about the environmental risks, particularly in light of the recent extension of temporary buildings at the airport, which she claimed are not flood-proof. She also raised concerns about fuel trucks being used in flood-prone areas and questioned whether they are being stored securely. Bennett urged the Board to consider finding a better, more permanent solution for fuel storage.

LORENA VENEGAS – EAST HAVEN, CT [VIRTUAL]

Lorena Venegas, from East Haven, began by thanking Mr. Reed for recognizing her activism, as acknowledged by the Connecticut Foundation for Open Government. She expressed concern that since 2021, there has been a lack

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of meaningful dialogue between East Haven and the airport. Venegas alleged that the community engagement efforts have been insufficient, with residents' emails and calls being ignored or dismissed. She claimed that it should not be the responsibility of residents to report issues like noise pollution, but rather the airport's responsibility to find solutions. She reiterated concerns about air pollution, traffic, and noise, stating that it is unreasonable for residents to prove these issues exist while the burden should be on the airport. Ms. Venegas also expressed frustration that events are attended in other towns, like Orange, rather than focusing on residents directly impacted by the airport's operations. She characterized this as creating a form of "reverse NIMBYism," where people benefit from flights but are not affected by the negative impacts because they don't live near the airport. She concluded by calling for better community engagement and addressing mistrust, which she claims began with Andrew King and the \$8,700 noise insulation voucher, urging the Board to debunk this issue.

TONI LORENTI – MERIDEN, CT [CT]

Captain Toni Lorenti, an employee of an undisclosed airline and Airbus 220 operator, expressed optimism about Tweed's future and a desire to stay informed about its developments. They acknowledged the previous speaker but raised concerns that misinformation has been spread regarding Tweed New Haven Airport. Lorenti criticized the use of technical terminology such as FONSI, FOIA, and EA, claiming it is often misused and unclear. Shifting focus, Lorenti welcomed the upcoming flight tracking data, expressing interest in how this quantifiable, verifiable information will compare to the data gathered by citizen scientists. Addressing a previous speaker's concerns about preventing issues at the airport, Lorenti echoed the importance of taking proactive measures. They advocated for future roundtable discussions with stakeholders involved in Tweed's daily operations to ensure that everyone is aligned in working for the benefit of the community. Lorenti acknowledged that operational challenges are inherent in the aviation industry but stressed the importance of minimizing negative impacts on residents. They noted that pilots can also be community activists, highlighting that pilots prioritize safety, which benefits both the community and the industry. Lorenti expressed the desire for the airport to operate efficiently, as pilots do not want to sit on the tarmac waiting for gates, wasting fuel. They offered their involvement through the Airline Pilots Association's safety representative role, aiming to contribute to the airport's success in a way that benefits the community. In closing, Lorenti encouraged the community to see pilots as a valuable resource for addressing some of their concerns, noting that pilots could even support some of the community's interests.

10. ADJOURNMENT

With no further business to discuss, Mr. Reed called for a motion to adjourn the meeting. Mr. Fimiani proposed the motion, and Ms. Hennessey seconded it. The meeting was adjourned at approximately 5:20 PM. The next meeting will be held on November 20, 2024 at 4:00 PM.

ACTION ITEM SUMMARY

→ **Action Item: Ms. Zanjani to send Board Members the Title VI Policy Statement.**

MINUTES PREPARED AND SUBMITTED BY

Malena Zanjani

10/22/24

TWEED-NEW HAVEN AIRPORT AUTHORITY
AIRFIELD ACCOUNT
Income Statement September 30, 2024

	September		Year to Date		Budget
	Actual	Budget	Actual	Budget	Board Approved (Annual)
Revenues					
AIR CARRIER FUEL FLOWAGE FEES	31,003.97	21,588.58	95,576.67	64,765.74	259,063.00
FBO FUEL FLOWAGE FEES	3,960.00	2,791.50	14,220.24	8,374.50	33,498.00
GA LANDNG FEES	18,014.79	13,207.58	44,125.04	39,622.74	158,491.00
FUEL REIMBURSEMENT & OTHER	8,260.06	-	39,500.65	-	-
LESSEE AIRFIELD REIMBURSEMENT	175,661.05	293,458.33	508,109.11	880,374.99	3,521,500.00
Total Revenues	236,899.87	331,045.99	701,531.71	993,137.97	3,972,552.00
Expenses					
AIRFIELD PERSONNAL COSTS	155,644.36	177,297.33	463,963.62	531,891.99	2,127,568.00
ADMINISTRATION	32,867.52	54,723.58	141,531.75	164,170.74	656,683.00
FACILITY	37,763.06	38,346.67	79,758.70	115,040.01	460,160.00
MAINTENANCE	10,624.93	30,583.33	16,277.64	91,749.99	367,000.00
CONTINGENCY	-	30,095.08	-	90,285.24	361,141.00
Total Expenses	236,899.87	331,045.99	701,531.71	993,137.97	3,972,552.00
Net Income(Loss)	-	-	-	-	-

TWEED-NEW HAVEN AIRPORT AUTHORITY
AUTHORITY ADMIN ACCOUNT
Income Statement September 30, 2024

	September		Year to Date		Budget
	Actual	Budget	Actual	Budget	Board Approved (Annual)
Revenues					
BASE RENT - LESSEE **	48,459.76	47,750.00	145,379.28	143,250.00	573,000.00
REVENUE SHARE - LESSEE	7,854.47	6,500.00	24,760.04	19,500.00	78,000.00
REIMBURSABLE EXPENSES & OTHER	-	34,750.00	-	102,250.00	283,800.00
Total Revenues	56,314.23	89,000.00	170,139.32	265,000.00	934,800.00
Expenses					
EXECUTIVE DIRECTOR SALARY	17,692.30	18,596.00	61,923.05	65,086.00	241,750.00
EXECUTIVE DIRECTOR TAXES AND BENEFITS	1,915.33	2,232.00	8,410.83	7,811.00	29,010.00
ADMINISTRATIVE STAFF	3,678.67	3,608.00	12,317.88	12,628.00	46,904.00
ECONOMIC IMPACT STUDY	-	12,500.00	-	45,085.00	57,585.00
LEGAL, AUDIT, ACCOUNTING & OTHER SERVICES	20,337.06	18,700.00	55,418.57	46,100.00	208,025.00
REIMBURSABLE LEGAL, AUDIT & OTHER COSTS	7,998.50	13,500.00	16,987.42	53,500.00	58,800.00
CONSULTANT FOR CAPITAL PROJECTS	-	6,250.00	-	18,750.00	75,000.00
BOND ISSUANCE COSTS	-	15,000.00	-	30,000.00	150,000.00
OTHER ADMIN COSTS	928.94	1,250.00	2,936.82	3,750.00	15,000.00
CONTINGENCY	-	6,250.00	-	18,750.00	75,000.00
Total Expenses	52,550.80	97,886.00	157,994.57	301,460.00	957,074.00
Net Income(Loss)	3,763.43	(8,886.00)	12,144.75	(36,460.00)	(22,274.00)

** 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
Balance Sheet-Governmental Fund Type and Account Groups

September 30, 2024
DRAFT - UNAUDITED

	General Fund
<i>Assets</i>	
Cash and equivalents	\$ 457,344
Account receivable, net	591,998
Due from (to) Capital Fund	33,779
Due from PFC Fund	9,350
Prepaid expenses and other assets	<u>7,650</u>
Total assets	<u><u>\$ 1,100,122</u></u>
 <i>Liabilities and Fund Balances</i>	
Accounts payable	\$ 131,274
Accrued Expenses and other current liabilities	701,532
Fund Balance	<u>267,316</u>
Total liabilities and fund balances	<u><u>\$ 1,100,122</u></u>

TWEED-NEW HAVEN AIRPORT AUTHORITY
Income Statement September 30, 2024

	September		Year to Date		
	Airfield Account	Auth. Admin Acc.	Airfield Account	Auth. Admin Acc.	Authority Total
Revenues					
AIRPORT REVENUE	52,978.76	-	153,921.95	-	153,921.95
FUEL REIMBURSEMENT	8,260.06	-	39,500.65	-	39,500.65
BASE RENT LESSEE	-	48,459.76	-	145,379.28	145,379.28
REVENUE SHARE LESSEE	-	7,854.47	-	24,760.04	24,760.04
LESSEE AIRFIELD REIMBURSEMENT	175,661.05	-	508,109.11	-	508,109.11
OTHER	-	-	-	-	-
Total Revenues	236,899.87	56,314.23	701,531.71	170,139.32	871,671.03
Expenses					
AIRPORT EXPENSES	69,588.84	928.94	202,568.08	2,936.82	205,504.90
AIRPORT PAYROLL & BENEFITS	155,644.36	-	463,963.62	-	463,963.62
AUTHORITY MANAGEMENT	-	23,286.30	-	82,651.76	82,651.76
LEGAL, AUDIT & ACCOUNTING	-	20,337.06	-	55,418.57	55,418.57
REIMBURSABLE LEGAL, AUDIT & OTHER COSTS	-	7,998.50	-	16,987.42	16,987.42
CONSULTANT FOR CAPITAL PROJECTS	-	-	-	-	-
BOND ISSUANCE COSTS	-	-	-	-	-
AVPORTS - MGT FEES	11,666.67	-	35,000.01	-	35,000.01
Total Expenses	236,899.87	52,550.80	701,531.71	157,994.57	859,526.28
Net Income(Loss)	-	3,763.43	-	12,144.75	12,144.75

HVN Enplanement Report

Destination	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Total (12-months)
MCO	8,652	5,938	6,631	7,378	8,418	6,412	6,405	7,685	7,308	5,661	6,895	7,860	8,046	84,637
FLL	4,045	3,579	3,679	4,843	5,017	4,112	4,496	4,989	4,769	4,364	4,096	4,233	3,962	52,139
PBI	3,715	2,563	3,171	4,813	4,854	4,103	4,440	5,263	4,705	2,360	2,381	2,827	2,661	44,141
TPA	2,826	3,028	3,565	4,127	3,953	3,652	4,645	5,427	5,635	2,794	2,594	2,923	2,638	44,981
RSW	3,690	3,011	3,112	3,914	4,516	3,619	4,552	5,389	5,017	2,500	2,368	2,799	2,690	43,487
SRQ	2,317	1,403	1,849	3,237	2,697	2,124	3,077	3,914	3,948	1,304	1,231	1,242	1,360	27,386
RDU	3,712	3,916	4,403	3,694	3,650	2,525	2,315	3,814	3,914	3,745	3,887	4,110	3,913	43,886
BNA	1,051	1,875	2,178	0	0	0	673	1,142	1,076	2,152	2,041	2,179	2,311	15,627
MYR	2,896	2,330	2,143	1,476	1,521	1,077	1,722	2,583	2,523	2,348	3,313	3,782	3,904	28,722
MDW	1,063	1,437	1,681	597	540	232	0	0	0	370	1,173	1,300	1,259	8,589
CHS	1,659	1,071	1,190	900	561	205	0	1,078	1,390	1,825	1,693	1,844	1,796	13,553
ILM	2,190	2,021	2,231	1,579	1,517	1,226	995	1,163	1,066	2,214	2,714	2,878	3,026	22,630
BWI	992	1,350	1,571	517	463	257	0	1,147	1,057	1,124	1,311	1,159	1,391	11,347
SAV	1,472	291	0	475	0	0	0	1,019	1,364	1,134	1,090	1,169	1,134	7,676
DAB	1,244	1,023	1,159	1,281	1,540	898	1,176	1,250	1,218	1,195	1,478	1,932	1,770	15,920
MLB	1,103	214	0	939	418	308	0	0	0	0	0	0	0	1,879
GSP	1,210	1,133	1,218	1,030	1,097	420	723	1,400	1,152	1,865	1,901	2,062	2,000	16,001
SJU	0	0	0	710	1,283	1,071	1,194	1,382	1,228	1,528	1,380	1,403	1,283	12,462
VPS	0	0	0	0	0	0	0	0	0	550	1,229	842	1,308	3,929
ATL	0	0	0	0	0	0	0	0	0	2,615	2,960	2,966	3,021	11,562
USA	0	0	0	0	0	0	0	0	0	1,451	2,223	2,699	2,971	9,344
TYS	0	0	0	0	0	0	0	0	0	848	1,158	1,061	1,241	4,308
HOU	0	0	0	0	0	0	0	0	0	0	658	1,192	1,108	2,958
TVC	0	0	0	0	0	0	0	0	0	0	254	362	438	1,054
STL	0	0	0	0	0	0	0	0	0	0	612	776	928	2,316
LAL	0	0	0	0	0	0	0	0	0	0	858	1,131	1,159	3,148
IAD	0	0	0	0	0	0	0	0	0	101	0	789	1,113	2,003
MSY (Started 11/24)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total EPAX	43,837	36,183	39,781	41,510	42,045	32,241	36,413	48,645	47,370	44,048	51,498	57,520	58,431	535,685

August 2023 - August 2024 UP 33%
Previous 12-Months UP 13%

	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Total (12-months)
FY 24 / 25	43,837	36,183	39,781	41,510	42,045	32,241	36,413	48,645	47,370	44,048	51,498	57,520	58,431	535,685
FY 23 / 24	39,743	32,065	36,905	37,626	37,163	34,448	35,981	51,018	42,031	35,068	40,388	47,718	43,837	474,248
% Change	10%	13%	8%	10%	13%	-6%	1%	-5%	13%	26%	28%	21%	33%	13%

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