



Agenda

Board of Directors Meeting

January 17, 2024

4:00 P.M.

1. Minutes of December 20, 2023 Attached
2. Executive Director's Report Mr. Tom Rafter
3. Chairman's Report Mr. Matthew Hoey
4. Finance Committee Report Ms. Serena Neal-Sanjuro
 - **November 2023 Financials** Attached
5. Airport Manager's Report – Airfield Operations Mr. Jeremy Nielson
6. Lessee's Report – The New HVN LLC Mr. Jeremy Nielson
7. Reports and Action Items
 - **Resolution #602: Employee-Cost Sharing Sponsorship Agreement** Attached
 - **Resolution #603: Approval of Change Order No. 6 for the Construction Contract with C.J. Fucci Construction, Inc. for the Realignment of Taxiways A,F, and G & Ditch Maintenance** Attached
8. Other Business
9. Public Comment
10. Adjournment



TWEED NEW HAVEN AIRPORT AUTHORITY NOTICE OF VOTES FOR MEETING JANUARY 17, 2024

Members in attendance: Matthew T. Hoey III, Robert H. Reed, Linda Hennessey, Serena Neal-Sanjurjo, Carlos Eyzaguirre, Robert Ellis, Kenny Dagliere, David White, Michael Fimiani, and Mark Scussel Sr., Richard Jacob, Carlos Eyzaguirre, Mark Sklarz, and Jesse Phillips.

Members absent: Ray Pompano and Joseph Ginnetti.

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Others in attendance: Tom Rafter, Jeremy Nielson, Malena Zanjani, Felipe Suriel, Andrew King, Dan Adams, Andrea Mascaro, Anthony Camposano, Cole Madonna, David Reger, Eliot Jameson, Gloria Bellacicco, Jean Perry Phillips, Johnson Chang-Fong, Katherine Bennett, Kevin Arnold, Lorena Venegas, M. Adting, Maureen Moore, Melissa Ranalli, Michael Giordano, Michael Jones, Peter Leonardi, Salvatore DeCola, Sandra Reiners, Scott Luzzi, Steve Wight, Susan Bryson, Teresa Russo, Tim Sullivan, Toni Lorenti, Trina Yoxall, and Vincent Perrelli.

RESOLUTIONS #602: EMPLOYEE-COST SHARING SPONSERSHIP AGREEMENT

Mr. Hoey introduced Resolution Number 602, concerning an employee cost-sharing sponsorship agreement. For efficiency, Mr. Hoey proposed to waive the full reading of the resolution's text and instead began with the formal resolution statement: *"NOW, THEREFORE, BE IT RESOLVED that the Board hereby authorizes the Executive Director of the Authority to enter into the Employee Cost-Sharing Sponsorship Agreement with Manager as described in the draft agreement attached hereto or an agreement substantially similar thereto."*

Mr. Scussel moved the motion, and Mr. Dagliere seconded it. Mr. Hoey then asked for any further comments or questions before proceeding to a vote. The vote was conducted, and those present and on Zoom indicated their approval. Mr. Hoey declared the motion unanimously carried and thereby passed the resolution.

RESOLUTION #603: APPROVAL OF CHANGE ORDER NO. 6 FOR THE CONSTRUCTION CONTRACT WITH C.J. FUCCI CONSTRUCTION, INC. FOR THE REALIGNMENT OF TAXIWAYS A, F, AND G & DITCH MAINTENANCE

Mr. Hoey then sought a motion to approve the resolution. Mr. Scussel moved the motion, and Mr. Dagliere seconded it. Prior to the vote, Mr. Hoey requested the board's indulgence to waive the full reading of the text, reading only the formal resolution statement: *"NOW THEREFORE BE IT RESOLVED that the Tweed-New Haven Airport Authority approves Change Order No. 06 to the construction contract with C.J. Fucci Construction Inc., for the Project reducing the contract amount by \$478,215.14 from \$7,396,352.61 to \$6,918,137.47. The Chairman, Vice Chairman, Secretary or Treasurer is authorized to execute said agreement for the construction of the Project on behalf of the Authority."*

Upon asking for any further comments or questions, Mr. Hoey proceeded with the vote. The resolution was unanimously approved by all participants on the call and in the room.

Mr. Scussel then inquired about the disposition of the surplus funds, asking if they would be returned to the FAA. Mr. Rafter explained that surplus funds typically go back into a national pool, from which they are redistributed for other projects. He cited a past instance where additional funds were offered for a taxiway project. Mr. Scussel acknowledged this explanation, indicating his understanding of the process.



TWEED NEW HAVEN AIRPORT AUTHORITY
REGULAR MEETING - HYBRID
BOARD OF DIRECTORS
BOARD MINUTES OF JANUARY 17, 2024

BOARD MEMBERS IN ATTENDANCE

Matthew T. Hoey III, Robert H. Reed, Linda Hennessey, Serena Neal-Sanjurjo, Carlos Eyzaguirre, Robert Ellis, Ken Dagliere, David White, Michael Fimiani, and **Mark Scussel Sr.**, Richard Jacob, Carlos Eyzaguirre, Mark Sklarz, and Jesse Phillips.

MEMBERS ABSENT

Ray Pompano and Joseph Ginnetti.

OTHERS IN ATTENDANCE

Tom Rafter, Jeremy Nielson, Malena Zanjani, Felipe Suriel, Andrew King, Dan Adams, Andrea Mascaro, Anthony Camposano, Cole Madonna, David Reger, Eliot Jameson, Gloria Bellacicco, Jean Perry Phillips, Johnson Chang-Fong, Katherine Bennett, Kevin Arnold, Lorena Venegas, M. Adting, Maureen Moore, Melissa Ranalli, Michael Giordano, Michael Jones, Peter Leonardi, Salvatore DeCola, Sandra Reiners, Scott Luzzi, Steve Wight, Susan Bryson, Teresa Russo, Tim Sullivan, Toni Lorenti, Trina Yoxall, and Vincent Perrelli.

BOARD MINUTES OF JANUARY 17, 2024

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

MINUTES REVIEW – DECEMBER 20, 2023

Mr. Hoey initiated a motion to approve the minutes from the December 20, 2023, meeting. Mr. Scussel proposed adopting this motion, and Mr. White seconded it. During the review, two amendments were suggested:

1. Mr. Sklarz informed the Board that he was present at the December meeting but encountered technical issues with his video and audio. The minutes are to be amended to accurately reflect his attendance.
2. Sandra Reiners, who provided a public comment at the December meeting, requested a modification in the record of her comment. The revision is as follows:
 - *“She recommended that the committee be composed of 3 representatives: 2 from East Haven, where the project has the most significant impact, and 1 from New Haven.”*

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

CHAIRMAN’S REPORT

THNAA BOARD MINUTES OF DECEMBER 20, 2023

Chairman Hoey presented his report. He began by addressing the previously discussed issue of contacting congressional officers concerning the delay in the Environmental Assessment (EA). This action became unnecessary as the Federal Aviation Administration (FAA) subsequently submitted the Finding of No Significant Impact (FONSI), thus resolving the matter.

Mr. Hoey then moved on to discuss a recent meeting he attended with Jeremy Neilson, Michael Jones, and Christian Festa, owner of G Café. The meeting focused on a Request for Proposal (RFP) issued by Avports for a new concession on the terminal's second floor, which would include alcohol service. This RFP was released in early December, and G Café emerged as the sole proposer, primarily due to other potential bidders, specifically local breweries, being unable to meet the food service requirement of the concession.

Mr. Festa presented a comprehensive proposal, showcasing a well-thought-out design for the second-floor space, a prepared menu, and potential partnerships with local breweries. This proposal indicates G Café's capability to manage both their existing operations and the proposed new concession. Mr. Festa has also submitted a bid bond for the RFP, showing his commitment to the project. Mr. Hoey suggested that Mr. Neilson might provide further details on this matter during his report.

Mr. Hoey invited questions regarding these topics, to which there were no responses from the attendees.

EXECUTIVE DIRECTOR'S REPORT

Mr. Rafter began by addressing the action items from the last meeting, starting with his research on state funding provided to other airlines. He cited examples of state subsidies and grants, including a \$4.5 million subsidy from the Department of Economic and Community Development (DECD) to Aer Lingus for Bradley International Airport (BDL) service in 2019, and a potential state grant of up to \$1.26 million for Breeze Airways, contingent on job creation. This information highlighted the use of state funds and public-private partnerships in airline services at Bradley.

Mr. Rafter then updated on the second action item regarding the meeting location, mentioning that he was still awaiting a response from GNHWPA. He also referred to Mr. Hoey's earlier mention of the Environmental Assessment (EA) by the FAA, noting it was now a moot point.

Regarding the Capital Improvement Plan (CIP) process, Mr. Rafter provided a summary from the lessee agreement, particularly section 1.4.2. This section detailed the cooperative development of an airport development plan, outlining the procedures and timelines for the submission of plans by both the authority and the lessee, including provisions for objection and deferral of projects by the authority.

"The Authority may object to a capital project included in the Airport Development Plan prepared by Lessee, by written notice delivered to Lessee at least thirty (30) Days prior to the date on which the ACIP Submittal is required to be submitted to the FAA. The Authority may object to any project that is included in the Airport Development Plan regardless of FAA funding eligibility, if such project (A) is scheduled to commence in the following Year and (B) has a total cost greater than five million dollars (\$5,000,000). If the Authority objects to such a project, Lessee will defer the objected-to project for a one (1) Year period (and make appropriate changes to the Airport Development Plan to reflect such deferral). During such one (1) Year deferral period, the Parties will discuss and consult with each other to resolve any objections that the Authority has to such project. After consultation, Lessee is permitted to include objected-to project in subsequent years ADP, and Authority shall include in submittal to FAA at direction of the Lessee. "

THNAA BOARD MINUTES OF DECEMBER 20, 2023

Mr. Rafter agreed to Mr. Hoey's request to distribute the relevant excerpt from the CIP/lease agreement to all Board members, marking it as an action item.

→ **ACTION ITEM – Mr. Rafter to share CIP/lease excerpt with Board Members.**

He then addressed a query about the Environmental Stewardship Advisory Committee (ESAC) composition, referring to the master lease with the city of New Haven. According to the lease, the ESAC would consist of residents from New Haven and East Haven and be supported by the City's Engineering Department. He also mentioned that meeting minutes and membership details were accessible on the Tweed New Haven Airport website.

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

Next, Mr. Rafter discussed the Environmental Assessment (EA) and the subsequent Finding of No Significant Impact (FONSI) received on December 22, 2023. This finding allows Tweed New Haven Airport Authority and Avports to commence the proposed project. He proposed that Avports should present a design and construction schedule at the next meeting and suggested forming a small group of Board representatives to work closely with the design team and Avports for better project oversight.

→ **ACTION ITEM – Avports to present a design and construction schedule at the next meeting.**

He also recommended that the Board request a state-conducted economic impact analysis to complement the EA, providing a more comprehensive view of the projects' effects on the local and regional economy.

Mr. Rafter concluded his report with the Bureau of Transportation Statistics (BTS) Enplanement data through October 2023, highlighting an 8% increase in enplanements compared to the previous year and a 10% increase over a 12-month period.

Mr. Hoey then invited questions for Mr. Rafter regarding his report.

Mr. Dagliere, with the agreement of Chairman Mr. Hoey, took the opportunity to address what he termed as the "elephant in the room" - the Environmental Assessment (EA). He prefaced his remarks by clarifying that he is not an expert in aviation, environmental issues, or the specific operations of Tweed, but rather approaches issues from a practical and globally-minded perspective.

Mr. Dagliere expressed his longstanding support for an Environmental Impact Statement (EIS) over the EA, advocating for a more extensive study to ensure transparency and thoroughness for the public, political leaders, and all stakeholders. He conveyed his disappointment with the FAA and the Board's decision to not pursue an EIS, emphasizing his commitment to prioritizing the quality of life for local residents over corporate interests.

He recounted his observations from the FAA public comment session in April, noting the lack of participation from Mayor Elicker of New Haven and the emphasis of other officials on the project's positive economic impact. Mr. Dagliere reiterated his disinterest in the financial gains of corporate entities and voiced his concerns about the impact of the airport's expansion on local communities.

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Mr. Dagliere criticized the FAA's handling of the EA, describing it as disrespectful and unprofessional. He was particularly concerned about the timing of the EA's release, which occurred shortly after the Board voted to involve the congressional delegation, suspecting this was a strategic move by the FAA.

He further criticized the FAA for what he perceived as a lack of thorough examination of the project, expressing his conviction that the EIS should have been conducted. Mr. Dagliere shared his concerns about the community's longstanding mistrust of the Board and the FAA, citing past instances of last-minute document submissions as examples of this distrust.

Addressing local flooding issues, Mr. Dagliere pointed out the inadequacy of the EA's solutions, which he believed simply shifted the problem to different areas, particularly affecting East Haven. He emphasized the importance of addressing these concerns and standing up for the affected communities.

Concluding his remarks, Mr. Dagliere expressed his frustration and disappointment with the entire process, emphasizing the need for greater accountability and attention to the community's quality of life. He yielded his time back to Mr. Hoey, thanking him for the opportunity to speak and insisting that his comments be recorded in full in the meeting minutes.

Mr. Hoey acknowledged Mr. Dagliere's comments and opened the floor to other Board members for any comments on the FAA or the issues raised by Mr. Dagliere.

Mr. White raised concerns about passenger convenience, specifically addressing the issue of cold conditions while boarding flights at Avelo. He suggested exploring the possibility of acquiring a jetway to alleviate this discomfort. Additionally, Mr. White brought up the topic of state funding for airlines, referencing the \$11 million subsidy given to Aer Lingus and proposing that similar funding could be sought for services to Chicago with United and Atlanta with Delta, which could benefit the business community.

Mr. Hoey responded affirmatively, stating that the Board would reach out to the legislative delegation to explore opportunities for grant money. Regarding the Avelo issue, Mr. Rafter informed the Board that he had already reached out to Avelo and invited them to the next month's meeting for a presentation.

Mr. Hoey then addressed Mr. Dagliere's earlier comments. He expressed his belief that Mr. Dagliere might have misinterpreted Mayor Elicker's stance, emphasizing that the Mayor often spoke of the regional impact of the airport, not just its benefits for New Haven. Mr. Dagliere responded by reiterating his perspective on the Mayor's focus on corporate interests in New Haven.

Mr. Eyzaguirre then sought to clarify the remarks made by Mayor Elicker and city plan officials during the FAA testimony. He emphasized that their comments were more technical in nature, focusing on the airport's compliance with inland wetlands concerns and stability measures in the lease agreement.

Following this, Mr. Jacob inquired about the economic impact study of the airport that Mr. Rafter had proposed, wondering if the Board had responded to this suggestion. Mr. Hoey clarified that this topic would be discussed under new business.

Mr. Scussel then voiced his agreement with Mr. Dagliere's earlier remarks, specifically supporting the idea that an Environmental Impact Statement (EIS) would have been more thorough than the Environmental Assessment (EA) conducted. He believed that an EIS would have resolved all questions and provided a more detailed examination.

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Mr. Hoey, acknowledging Mr. Scussel's comments and seeing no further questions, proceeded to the next item on the agenda.

FINANCE COMMITTEE REPORT – NOVEMBER 2023 FINANCIALS

Ms. Neal-Sanjurjo handed the floor to Mr. Rafter to deliver the financial report. Mr. Rafter presented the report for the period ending November 30, 2023.

In the Airfield sector, for the month of November, the total revenues, excluding a Lessee subsidy of \$181,855.83, were approximately \$14,313.12 above the budget. The actual subsidy received was \$125,152.30 less than what was budgeted for the month. On a Year-to-Date (YTD) basis, excluding the subsidy of \$898,684.87, the revenues stood at \$220,155.24, which is \$87,800.68 better than the budgeted figure. Regarding expenses, the actual costs for November were under budget by \$110,839.19, and YTD expenses were also below budget, specifically by \$78,555.10.

In the Administrative sector, November revenues slightly exceeded the budget by about \$1,791.07. The YTD revenues were more favorable, surpassing the budget by \$8,349.56. Administrative expenses for November were \$17,464.01 below the budget, and YTD, they were \$69,706.46 under budget. Consequently, the Actual Net Results for the Admin Fund in November showed a slight positive of \$4,525.85.

The Balance Sheet indicated that the fund balance at the end of this period was \$235,838, with the overall liabilities and fund balances amounting to \$1,261,926.00. This financial overview demonstrated a positive trend, with both sectors showing revenues above budget expectations and controlled expenses below the budgeted amounts.

AIRPORT MANAGER'S REPORT – AIRFIELD OPERATIONS

Mr. Nielson provided an update on the airfield conditions and operations. He began by apologizing for his absence due to being under the weather.

Mr. Nielson's report focused on weather conditions experienced during December. He mentioned three significant rain events, totaling approximately 7.5 inches. He was pleased to report that the barrier system installed at the airport proved effective during these events. Two of the storms necessitated the use of barriers, with one storm causing less flooding than anticipated.

Mr. Nielson also provided an update for January, although his report was intended for December. He noted two snow events in January, the first on January 6th and 7th, which brought about 3 inches of snow and resulted in a few flight cancellations and delays. The second event, which occurred the night before the meeting, caused more operational disruptions due to significant icing on the runway. This led to a delayed start to air carrier operations, but normal activities resumed by 10:30 AM on the day of the meeting.

Additionally, Mr. Nielson updated on the ASOS system, the airport's weather reporting system, mentioning ongoing discussions with the tower manager, John Olsen, for a comprehensive review of the system. He reported no recent issues with the system but mentioned an agreement in progress with Midwest to reimburse the tower for extended hours to transmit weather information should the system fail.

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Furthermore, Mr. Nielson announced the anticipated arrival of new equipment for snow management, including a snowplow, a runway sweeper, and a liquid deicer trailer. These additions were expected to enhance the airport's capability to clear runways more efficiently during weather events.

Ms. Hennessey inquired about an issue with the Avelo website being down that morning. Mr. Nielson acknowledged the issue but was unsure of the specifics. He speculated that it could have been related to weather or an overload of customer activity. Mr. White commented that it appeared Avelo had undertaken an extensive update to their website.

The Board did not have any further questions for Mr. Nielson regarding the airfield side of operations.

LESSEE'S REPORT – THE NEW HVN LLC

Mr. Nielson presented a lessee report covering three main items.

Firstly, he updated the Board on the responses received to the RFP for additional terminal concessions. The evaluation process of these responses was still ongoing, and he assured the Board that detailed information would be provided once an agreement was finalized. He expressed optimism about expanding customer offerings with different and new options.

Secondly, Mr. Nielson announced a recent agreement with Turo, a car-sharing marketplace where private parties can rent their cars to individuals, bypassing traditional car rental agencies. He noted that Turo was expected to conduct good business at the location.

Lastly, he mentioned a small promotional activity with G Café, involving a free coffee offer from Sundays through Wednesdays for customers reserving their parking through ParkHVN. This promotion aimed to enhance G Café's visibility and promote its menu offerings.

Mr. Reed then inquired about the operational specifics of the Turo agreement, particularly regarding the delivery of cars within the airport gates. Mr. Nielson, hesitant to provide inaccurate details, promised to gather more information and report back at the next meeting. He did mention, however, that Turo's operations might include car drop-offs in parking lots, subject to parking rates.

Mr. Jacob sought clarification on whether Turo's service model was similar to that of Zipcar, to which Mr. Reed agreed.

Mr. Hoey concluded this segment by noting that there were no further questions for Mr. Nielson and moved on to the next agenda item, with an action item for Mr. Nielson to provide more detailed information about the Turo agreement at the next meeting.

→ **ACTION ITEM – Mr. Nielson to provide more detailed information about the Turo agreement at the next meeting.**

REPORTS AND ACTION ITEMS

RESOLUTIONS #602: EMPLOYEE-COST SHARING SPONSERSHIP AGREEMENT

Mr. Hoey introduced Resolution Number 602, concerning an employee cost-sharing sponsorship agreement. He requested Mr. Rafter to provide a brief summary of the resolution.

THNAA BOARD MINUTES OF DECEMBER 20, 2023

Mr. Rafter explained that the resolution pertains to a cost-sharing agreement with Avports. This agreement would enable Malena Zanjani to become a full-time employee, with Avports covering the financial difference to extend her current working hours up to 40 hours per week.

Mr. Hoey proceeded to suggest voting on the resolution. He proposed, for efficiency, to waive the full reading of the resolution's text and instead began with the formal resolution statement: *"NOW, THEREFORE, BE IT RESOLVED that the Board hereby authorizes the Executive Director of the Authority to enter into the Employee Cost-Sharing Sponsorship Agreement with Manager as described in the draft agreement attached hereto or an agreement substantially similar thereto."*

Mr. Scussel moved the motion, and Mr. Dagliere seconded it. Mr. Hoey then asked for any further comments or questions before proceeding to a vote. The vote was conducted, and those present and on Zoom indicated their approval. Mr. Hoey declared the motion unanimously carried and thereby passed the resolution.

RESOLUTION #603: APPROVAL OF CHANGE ORDER NO. 6 FOR THE CONSTRUCTION CONTRACT WITH C.J. FUCCI CONSTRUCTION, INC. FOR THE REALIGNMENT OF TAXIWAYS A, F, AND G & DITCH MAINTENANCE

During the Board meeting, Mr. Hoey presented Resolution 603 for approval. This resolution involved Change Order No. 06 for the construction contract with C.J. Fucci Construction, Inc., pertaining to the realignment of Taxiways A, F, and G, and ditch maintenance.

Mr. Rafter provided an overview, explaining that this change order marked the project's closeout and resulted in a reduction of overall costs. The project was completed under budget, with the change orders reflecting a cost decrease. He noted that the project was almost entirely funded by the FAA, except for the Arborvitae plants installed by the ditch.

Mr. Hoey then sought a motion to approve the resolution. Mr. Scussel moved the motion, and Mr. Dagliere seconded it. Prior to the vote, Mr. Hoey requested the Board's indulgence to waive the full reading of the text, reading only the formal resolution statement: *"NOW THEREFORE BE IT RESOLVED that the Tweed-New Haven Airport Authority approves Change Order No. 06 to the construction contract with C.J. Fucci Construction Inc., for the Project reducing the contract amount by \$478,215.14 from \$7,396,352.61 to \$6,918,137.47. The Chairman, Vice Chairman, Secretary or Treasurer is authorized to execute said agreement for the construction of the Project on behalf of the Authority."*

Upon asking for any further comments or questions, Mr. Hoey proceeded with the vote. The resolution was unanimously approved by all participants on the call and in the room.

Mr. Scussel then inquired about the disposition of the surplus funds, asking if they would be returned to the FAA. Mr. Rafter explained that surplus funds typically go back into a national pool, from which they are redistributed for other projects.

OTHER BUSINESS

During the Board meeting, Mr. Hoey addressed a couple of items under "other business."

Firstly, he supported Mr. Rafter's request to approach the State to conduct an economic impact analysis of the airport. Mr. Hoey authorized Mr. Rafter to proceed with this initiative, noting the possibility of involving Fred Carstensen from UCONN, who had conducted the last such analysis.

THNAA BOARD MINUTES OF DECEMBER 20, 2023

→ **ACTION ITEM – Mr. Rafter to request State to perform Economic Impact Analysis.**

Secondly, Mr. Hoey discussed the formation of a subcommittee to work with the Avports team on the design-build project. Emphasizing the value of having a dedicated group to provide insights and oversight, he invited interested Board members to express their interest via email. Mr. Hoey indicated his likely participation in the subcommittee, along with the inclusion of one executive Board member, and one representative each from East Haven and New Haven. He asked for any objections to this plan, and hearing none, decided to move forward. Mr. Hoey concluded by stating that he would contact those who volunteer individually.

→ **ACTION ITEM – Form a subcommittee comprising of one executive Board member, and representatives from East Haven and New Haven, to work with Avports on the design-build project, inviting interested Board members to volunteer via email.**

Finally, Mr. Hoey opened the floor for any additional business. As there were no further comments or topics raised, the meeting proceeded to the next agenda item.

PUBLIC COMMENT

SUSAN BRYSON – BRANFORD, CT

Ms. Bryson expressed concerns regarding the Board's process for handling public comments and questions. She noted that questions posed during the meeting often remain unanswered or are addressed later, not immediately. Ms. Bryson specifically inquired about the Environmental Assessment (EA) related to the airport expansion project, particularly the terminal portion. She asked if the FAA had given a finding of no significant impact for this aspect of the project. Mr. Hoey responded that Mr. Rafter would address her query offline. When Ms. Bryson emphasized the need for public disclosure of this information, Mr. Hoey assured her that the response would be made public and included in the Frequently Asked Questions (FAQs) section on the website. Ms. Bryson urged the Board to inform the state, media, and public about the project's status, expressing skepticism about the Board's transparency and progress with the terminal. She suggested that public trust in the Board's communications had diminished and requested a private conversation about her concerns. Mr. Hoey thanked Ms. Bryson for her comments, acknowledging her input without directly addressing the specifics of her claims.

VINCENT PERRELLI – WILMINGTON, DE

Mr. Perrelli began by congratulating the Board on receiving full FAA approval for the environmental assessment (EA) related to the airport's development. He highlighted the significance of this approval, especially under what he perceived as a pro-environment presidential administration. Mr. Perrelli then shifted to discuss a new hotel opening in East Haven. He shared a personal anecdote about a hotel near Manchester Airport, which featured aviation-themed decor in its lobby. Drawing on this experience, he suggested that the new hotel in East Haven could incorporate similar aviation-themed elements to remind guests of the nearby Tweed Airport and possibly offer a shuttle service to the airport. Lastly, Mr. Perrelli expressed his long-standing curiosity about why the airport had not collaborated with Pratt and Whitney Aircraft, known for their jet engine manufacturing. He proposed that a representative from Pratt and Whitney be invited to the East Shore community to inform residents about advancements in jet engine technology. He suggested that Mr. Dagliere could facilitate such an event, including organizing a venue, time, and date, and expressed interest in potential attendance for such an event.

ANDREW KING – AVPORTS

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Mr. King from Avports Communications at the airport addressed a query previously raised by Ms. Bryson regarding the Environmental Assessment (EA). Mr. King sought to clarify the scope of the Finding of No Significant Impact (FONSI) and Record of Decision (ROD) issued by the FAA for the airport's project. He confirmed that the FONSI and ROD did indeed cover both the terminal and the runway aspects of the project. He referred to a specific note in the FAA's letter, which states:

"NOTE: This Finding of No Significant Impact ("FONSI") and Record of Decision ("ROD") represents the FAA's determination that there are no significant environmental impacts associated with the FAA's Proposed Federal Action related to the HVN Runway Extension and Terminal Expansion Program."

Mr. King mentioned that further details could be found under the project description section in the document. His comments were intended to provide clarity on the extent of the FAA's environmental impact findings concerning the airport's development projects, covering both the runway extension and the terminal expansion.

KATHERINE BENNETT – EAST HAVEN, CT

Ms. Bennett addressed two concerns. Firstly, she referred to a point raised earlier by Mr. Dagliere about flooding responses mentioned in the Environmental Assessment (EA) for the airport project. Ms. Bennett expressed surprise regarding the proposal to use Thompson Avenue as an alternative entrance and exit route, stating she did not recall this detail in the original EA. She requested updated information on this plan, questioning its feasibility. Secondly, Ms. Bennett commented on the environmental impact post the FAA's Finding of No Significant Impact (FONSI) decision. She advocated for the implementation of an upgraded deicing fluid collection and recycling system at the airport. Pointing out the inadequacy of the current system, she suggested that many airports have received FAA grants to improve their deicing fluid management, implying the airport should consider similar upgrades to enhance environmental sustainability. Ms. Bennett concluded her comments by emphasizing the need for environmental improvements in light of the FONSI and the anticipated increase in deicing fluid usage.

LORENA VENEGAS – EAST HAVEN, CT

Ms. Venegas brought up several environmental concerns related to Tweed Airport. She started by encouraging Board members to attend an upcoming presentation on February 7th, accessible via Zoom. This presentation, according to Ms. Venegas, would feature results from air quality studies at Tweed Airport conducted by Dr. Hudda from Tufts University, whom she described as a renowned urban scientist. Ms. Venegas emphasized the importance of new air quality monitoring and reporting, asserting that it is the responsibility of Avports, as a corporate citizen, to be proactive in this area. She urged the Board members to demand scientifically based information about the airport's environmental impact. She also mentioned Westchester County Airport as an example, noting its air quality and noise monitors installed with the support of local politicians. Ms. Venegas suggested that similar initiatives were necessary at Tweed. Addressing the Capital Improvement Plan (CIP), she expressed frustration about the absence of a cost-benefit analysis in the Environmental Assessment (EA) and the Finding of No Significant Impact (FONSI). She referred to a report by Hermes Infrastructure Holdings, claiming it included plans for airport improvements with significant financial implications, and criticized its alleged omission from the FONSI. Ms. Venegas also critiqued the airport's approach to decarbonization, labeling it as insufficient, and raised questions about the measures being taken to address water displacement and flooding. She called into question the validity of certain arguments in the FONSI, particularly regarding engine combustion, due to a lack of citations. Lastly, Ms. Venegas highlighted issues with public access to the FONSI. She claimed that while the EA was made available in multiple libraries, the FONSI was only accessible in print at Tweed and pointed out difficulties in accessing it due to unresponsiveness from the airport's contact points between December 22nd and the 28th. She

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proposed that a printed copy of the FONSI should also be made available at the Hageman Memorial Library in East Haven, which she noted holds a significant archive of materials related to Tweed New Haven Airport.

JOE GIORDANO – JUNO BEACH, FL

Mr. Giordano addressed two main points. Firstly, he requested the Board to strictly enforce the three-minute time limit for public speakers, regardless of who is speaking or the content of their remarks. He observed that this time limit was often exceeded in meetings and suggested that the Board should use the mute function to enforce compliance with the rule. Secondly, Mr. Giordano brought up the issue of flooding on Hemingway Avenue, which he noted had been a recurring topic in meetings. He acknowledged that while the flooding was currently not a direct problem for Tweed Airport, it might become one in the future. Mr. Giordano expressed a desire to know what actions the town of East Haven and the state of Connecticut were taking to address this ongoing issue, emphasizing its seriousness regardless of the future development of the airport terminal.

MELISSA RANALLI – EAST HAVEN, CT

Due to technical difficulties experienced during the January 2024 Board Meeting, Ms. Ranalli was unable to provide her public comment live. Consequently, she emailed her comments to Mr. Rafter following the meeting, requesting that they be included in their entirety in the meeting minutes. Below are the contents of Ms. Ranalli's email:

"Good evening Mr. Rafter,

I was experiencing issues with the Zoom raised hand icon and was unable to make a public comment today, 1/17/24. I made that known via the Zoom Q&A option. Is that monitored during the Tweed Board meetings?

During last month's meeting, public comment was made regarding term limits for the Board. This is also a significant concern among community members who are unable to attend the monthly meetings. I recall last month, Mr. Rafter suggested the development of an FAQ page. I recommend the page include information about the Tweed Board's term limits, as well as clarifying any confusion regarding the possibility of a member(s) exceeding limits.

I understand the expansion of Tweed is a multifaceted process with many gray areas; nonetheless, basic questions involving the Board, such as term limits, can be easily answered and should not require revisiting at multiple meetings due to lack of acknowledgement and response.

I want to express my gratitude to Mr. Dagliere for his comments at the Board meeting today. I am also highly concerned about environmental issues, quality of life, health concerns, and a host of other short-term and long-term negative effects that are highly plausible due to the expansion. With my utmost concern being, will the new terminal emissions output increase or decrease in comparison to the current terminal? Please explain and supply supporting data.

Lastly, for the record - (2) Mayor Justin Elicker reported public responses - in reference to the Tweed New Haven Airport Expansion:

"If you don't support the airport, tough luck," Elicker told them, eliciting a chorus of groans - and a gasp or two. "But listen to me explain," he said. "The airport is here. We can't just eliminate the airport. We just can't do that" (Zaretsky, 2021).

"Elicker explained that the plan eliminates the \$1 million annual subsidy that the city has given the airport and enables the city to invest money in other areas. Elicker also mentioned that constructing a terminal on the East Haven side of the airport will reduce vehicle traffic and move traffic to roads that are larger" (Kotler, 2023).

How would traffic diversion from a residential area in New Haven to roads in East Haven such as Thompson Avenue or any nearby road, help in decreasing vehicle traffic and redirecting it to larger roads? This is an

THNAA BOARD MINUTES OF DECEMBER 20, 2023

important topic to address in the FAQ page. Will it be possible for this explanation to be made available to the public prior to the February, 2024 Board meeting?

Please confirm receipt of this email and submit my comments in their entirety for the record/public comment - 1/17/2024 Tweed New Haven Board of Directors meeting.

Thank you,

Melissa Ranalli

East Haven, CT"

ADJOURNMENT

Mr. Hoey called for a motion to adjourn the meeting. Ms. Neal-Sanjurjo proposed the motion, and Mr. White seconded it. The Board members unanimously agreed, and the meeting was adjourned at approximately 5:12 PM.

ACTION ITEM SUMMARY

- ***ACTION ITEM – Mr. Rafter to share CIP/lease excerpt with Board Members.***
- ***ACTION ITEM – Mr. Nielson to provide more detailed information about the Turo agreement at the next meeting.***
- ***ACTION ITEM – Avports to present a design and construction schedule at the next meeting.***
- ***ACTION ITEM – Form a subcommittee comprising of one executive Board member, and representatives from East Haven and New Haven, to work with Avports on the design-build project, inviting interested Board members to volunteer via email.***
- ***ACTION ITEM – Mr. Rafter to request State to perform Economic Impact Analysis.***



Agenda

Board of Directors Meeting

February 21, 2024

4:00 P.M.

1. Minutes of January 17, 2024 Attached
2. Chairman's Report Mr. Matthew Hoey
3. Executive Director's Report Mr. Tom Rafter
4. Finance Committee Report Ms. Serena Neal-Sanjuro
 - *December 2023 Financials* Attached
5. Airport Manager's Report – Airfield Operations Mr. Jeremy Nielson
6. Lessee's Report – The New HVN LLC Mr. Jeremy Nielson
7. Reports and Action Items
 - *Resolution #604 Approval Of Final FY 2023 Audit Report And PFC Audits*
8. Communication & Correspondence
 - *Letter from East Haven Delegation Related to CIP*
9. Other Business
10. Public Comment
11. Adjournment
12. Discussion of Terminal Financing Alternatives and Draft Request for Proposal for Issuer's Counsel. This agenda item will be held in Executive Session pursuant to Connecticut General Statutes Section 1-200(6)(E), Section 1-210(b)(1) and Section 1-210(b)(24).



TWEED NEW HAVEN AIRPORT AUTHORITY NOTICE OF VOTES FOR MEETING FEBRUARY 21, 2024

Members in attendance: Matthew Hoey, Robert Reed, Michael Fimiani, Mark Scussel, Mark Sklarz, Richard Jacob, Linda Hennessey, David White, Joe Ginnetti, Kenneth Dagliere, Carlos Eyzaguirre, Serena Neal-Sanjurjo, and Jesse Phillips.

Members absent: Ray Pompano

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Others in attendance: Tom Rafter, Jeremy Nielson, Felipe Suriel, Malena Zanjani, Hugh Manke, Andrew King, Anthony Camposano, Chase Lindemann, David Reger Eliot Jameson, Gloria Bellacicco, Jean Perry Phillips, Jeremiah Wilhite, Joe Giordano, John Stafstrom, Jorge Roberts, Katherine Bennett, Kayla Reasco, Kevin Arnold, Lew Langella, Lorena Venegas, Mark Zaretsky, Melissa Ranalli, Michael Giordano, Michael Jones, Michael Luzzi, Petrina Yoxall, Rachel Winston, Rasmus Agerskov, Salvatore DeCola, Sandra Reiners, Steven Wight, Tim Leary, Vincent Perrelli, Dan Adams, Bill Wade, Kevin Arnold and Toni Lorenti.

RESOLUTION #604 APPROVAL OF FINAL FY 2023 AUDIT REPORT AND PFC AUDITS

Mr. Hoey introduced Resolution Number 604, concerning Approval of Final FY 2023 Audit Report And PFC Audits.

After a lengthy discussion, Mr. Reed moved the motion, and Mr. Scussel seconded it. Mr. Hoey then asked for any further comments or questions before proceeding to a vote. The vote was conducted, and those present and on Zoom indicated their approval. Mr. Hoey declared the motion unanimously carried and thereby passed the resolution.

MOTION TO ADD AN ITEM TO THE AGENDA TO DISCUSS INTERVENTION BY THE AUTHORITY IN THE PENDING APPEAL OF THE FAA DECISION ON THE ENVIRONMENTAL ASSESSMENT

The motion was initiated by Mr. Scussel and seconded by Mr. White. Mr. Hoey then asked the Board if there were any clarifications or remarks regarding the motion. With no further inquiries, the motion was approved with a margin exceeding the two-thirds majority required to introduce an item to the meeting's agenda.

Chairman Hoey initiated a motion to enter Executive Session based on the statutes cited (2/3 vote required). Motion to go into Executive Session to discuss potential litigation related to the appeal for the Environmental Assessment (EA), citing Connecticut General Statutes Sections 1-200(6)(E), 1-210(b)(1), and 1-210(b)(4) and to discuss matters that are subject to attorney client privilege. The motion was moved by Mr. Fimiani and seconded by Mr. Ginnetti. The motion received unanimous approval from all members present.

After the Executive Session concluded Chairman Hoey announced the discussion was productive and no action was taken.



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

BOARD MEMBERS IN ATTENDANCE

Matthew Hoey, Robert Reed, Michael Fimiani, Mark Scussel, Mark Sklarz, Richard Jacob, Linda Hennessey, David White, Joe Ginnett, Kenneth Dagliere, Carlos Eyzaguirre, Serena Neal-Sanjurjo, and Jesse Phillips.

MEMBERS ABSENT

Ray Pompano

OTHERS IN ATTENDANCE

Tom Rafter, Jeremy Nielson, Felipe Suriel, Malena Zanjani, Hugh Manke, Andrew King, Anthony Camposano, Chase Lindemann, David Reger, Eliot Jameson, Gloria Bellacicco, Jean Perry Phillips, Jeremiah Wilhite, Joe Giordano, John Stafstrom, Jorge Roberts, Katherine Bennett, Kayla Reasco, Kevin Arnold, Lew Langella, Lorena Venegas, Mark Zaretsky, Melissa Ranalli, Michael Giordano, Michael Jones, Michael Luzzi, Petrina Yoxall, Rachel Winston, Rasmus Agerskov, Salvatore DeCola, Sandra Reiners, Steven Wight, Tim Leary, Vincent Perrelli, Dan Adams, Bill Wade, Kevin Arnold and Toni Lorenti.

BOARD MINUTES OF FEBRUARY 21, 2024

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

MINUTES REVIEW – JANUARY 17, 2024

Mr. Hoey initiated a motion to approve the meeting minutes from January 17, 2024, which was supported by Mr. Reed and seconded by Mr. Fimiani.

Mr. Scussel raised inquiries regarding the discussions from the previous meeting, specifically about the Capital Improvement Plan (CIP) and the Airport Development Plan (ADP), questioning their timelines. Mr. Rafter clarified that while there are no strict timelines in the agreements, the Federal Aviation Administration (FAA) generally uses October as a deadline for CIP submissions, although this can be delayed depending on the status of the appropriations bill.

Mr. Scussel further questioned the potential for applying for funding from the Department of Economic and Community Development similar to Air Lingus, as mentioned earlier in the minutes. Mr. Rafter responded that previous requests for funding an economic impact study were declined, as such studies are not within their funding criteria. Mr. Hoey suggested that such matters are typically pursued by the state delegation. Mr. Scussel

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sought clarification on whether there was a formal grant process for such funding, to which Mr. Rafter and Mr. Jacob confirmed the absence of a formal grant process.

Following these discussions and with no additional comments or questions, the minutes were unanimously approved without revisions.

CHAIRMAN'S REPORT

Chairman Hoey provided his report during the meeting, beginning with a somber note on the unexpected passing of Board member Robert Ellis, a respected figure in the New Haven community and an employee of the City Planning Office of New Haven. The Board observed a moment of silence in his memory.

Shifting to a more positive note, Mr. Hoey shared his upcoming travel plans, including his participation in the National League of Cities Conference in Washington D.C., and his involvement in the Saint Patrick's Day parade in New Haven. He mentioned the logistics of his travel, highlighting a flight with Avelo on March 10th to Baltimore-Washington International Airport, followed by a journey to downtown Washington.

Mr. Hoey also addressed a recent correction related to an article about Avelo announcing four new routes. He clarified a previous statement he made to a reporter concerning potential delays, noting that after speaking with Jorge Roberts from Avports, he was assured that Avports' plans would proceed without delay despite any appeals.

Lastly, Mr. Hoey highlighted a significant achievement for the Board, mentioning the receipt of a \$2.5M grant from the FAA designated for design purposes. Following his report, Mr. Hoey opened the floor for questions, but none were raised by the attendees.

EXECUTIVE DIRECTOR'S REPORT

Mr. Rafter began his update by noting the completion of several action items from the previous meeting. The FAQs were updated and published on the website, and the CIP lease excerpt was shared with the Board as requested. Despite seeking state funding for an Economic Impact Analysis and being informed of its unavailability for such studies, alternative methods for conducting the analysis are being explored. A design subcommittee, comprising Executive Board members and representatives from East Haven and New Haven, was established to collaborate with Avports on design and build projects. Subcommittee members include Robert Reed, Mark Scussel, and Jesse Phillips.

An update on the Environmental Stewardship Committee (ESC) meeting highlighted the review and update of priority surveys to ensure alignment with sustainability and stewardship goals. The innovative idea of employing goats for vegetation management around airport areas was discussed, considering its application at other airports, albeit with caution due to the proximity to aircraft operations. Mr. Nielson is exploring a pilot project for this initiative. Also at the ESC meeting, an update on a noise website being developed by Avports was shared, promising a robust platform for public engagement and information about the noise insulation program. The ESC also reviewed a proposed environmental policy, aiming for Board approval in the next meeting.

Mr. Rafter also touched on the recent appeals filed against the FONSI ROD by East Haven and Save the Sound, and the ongoing financial reporting, including the receipt of a \$2.5 million grant from bipartisan infrastructure legislation for terminal design. Questions from Mr. White and Mr. Dagliere followed, concerning the timeframe of the appeals and inquiries about potential new carriers and freight services at the airport. Mr. Rafter deferred

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specific questions to Mr. Nielson and clarified the Board's stance on freight operations as it takes a supermajority of the Board to allow any freight operations.

Mr. Jacob sought clarity on the subcommittee's objectives, leading to an explanation of its role in liaising with Avports throughout the design process, ensuring Board members are well-informed and not caught by surprise at design milestones. Mr. Reed elaborated on the subcommittee's broader engagement in the design and development process, emphasizing its nimble structure for effective communication and reporting back to the full board. Chairman Hoey concluded by highlighting the committee's role in gathering information for distribution to their respective town governments, ensuring a collaborative and informed approach to the airport's development projects. The meeting then progressed without further questions.

FINANCE COMMITTEE REPORT – DECEMBER 2023 FINANCIALS

Ms. Neal-Sanjurjo handed the floor to Mr. Rafter to deliver the financial report. Mr. Rafter presented the report for the period ending December 31, 2023.

The Finance Committee Report for the period ending December 31, 2023, shows positive financial results for the Airfield and Admin sectors.

For the Airfield, December revenues were \$11,652 over budget, not including a Lessee subsidy that was \$76,101 less than expected. Year-to-date (YTD) revenues, excluding a subsidy of \$1,129,591, were \$264,278, which is \$69,452 above the budget. December expenses were \$64,449 less than budgeted, and YTD expenses were under budget by \$643,004.

In the Admin sector, December revenues exceeded the budget by \$1,726.12, and YTD revenues were \$10,075 higher than budgeted. Admin expenses for December were \$12,665 below budget, leading to YTD savings of \$82,371.

The Actual Net Results for the Admin Fund in November showed a small gain of \$432. The Balance Sheet indicates a Fund Balance of \$236,290 at the end of the period, with total liabilities and fund balances at \$1,118,881.

AIRPORT MANAGER'S REPORT – AIRFIELD OPERATIONS

During the meeting, Mr. Nielson provided a comprehensive update on airfield conditions and operations. He elaborated on upcoming collaborative efforts with the subcommittee, highlighting the progress towards the terminal, site, and runway design. Currently aiming for a 30% design completion by the end of April and 60% by June 30, the goal is to submit a DEEP application by July 1, acknowledging the potential for variable factors to impact this timeline. Communication with the subcommittee will remain open to facilitate feedback at each project milestone.

Mr. Nielson also addressed construction timelines, emphasizing their dependence on the permitting process and suggesting caution against setting specific dates too early. He confirmed Avelo Airlines' interest in basing a sixth aircraft at the airport, a move still under consideration based on fleet mix and route assessments. The potential for new air carriers to service the market was discussed, with Mr. Nielson noting the airport's growth and increased interest from airlines.

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The discussion included the operational impact of recent snow events at Tweed, totaling 13 inches, with a mix of minor and significant snowfalls. The response to these events demonstrated effective collaboration with Avelo and other tenants, ensuring minimal disruption to airport operations.

Mr. Nielson announced the airport's transition to Index C, reflecting its readiness for larger aircraft and increased activity. This involves acquiring new equipment and enhancing staff training. He also mentioned the implementation of after-hours weather services through a partnership with Midwest ATC, improving operational reliability during weather-related disruptions.

Looking ahead to spring, the focus shifts to the annual FAA inspection, airfield maintenance, and updating essential certification documents. Efforts to transition to a fluoride-free foam system for aircraft rescue and firefighting were also discussed, with the process of obtaining quotes for the disposal of current materials and the acquisition of new foam underway.

The update concluded without any questions from the attendees.

LESSEE'S REPORT – THE NEW HVN LLC

Mr. Nielson provided an update on landside operations, starting with the Turo car-sharing service. He clarified that all transactions with Turo are conducted through their app, where the vehicle owner drops off the car in a designated lot for the customer to pick up and return, making the process seamless with minimal need for airport involvement. TURO also submits monthly reports, contributing to the airport's commercial services and financial bottom line.

The Craft Beer and Wine Bar RFP is nearing finalization, with the operation expected to open in early summer.

Mr. Nielson also noted adjustments to Avelo's morning departure schedules and mentioned that parking is entering a high-demand period, with sold-out situations expected to continue until the end of April. Efforts are being made to manage parking capacity, including close coordination with LAZ and the City of New Haven, and promoting the use of ParkHVN.com for real-time parking availability information. Additionally, a new digital sign has been installed to improve parking visibility.

Mr. Nielson highlighted the use of PIXIT for lost and found items, sharing the success story of reuniting a three-year-old with their lost teddy bear, demonstrating the small yet impactful services the airport provides.

A Spring Cleanup Day is planned for March, focusing on both airside and landside areas, particularly along the fence line, to enhance the appearance of the surrounding neighborhood. This event aims to build community and ensure the airport's presentation is well-maintained.

→ ***ACTION ITEM – Mr. Nielson to organize the Spring Cleanup Day in March and communicate the details to interested parties.***

Mr. Reed inquired about the contractual arrangements with Turo, specifically regarding liability and key exchange procedures, to which Mr. Nielson assured that all agreements are thoroughly vetted by legal teams, with a commitment to address any potential gaps in liability.

→ ***ACTION ITEM – Mr. Nielson to follow up on the Turo agreement details in response to Mr. Reed's inquiries about liability and key exchange procedures.***

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Mr. Scussel asked about the reasons behind schedule adjustments by Avelo, to which Mr. Nielson responded that it involves optimizing time slots and staff utilization, among other operational factors.

Mr. Hoey sought clarification on mutual aid agreements with local emergency services, which are essential for the airport's compliance with FAA regulations. Mr. Nielson explained that these agreements ensure the establishment of emergency response services by New Haven and East Haven. Currently, the airport has an updated agreement with New Haven but is working to renew the agreement with East Haven.

Mr. Nielson's update concluded without further questions.

REPORTS AND ACTION ITEMS

RESOLUTION #604 APPROVAL OF FINAL FY 2023 AUDIT REPORT AND PFC AUDITS

"NOW, THEREFORE, BE IT RESOLVED THAT, the Board, having reviewed the FY 2023 Audit Report by the Auditor and the PFC Audits, hereby approves the FY 2023 Audit Report and the PFC Audits, subject to possible revisions as may be determined necessary by the Finance and Audit Committee, and any changes to the audits before submission to the appropriate authorities shall be reported to the Board at its next meeting."

During the Board meeting, Mr. Hoey introduced Resolution #604, which pertained to the approval of the Final FY 2023 Audit Report and the Passenger Facility Charge (PFC) audits. Mr. Rafter provided an overview, noting that the audit included a recap of the changes in accounts due to new agreements with Avports, but highlighted that everything was satisfactory. Mr. Scussel inquired about detailed disbursements, to which Mr. Rafter explained that each PFC application specifies allowable expenses.

The discussion also touched upon the fiscal year practices in the airline industry and the ongoing development of a new PFC application. Mr. Dagliere raised a concern about the appeal of the Finding of No Significant Impact (FONSI) by the town of East Haven, questioning its impact on the FAA approval process and whether it should have been noted in the audit. Legal counsel Hugh Manke clarified that the outcome would depend on the court's decision.

**POST MEETING NOTE: After discussion with the Authority's auditor and accountant, the Finance and Audit Committee added a subsequent event note was added to the financial statements to include commentary on the appeal process.*

The conversation further dug into the financial risks associated with having a single operator at the airport and the ongoing construction projects, including the runway extension and terminal development, which are being undertaken by Avports at their own risk, anticipating future reimbursements. The funding for these projects, as explained by Mr. Rafter, is expected to come predominantly from the FAA, covering up to 90% of eligible costs.

Mr. Scussel's concerns about the significant increase in legal fees from the budgeted \$250,000 to the actual \$2 million were addressed by Mr. Simon, who explained that certain transaction costs in negotiation of the Lease & Development Agreement and the Amended City Lease were anticipated to be reimbursed by the developer/lessee upon the closing of the transaction, and therefore were not included in the initial budget. Mr. Hoey clarified that these reimbursable costs were part of the overall development agreement with the developer/lessee, and that the Board had prior knowledge of the potential increase in expenses when the various agreements were discussed.

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The meeting summarized discussions on financial management, risk assessment, and the implications of legal and regulatory processes on the airport's operations, with board members actively seeking clarifications and assurances regarding the financial statements and future projections.

Mr. Scussel raised a query regarding the parallel taxiway mentioned in the audit report, specifically its absence in the highlighted sections and its relation to the EA phase two. Mr. Rafter clarified that the EA phase two is referred to as a scope change in the Capital Improvement Plan (CIP), necessitated by additional work for the Environmental Assessment (EA) due to the runway and terminal projects. He explained that planning grants can't be amended, leading to a separate grant for the scope change. The parallel taxiway mentioned is part of a prior project (TAXIWAY AF&G), covered by a separate Environmental Assessment, with its extension being phase two of this project, separate from the full-length parallel taxiway discussed in the master plan.

→ **ACTION ITEM – Mr. Rafter and Mr. Scussel agreed to discuss the parallel taxiway's inclusion in the FAA submission and the Environmental Assessment (EA) phase two details further offline.**

Further discussion ensued regarding the significant increase in professional fees in 2023, with Mr. Simon agreeing to provide a detailed breakdown upon request. Mr. Dagliere inquired about the financial implications and responsibilities if federal funding fell short for the expansion project, to which Mr. Rafter responded that it would involve a combination of Passenger Facility Charges (PFCs) and debt equity.

→ **ACTION ITEM – Mr. Simon will provide a detailed breakdown of the professional fees upon request.**

Mr. Scussel also sought clarification on the budgetary process, leading to Mr. Rafter explaining that the first draft from Avports is due by March 1st, marking the beginning of budget discussions for the new fiscal year.

Questions about the city advancing funds for FAA reimbursable projects and the process of project loans were addressed, with explanations on the mechanisms for advancing funds and reimbursement, as well as the specific case of loans related to the West Terminal upgrades being assumed by Avports as part of their agreement.

Mr. Scussel's further inquiries touched upon the roles and responsibilities of law enforcement within the terminal and the implications of the terminal's location on jurisdiction between New Haven and East Haven. The meeting also delved into contingent liabilities related to project loans, where Mr. Simon clarified the conditions under which the authority might assume financial obligations if Avports fails to secure financing for the East Terminal project.

The discussion concluded with Mr. Dagliere revisiting the inclusion of the parallel taxiway in the FAA submission, which Mr. Rafter confirmed was part of a prior EA.

Mr. Reed moved the motion, and Mr. Scussel seconded it. Mr. Hoey then asked for any further comments or questions before proceeding to a vote. The vote was conducted, and those present and on Zoom indicated their approval. Mr. Hoey declared the motion unanimously carried and thereby passed the resolution.

The Chair stated that the discussion of terminal financing will be taken up in executive session after the public comment period citing Connecticut General Statutes Section 1-200(6)(E), Section 1-210(b)(1) and Section 210(b)(24).

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LETTER FROM EAST HAVEN DELEGATION RELATED TO CIP

Mr. Hoey addressed the item regarding a letter from the East Haven delegation related to the Capital Improvement Plan (CIP). He explained that on August 17, 2022, Attorney Michael Luzzi, representing East Haven, issued a litigation hold notice to the Authority, indicating potential legal action related to airport expansion and the necessity to preserve relevant documents. Subsequently, on February 14, 2024, Attorney Luzzi sent an email with questions for the Executive Director, which was unusual given the litigation hold. To safeguard the Authority and its employees from unnecessary legal exposure, Mr. Hoey recommended referring this correspondence to legal counsel for review before responding directly to Attorney Luzzi.

Mr. Dagliere, representing the East Haven delegation, emphasized the delegation's collective fiduciary responsibility and the need for satisfactory answers to their questions before proceeding with the airport expansion project, highlighting its significant impact on East Haven residents.

Mr. Ginnetti inquired about a timeline for responding to these questions, but Mr. Hoey was hesitant to provide a specific timeframe, suggesting that the Executive Director and Avports most likely are already preparing a response.

Mr. Scussel pointed out a lack of detailed discussion on the CIP, contrary to Mr. Hoey's assertion that there had been several discussions. Mr. Hoey acknowledged that discussions had occurred but perhaps not to Mr. Scussel's satisfaction. He credited the Executive Director, Mr. Rafter, for his expertise and ability to manage the CIP process effectively, a task previously handled by Avports due to the Authority's prior lack of industry expertise.

Mr. Rafter indicated that a response was in progress, clarifying the distinction between the procedural aspects of the CIP and the technical scope of projects, with Mr. Scussel expressing a particular interest in the latter.

The motion was made to refer the letter and inquiries to legal counsel for a direct response to Attorney Luzzi. Mr. Hoey acknowledged that while the response will be forthcoming, the initial communication's appropriateness was the primary concern. Mr. Dagliere clarified that the memo he submitted was on behalf of the East Haven delegation and that any response should be directed to its members, not just Attorney Luzzi.

The board unanimously approved the motion to refer the matter to legal counsel, emphasizing the need for a careful and appropriate initial response to the queries presented by the East Haven delegation.

→ ***ACTION ITEM – Mr. Rafter will work with Avports to provide answers to the questions contained in Attorney Michael Luzzi's email regarding the Capital Improvement Plan (CIP).***

OTHER BUSINESS

Mr. Rafter proposed adding an item to the agenda concerning pending litigation related to the appeal for the Environmental Assessment (EA) and going into executive session citing Connecticut General Statutes Sections 1-200(6)(E), 1-210(b)(1), and 1-210(b)(4) which pertain to the discussion of litigation strategy. He indicated that adding this item would require a two-thirds majority vote. Mr. Hoey asked for a motion to include this additional topic on the agenda, which Mr. Scussel moved, and Mr. White seconded. Following a vote, the Board achieved the necessary two-thirds majority to proceed with the additional agenda item.

Mr. Hoey then clarified that the Board would add the agenda item and enter the executive session following the public comment period, noting that no actions or decisions were made from this session. He mentioned that if the

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discussion necessitated any Board actions, a Special Meeting would likely be organized, as motions and decisions cannot be made during an executive session.

PUBLIC COMMENT

GLORIA BELLACICCO – NEW HAVEN, CT

Ms. Bellacicco expressed several concerns and criticisms. Firstly, she criticized the comprehensiveness of the FONSI documentation provided at the airport, suggesting it was impractical for anyone to have fully read through it due to its length and complexity. She acknowledged Andrew King for providing her with a parking spot, which facilitated her review of the documents. Ms. Bellacicco also pointed out issues with the audio and visual quality of the Board Meetings, describing them as antiquated and not conducive to transparency, as she found it difficult to hear and identify who was speaking during the meetings. She suggested that the Board should seek additional funding or grants to improve the technology used for meetings to enhance visibility and audibility. Additionally, she touched on the topic of using goats for vegetation control, acknowledging it as a good idea but cautioning that the owners of the goats should be warned about any chemicals or pesticides on the land to prevent harm to the animals. She expressed a broader concern about the treatment of wildlife in the area surrounding the airport. Ms. Bellacicco concluded her comments with a strong expression of dissatisfaction regarding how the FONSI was handled, and she also extended her condolences for the passing of a Board member.

MELISSA RENALLI – EAST HAVEN, CT

Ms. Ranalli addressed the Board with a focus on communication issues between Tweed New Haven Airport and the public, particularly concerning email communications. She recounted at the last meeting due to technical difficulties in making a public comment and thanked Mr. Rafter and Ms. Zanjani for responding to her email after multiple attempts. She criticized the FAQ page provided by the airport as insufficient for meaningful public dialogue and seemed to suggest it was a way for the airport to control the narrative. Ms. Ranalli expressed frustration with the lack of response to her questions, particularly regarding Mayor Elicker's comments on traffic diversion from residential areas in New Haven to larger roads in East Haven, like Thompson Avenue. She quoted Mr. Rafter's response, which she found unsatisfactory. Ms. Ranalli challenged the implications of the airport's expansion in an environmental justice town that may not be able to handle the magnitude of the proposed projects, suggesting they do not align with the goal of retaining neighborhoods or improving quality of life. Furthermore, she raised unanswered questions about Board members fitting into certain exception categories and the comparison of emissions output from the new terminal versus the current one. She emphasized the importance of public questions being answered, especially when federal grants and taxpayer dollars are involved in the project. She closed her statement by urging for a greater effort in responding to public concerns and extended her condolences for the loss of a Board member.

MICHAEL GIORDANO – JUNO BEACH, FL

Mr. Giordano expressed his gratitude to Avelo Airlines for connecting him with family across states. Mr. Giordano, unable to comment in the previous meeting due to technical difficulties, took the opportunity to address the importance of enforcing the three-minute rule for public comments, suggesting that exceeding this limit should result in immediate muting after a warning. He also shared his enthusiasm for Avelo's recently published summer schedule and new destinations starting in May, emphasizing Tweed Airport's essential role in regional connectivity and the necessity for ongoing improvements to keep up with contemporary demands. Contrary to some views, he clarified that the changes at the airport are not an expansion but rather improvements within current boundaries,

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such as the runway extension, arguing that it should be viewed as airport enhancement rather than growth. He closed his comments by reiterating the need for fair enforcement of speaking times during public comments and looked forward to future engagement.

LORENA VENEGAS – EAST HAVEN, CT

Due to connectivity issues during her public comment, Ms. Venegas submitted her remarks via email with a request for them to be officially recorded in the meeting minutes. Please refer to the following:

As the resident in East Haven that has the attended the Tweed Airport Authority Board meetings the longest, I would like to remind the Board that each person is to have 2 terms with 4 years each term. Sean Scanlon and the Board are responsible for the noncompliance in auditing procedures found by CT State Auditors. Cheryl Quaine at Federal Aviation Administration has been unresponsive to resident emails and issued a FONSI with omissions that include the cost-benefits analysis. Avports has a misinformation and communication crisis with employees on social media supporting others that disparage residents. NEPA was failed in East Haven, CT.

JOE GIORDANO – EAST HAVEN, CT

Mr. Giordano, a local resident near Tweed Airport's approach path, expressed his eagerness to participate in the upcoming spring cleanup. He also expressed surprise that there was no discussion of the air test results, suggesting their outcomes were expected and unremarkable, based on a comprehensive presentation by a professor at a previous EAC meeting. Mr. Giordano observed a local "be kind" campaign, noting the irony that some individuals on the call were not adhering to this sentiment, displaying rudeness during the meeting. Lastly, he commended the efforts of Mr. Nielson, Mr. King, Mr. Rafter, and the Board members for their communication and handling of airport matters, while sympathizing with them for the criticism they face in public forums and on social media. He closed by affirming his support and appreciation for their work on the airport's upcoming improvements.

EXECUTIVE SESSION

Chairman Hoey initiated a motion to enter Executive Session based on the statutes cited (2/3 vote required). Motion to go into Executive Session to discuss potential litigation related to the appeal for the Environmental Assessment (EA), citing Connecticut General Statutes Sections 1-200(6)(E), 1-210(b)(1), and 1-210(b)(4) and to discuss matters that are subject to attorney client privilege, and to go into executive session to discuss of terminal financing options citing Connecticut General Statutes Section 1-200(6)(E) and Section 1-210(b)(1) and Section 1-210(b)(24). The motion was moved by Mr. Fimiani and seconded by Mr. Ginnetti. The motion received unanimous approval from all members present.

MINUTES OF EXECUTIVE SESSION

CALL TO ORDER

The Executive Session of the Tweed New Haven Airport Authority was called to order at 5:52PM on February 21, 2024, by Chairman Hoey.

ITEM 1 IN EXECUTIVE SESSION: DISCUSSION OF TERMINAL FINANCING OPTIONS AND DRAFT REQUEST FOR PROPOSAL FOR ISSUERS COUNSEL

ROLL CALL

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Members In Attendance: Matthew Hoey, Robert Reed, Mark Scussel, Michael Fimiani, Richard Jacob, David White, Linda Hennessey, Jesse Phillips, Kenneth Dagliere, Joe Ginnetti, and Serena Neal-Sanjurjo

Others In Attendance: Brett Simon, Finance. Tom Rafter, Executive Director. Malena Zanjani, Support Staff.

Members Absent: Carlos Eyzaguirre, Mark Sklarz, and Ray Pompano.

ITEM 2 IN EXECUTIVE SESSION: DISCUSSION OF INTERVENTION IN PENDING LITIGATION RE: ENVIRONMENTAL ASSESSMENT (EA)

ROLL CALL

Members In Attendance: Matthew Hoey, Robert Reed, Michael Fimiani, Mark Scussel, Richard Jacob, David White, Linda Hennessey, Jesse Phillips, Kenneth Dagliere, Joe Ginnetti, and Mark Sklarz.

Others In Attendance: Hugh Manke, Legal Counsel. Brett Simon, Finance. Tom Rafter, Executive Director. Malena Zanjani, Support Staff.

Members Absent: Carlos Eyzaguirre, Serena Neal-Sanjurjo, and Ray Pompano.

ADJOURNMENT OF EXECUTIVE SESSIONS

Mr. Hoey clarified that no motions or actions were decided upon during the Executive Sessions but there was a productive discussion. Mr. Hoey initiated a motion to exit the executive sessions which was moved by Mr. Fimiani and seconded by Mr. Scussel, receiving unanimous approval. The executive sessions were adjourned at 6:32PM.

Minutes Prepared By: Malena Zanjani

Date Prepared: February 23, 2024

ADJOURNMENT

Mr. Hoey called for a motion to adjourn the meeting. Mr. Reed proposed the motion, and Mr. Fimiani seconded it. The Board members unanimously agreed, and the meeting was adjourned at approximately 6:35 PM.

ACTION ITEM SUMMARY

- **ACTION ITEM – Mr. Rafter will work with Avports to provide answers to the questions contained in Attorney Michael Luzzi's email regarding the Capital Improvement Plan (CIP).**
- **ACTION ITEM – Mr. Rafter and Mr. Scussel agreed to discuss the parallel taxiway's inclusion in the FAA submission and the Environmental Assessment (EA) phase two details further offline.**
- **ACTION ITEM – Mr. Simon will provide a detailed breakdown of the professional fees upon request.**
- **ACTION ITEM – Mr. Nielson to follow up on the TURO agreement details in response to Mr. Reed's inquiries about liability and key exchange procedures.**
- **ACTION ITEM – Mr. Nielson to organize the spring cleanup day in March and communicate the details to interested parties.**



Agenda

Board of Directors Meeting

March 20, 2024

4:00 P.M.

- | | |
|---|-------------------------|
| 1. Minutes of February 21, 2024 | Attached |
| Minutes of February 27, 2024 Special Meeting | Attached |
| 2. Chairman's Report | Mr. Matthew Hoey |
| 3. Executive Director's Report | Mr. Tom Rafter |
| 4. Finance Committee Report | Ms. Serena Neal-Sanjuro |
| • <i>January 2024 Financials</i> | Attached |
| 5. Airport Manager's Report – Airfield Operations | Mr. Felipe Suriel |
| 6. Lessee's Report – The New HVN LLC | Mr. Felipe Suriel |
| 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 MARCH 20, 2024

BOARD MEMBERS IN ATTENDANCE

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

MEMBERS ABSENT

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

OTHERS IN ATTENDANCE

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

BOARD MINUTES OF MARCH 20, 2024

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

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

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

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

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

CHAIRMAN'S REPORT

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

THNAA BOARD MINUTES

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

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

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

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

EXECUTIVE DIRECTOR'S REPORT

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

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

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

Additionally, Mr. Rafter requested permission to attend the annual AAAE conference in Nashville from April 27th to May 1st, leveraging Avelo's non-stop service for travel. [Without a need for a formal motion, all the Board members present agreed.](#)

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

THNAA BOARD MINUTES

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

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

FINANCE COMMITTEE REPORT – JANUARY 2024 FINANCIALS

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

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

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

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

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

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

AIRPORT MANAGER'S REPORT – AIRFIELD OPERATIONS

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

In response to Mr. Reed's question, Mr. Suriel explained that the FAA provides a timeline for addressing discrepancies through a letter, which outlines varied deadlines depending on the complexity of the required fixes. He assured that documentation, including before-and-after evidence, is compiled, and submitted to the FAA, which then concludes the inspection process. Mr. Scussel inquired about the need for FAA re-inspection, to which

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Mr. Suriel responded that while documentation often suffices, the FAA reserves the right to conduct spot inspections. He also mentioned that the FAA issues a compliance completion letter upon satisfactory resolution of the identified issues.

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

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

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

LESSEE'S REPORT – THE NEW HVN LLC

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

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

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

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

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

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

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

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

The session concluded without any further questions from the attendees.

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REPORTS AND ACTION ITEMS

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

OTHER BUSINESS

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

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

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

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

PUBLIC COMMENT

TONI LORENTI – MERIDEN, CT

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

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

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

THNAA BOARD MINUTES

aircraft at the airport, asserting that such decisions are strictly regulated by aviation authorities and not influenced by baseless speculation.

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

JEAN EDWARDS-CHIEPPEO – EAST HAVEN, CT

Ms. Edwards-Chieppeo

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

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

REV CINDY VAPORIAS – EAST HAVEN, CT

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

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

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

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

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GLORIA BELLACICCO – NEW HAVEN, CT

Ms. Bellacicco expressed gratitude for Andrew King's response to her previous inquiry about the use of pesticides at Tweed Airport. She suggested the airport could improve community relations by notifying residents in advance of pesticide application, like alerts for late plane arrivals. This would allow residents to take precautions for their pets and themselves. Ms. Bellacicco inquired about the progress of the goat project, suggesting it as a preferable alternative to pesticide use, given goats' resilience to such chemicals.

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

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

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

MELISSA RANALLI – EAST HAVEN, CT

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

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

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

KATHERINE BENNETT – EAST HAVEN, CT

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

MAUREEN MOORE – BRANFORD, CT

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

JOE GIORDANO – EAST HAVEN, CT

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

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

LORI FOSTER – NEW HAVEN, CT

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

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

LORENA VENEGAS – EAST HAVEN, CT

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

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

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

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

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

PETRINA YOXALL – X, X

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

SUSAN BRYSON – X, X

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

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

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

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

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

Many of you probably haven't ventured into the community life of East Haven, you may not love it, but they do -- and they should; it's a real community and its shoreline (being literally strafed by Avelo flights flying so low) is beautiful. Yes, it is not a wealthy town. I keep wondering why are these people and this Town being offered by

THNAA BOARD MINUTES

other Towns and other people as sacrificial lambs to the desires of people elsewhere - in other towns and other states - to have (or, in the case of Goldman/Avports to invest in) a bigger airport in the middle of their community, their neighborhood? That doesn't seem very civil.

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

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

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

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

Thank you

MICHAEL GIORDANO – JUNO BEACH, FL

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

ADJOURNMENT

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

ACTION ITEM SUMMARY

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

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



Agenda

Board of Directors Meeting

April 17, 2024

4:00 P.M.

- | | |
|---|-------------------------|
| 1. Minutes of March 20, 2024 | Attached |
| 2. Chairman's Report | Mr. Matthew Hoey |
| 3. Executive Director's Report | Mr. Tom Rafter |
| 4. Finance Committee Report | Ms. Serena Neal-Sanjuro |
| • <i>February 2024 Financials</i> | Attached |
| • <i>FY2025 Budget Draft</i> | Attached |
| 5. Airport Manager's Report – Airfield Operations | Mr. Jeremy Nielson |
| 6. Lessee's Report – The New HVN LLC | Mr. Jeremy Nielson |
| 7. Reports and Action Items | |
| • Resolution #605: Approval of ESC Policy | |
| 8. Other Business | |
| 9. Public Comment | |
| 10. Adjournment | |



TWEED NEW HAVEN AIRPORT AUTHORITY NOTICE OF VOTES FOR MEETING APRIL 17, 2024

Members in attendance: Matthew Hoey, Robert Reed, Linda Hennessey, Serena Neal-Sanjurjo, Mark Sklarz, Joseph Ginnetti, Kenny Dagliere, David White, Jesse Phillips, Richard Jacob, Michael Fimiani, and Mark Scussel.

Members absent: Carlos Eyzaguirre and Ray Pompano.

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Others in attendance: Tom Rafter, Jeremy Nielson, Malena Zanjani, Felipe Suriel, Andrew King, Bob Bishop, Brett Simon, Gloria Bellacicco, Joe Giordano, Jorge Roberts, Katherine, Bennett, Kevin Arnold, Lorena Venegas, Lynne Bonnett, Mark Zaretsky, Maureen Moore, Michael Giordano, Peter Leonardi, Ralph Coppola, Salvatore DeCola, Sandra Reiners, Scott Luzzi, Steve Wight, Tim Sullivan, Toni Lorenti, Walter Fritsch, Aaron Goode, Bill Wade, Lew Langella, Kayla Reasco, and Johnson Chang-Fong.

RESOLUTION #605: APPROVAL OF AIRPORT OVERALL ENVIRONMENTAL POLICY

Mr. Hoey confirmed that the Environmental Stewardship Committee (ESC) had approved this policy, prompting him to seek a motion for its approval by the board. Mr. Dagliere, a member of the ESC, moved to approve the policy, and Mr. Scussel seconded the motion.

For efficiency, Mr. Hoey proposed to waive the full reading of the resolution's text and instead began with the formal resolution statement: "*WHEREAS the Authority acknowledges the significance of this policy in guiding the environmental initiatives at Tweed New Haven Airport, ensuring a responsible and sustainable approach to airport operations; NOW, THEREFORE, BE IT RESOLVED that the Authority hereby approves the Airport Environmental Policy Statement as developed by the Environmental Stewardship Committee.*"

Following this, Mr. Fimiani motioned, and Mr. Scussel seconded the motion. Mr. Hoey then called for a vote, asking all in favor to signify their approval. The motion was carried unanimously.



TWEED NEW HAVEN AIRPORT AUTHORITY
REGULAR MEETING - HYBRID
BOARD OF DIRECTORS
BOARD MINUTES OF APRIL 17, 2024

BOARD MEMBERS IN ATTENDANCE

Matthew Hoey, Robert Reed, Linda Hennessey, Serena Neal-Sanjurjo, Mark Sklarz, Joseph Ginnetti, Kenny Dagliere, David White, Jesse Phillips, Richard Jacob, Michael Fimiani, and Mark Scussel.

BOARD MEMBERS ABSENT

Carlos Eyzaguirre and Ray Pompano.

OTHERS IN ATTENDANCE

Tom Rafter, Jeremy Nielson, Malena Zanjani, Felipe Suriel, Andrew King, Bob Bishop, Brett Simon, Gloria Bellacicco, Joe Giordano, Jorge Roberts, Katherine Bennett, Kevin Arnold, Lorena Venegas, Lynne Bonnett, Mark Zaretsky, Maureen Moore, Michael Giordano, Peter Leonardi, Ralph Coppola, Salvatore DeCola, Sandra Reiners, Scott Luzzi, Steve Wight, Tim Sullivan, Toni Lorenti, Walter Fritsch, Aaron Goode, Bill Wade, Lew Langella, Kayla Reasco, and Johnson Chang-Fong.

BOARD MINUTES OF APRIL 17, 2024

Chairman Matthew Hoey opened the meeting at approximately 4:04 PM.

1. MINUTES OF MARCH 20, 2024

Mr. Hoey moved to approve the minutes from the regular Board Meeting held on March 20, 2024. His motion was supported by Mr. Reed and seconded by Mr. Fimiani. During discussion later in the meeting, Mr. Scussel noted that the minutes did not adequately reflect that Mr. Rafter had been granted permission by the board to attend a conference. Ms. Zanjani agreed to amend the minutes to include this detail. Following the amendment, the Board unanimously approved the minutes.

2. CHAIRMAN'S REPORT

Chairman Hoey shared a brief update, noting that most attendees were likely aware of the press release issued on March 27th announcing the addition of Lakeland as a new destination for Avelo Airlines. This expansion includes a few more flights strategically positioned between Tampa and Orlando. This initiative also marked the return of commercial flights to Lakeland Linder Airport for the first time in 12 years. Mr. Rafter interjected to mention that the initiation of these flights had been slightly delayed due to TSA requirements on the Lakeland side, to which Mr. Hoey acknowledged the update as well as celebrated Avelo Airlines' achievement.

THNAA BOARD MINUTES

Mr. Hoey shifted focus to a second significant update. He reported receiving correspondence from the FAA dated April 16, 2024, which responded to a compliance discrepancy noted in a prior letter dated March 14, 2024, concerning Part 14 of CFR Part 139. He quoted the FAA's commendation for the prompt resolution of the discrepancy, stating, "Dear Mr. Nielsen, in reference to the compliance letter issued on 3/14/2024 and your indicated discrepancy, the 14 CFR part 139 was corrected by April 9, 2024. We commend you for the expeditious correction to this discrepancy, and you may consider this letter official notification that the discrepancy to 14 CFR part 139 identified during the periodic certification inspection is closed. Thanks for your cooperation." Mr. Hoey concluded by congratulating Mr. Nielsen and suggested that he might wish to elaborate further in his report. Mr. Hoey then invited questions, but there were none.

3. EXECUTIVE DIRECTOR'S REPORT

Mr. Rafter began by informing the board of Kevin Dillon's retirement from the CAA, acknowledging his extensive and successful tenure at various airports. He expressed gratitude for Mr. Dillon's service and extended congratulations on his retirement.

Mr. Rafter then updated the board on the EA appeal, noting an objection to Avports' application for intervenor status, with the Authority supporting Avports' position.

Mr. Rafter continued with logistical planning updates, mentioning that the annual Alder's Meeting was scheduled tentatively for June 3rd at 6:00 PM at Nathan Hale School.

He reported on the recent activities of the Environmental Stewardship Committee (ESC), which met the previous day. The committee discussed several initiatives, including the use of goats for vegetation management, updates to the noise website, the next phase of the sound insulation program, collaboration with the city on air quality monitoring, discussions on solar energy, and Avelo Airlines' use of finlets to significantly reduce carbon emissions while lowering operating costs. Mr. Rafter noted these topics were part of the overall environmental policy discussion scheduled later in the meeting.

Regarding financial updates, Mr. Rafter informed the board that Avports was in the final stages of preparing the next Passenger Facility Charge (PFC) application, which required FAA approval, user consultation, and public notice. The application includes an amendment for the ARFF building expansion, costing approximately \$2.6 million, and outlined around 20 projects totaling about \$50.3 million over a 30-year period. He indicated a potential need for a special board meeting due to a misalignment of board schedules with FAA grant application deadlines, though he mentioned the FAA might grant an extension.

Mr. Rafter also touched on Avelo's operations, including statistics indicating a decline in enplanements but a substantial year-on-year increase. He highlighted Avelo's excellent performance rankings in on-time arrivals and cancellations among U.S. airlines.

Following Mr. Rafter's updates, Mr. Dagliere expressed concerns about the format of the upcoming Alder's Meeting, urging that lessons from past meetings be considered to ensure public participation and prevent prior issues. Mr. Rafter responded, assuring the board that the meeting's planning was collaborative and would include a moderated format to address these concerns.

Mr. Jacob inquired about the process for resolving the objection to Tweed's intervenor status. Mr. Rafter clarified that the matter was currently before a judge, and the board would await the decision.

THNAA BOARD MINUTES

Mr. Scussel brought up his comments about the previous meeting minutes as he was not available during that portion of today's meeting. His comments are reflected in these minutes under Agenda Item 1, related to approval of meeting minutes from March 2024.

Mr. Hoey concluded this segment by asking if there were any questions for the Executive Director, there were none.

4. FINANCE COMMITTEE REPORT

FEBRUARY 2024 FINANCIALS

Ms. Neal-Sanjurjo gave Mr. Rafter the floor to present the financial report for the period ending February 29, 2024.

In the Airfield operations, February revenues, excluding a Lessee subsidy of \$136,213.68, were \$10,339.79 over the budget. The actual subsidy received was \$170,794.46 less than budgeted for the month. Year-to-date (YTD), revenues excluding the \$1,503,120.87 subsidy totaled \$339,682.60, which is \$79,915.31 better than the budgeted \$259,767.29. Expenses for February were under budget by \$160,454.67, and YTD expenses have remained \$873,028.89 below budget.

In Administration, February revenues were slightly above the budget by approximately \$2,221.75, with YTD revenues exceeding budget expectations by \$114,385.33. However, administrative expenses for the month were \$19,935.13 over budget, primarily due to an additional payroll and increased reimbursable costs, though YTD expenses were \$71,928.53 below budget. The actual net results for the Admin Fund in February showed a deficit of \$20,382.61.

The balance sheet at the end of the period shows a fund balance of \$212,876. Overall, liabilities and fund balances total \$1,105,146.00.

FY 2025 BUDGET DRAFT REVIEW

Mr. Rafter introduced the topic of preliminary budgets included in the board packets, crediting Mr. Nielson for delivering them early. He noted the improved format of the budget presentation this year, highlighting the inclusion of explanatory notes for significant increases. Mr. Rafter explained that the budget features two columns in the airfield section due to a revision by Avports during a transitional phase, although this revision was not formally adopted by the board. He encouraged the board members to review the budget over the next two months and prepare for an official vote scheduled for the June meeting.

Mr. Hoey emphasized the importance of addressing any questions about the budget to Mr. Rafter and Mr. Nielson on or before the May meeting, where a full discussion is planned. Mr. Scussel then voiced several concerns about the budget, particularly citing vagueness in the explanations for some line items and seeking clarity on items like the percentage rent and its components, the \$150K reimbursable related to bond issue expenses, and the expected changes in legal, audit, and accounting services costs.

Mr. Rafter responded to Mr. Scussel's inquiries by explaining the revenue components, which include a fixed fee plus CPI and a percentage of gross revenues, and reassured that the reimbursable expenses would be offset by the bond process. He agreed to provide a more detailed review of the budget in the next meeting, particularly focusing on the cost variances and the administrative aspects mentioned by Mr. Scussel. Mr. Rafter also mentioned that upcoming discussions would cover all detailed aspects of the agreements to ensure all board members have a complete understanding.

THNAA BOARD MINUTES

Mr. Nielson added clarification about the absence of comments on certain budget lines, explaining that the criteria for detailing were based on both percentage increase and absolute dollar amounts. He committed to providing more granular details if requested, especially where significant variances were noted compared to previous years.

→ *Mr. Nielson to provide more granular details on budget lines as requested by board members.*

Mr. Scussel concluded his inquiries by expressing appreciation for the preliminary explanations and the promise of a detailed follow-up.

Mr. Hoey then invited further questions on the budget but there were none at that time, encouraging ongoing dialogue as board members review the documents.

5. AIRPORT MANAGER'S REPORT

AIRFIELD OPERATIONS

Mr. Hoey introduced the segment on airfield operations, prompting Mr. Nielson to present updates on several key aspects. Mr. Nielson reported the successful closeout of the 2024 FAA inspection, emphasizing the continuous effort to maintain safety and compliance at the airfield. He highlighted the productive relationship with the FAA, describing it as a beneficial exchange of information and a learning experience.

Mr. Nielson then detailed ongoing and upcoming projects, including the preparation for airfield painting expected to be completed by June.

He also discussed the transition to a new ARFF foam, noting the discontinuation of the previous foam and the efficient handling of this transition through state-contracted services and potential state funding to mitigate costs.

Addressing operational equipment, Mr. Nielson announced the upcoming receipt of new snow removal equipment, including a plow and a broom, which faced delivery delays due to market conditions. Despite not being used this season, these additions are anticipated to significantly enhance operational capacity for future winters.

He concluded with an overview of winter operations, providing statistics on winter precipitation, airport closures, and the impact on flights. Mr. Nielson credited close communication with airline partner Avelo for effective management during snow events and discussed the positive outlook for next season with the new equipment.

Mr. Rafter briefly interjected to relate the discussion back to budget considerations, particularly highlighting cost savings achieved through strategic sourcing of runway deicing products.

Mr. Nielson wrapped up by mentioning a security incident that was promptly addressed with the help of community feedback, reinforcing the importance of security vigilance.

Mr. Hoey then invited any further questions for Mr. Nielson regarding the report, but there were no additional inquiries.

6. LESSEE'S REPORT – THE NEW HVN LLC

THE NEW HVN LLC

THNAA BOARD MINUTES

Mr. Nielson shared updates on various partnerships and operational activities at the airport. He highlighted a successful collaboration with the Girl Scouts over two weekends in April, where they conducted fundraising activities onsite. This event was well-received by both customers and airport employees, many of whom purchased cookies.

Looking ahead, Mr. Nielson noted the upcoming job fair scheduled for May 7th, which is expected to draw significant interest as in previous years. Participants will include Avelo, TSA, Robinson Aviation, and the New Haven Police Department.

Mr. Nielson also provided an update on the airport's sound insulation program. The airport has received responses to its solicitation for the design phase of the next round of sound insulation and is scheduled to meet with the FAA and the potential contractor on May 1st to finalize the scope. Additionally, the airport's outdated noise website is being revamped to include an interactive map that will help residents determine their eligibility for sound insulation. This updated site is expected to be operational by the end of May.

Further, Mr. Nielson responded to Mr. Scussel's questions about the project's contractors and the ongoing consultations with DEEP and the Army Corps, emphasizing the regular updates on permitting items. He also mentioned engaging with local parties interested in exploring innovative vegetation management solutions, such as using goats.

Mr. Reed provided insights into the operations of the Design Subcommittee, clarifying its mission and current activities, and encouraged more board members to volunteer for this initiative. He noted that detailed project scheduling and further developments would be discussed in upcoming meetings.

7. REPORTS AND ACTION ITEMS

RESOLUTION #605: APPROVAL OF AIRPORT OVERALL ENVIRONMENTAL POLICY

Mr. Hoey introduced discussions around Resolution number 605. Mr. Rafter clarified that the resolution pertained to an overall environmental policy for the airport, not an "Environmental Stewardship Policy" as initially titled. He emphasized that the policy encompasses a broad scope of environmental stewardship, guiding the airport's initiatives in being responsible and sustainable in its operations.

Mr. Hoey confirmed that the Environmental Stewardship Committee (ESC) had approved this policy, prompting him to seek a motion for its approval by the board. Mr. Dagliere, a member of the ESC, moved to approve the policy, and Mr. Scussel seconded the motion.

Opening the floor for comments or questions, Mr. Hoey highlighted the importance of the policy in demonstrating the airport's commitment to environmental protection and safety. He read aloud the final two paragraphs of the resolution: "WHEREAS the Authority acknowledges the significance of this policy in guiding the environmental initiatives at Tweed New Haven Airport, ensuring a responsible and sustainable approach to airport operations; NOW, THEREFORE, BE IT RESOLVED that the Authority hereby approves the Airport Environmental Policy Statement as developed by the Environmental Stewardship Committee."

Following this, Mr. Fimiani motioned, and Mr. Scussel seconded the motion. Mr. Hoey then called for a vote, asking all in favor to signify their approval. The motion carried unanimously, marking the resolution's approval by the board.

THNAA BOARD MINUTES

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

8. OTHER BUSINESS

During the meeting, Mr. Hoey invited Board Members to bring up any additional business.

Mr. Reed requested a point of personal privilege to express condolences on behalf of the board following the recent passing of Senator Lieberman. He acknowledged Mr. Dagliere's long-standing association with the Senator, extending the board's thoughts and prayers to him and his former colleagues. Mr. Dagliere expressed his gratitude for the recognition and shared his reflections on the Senator as both a remarkable employer and friend. He recounted attending the memorial services, which were attended by numerous political and community leaders, including Al Gore, who spoke highly of the Senator. Mr. Dagliere described the event as moving and expressed his shock over the Senator's sudden passing, appreciating the acknowledgment by Mr. Reed.

With no further business to discuss, the meeting proceeded to the public comment section.

9. PUBLIC COMMENT

MICHAEL GIORDANO – JUNO BEACH, FL

Mr. Giordano enthusiastically expressed his support and affection for Tweed New Haven Airport. He commended Chairman Hoey for his leadership and expressed optimism about the airport's future leadership. Mr. Giordano also touched upon the topic of flight diversions, pointing out that while diversions are a common industry occurrence due to various factors such as weather conditions and operational issues, they tend to be negatively portrayed in the media. He emphasized that such events should concern only those directly involved, like passengers and airlines, and remarked on the undeserved negative attention they receive on social media. Mr. Giordano concluded his remarks by addressing the relevance of community opinions about the airport, asserting the importance of his and others' perspectives regardless of their current proximity to the airport. He shared his personal connection to Tweed, reflecting on its significant role in his life and professional career, and expressed a desire to return to his old neighborhood to reengage more directly with the airport community. He ended his comments with a nod to the continued success of Tweed and Avelo Airlines.

MS. SCRILLO* – EAST HAVEN, CT

**Note: The beginning of this comment was not clearly audible, including the name and location details. Please email the correct spelling to mzanjani@flytweed.com, and I will update the minutes accordingly to ensure accuracy.*

Ms. Scrillo, a long-time resident of Morgan Point and a professional in the aviation industry, expressed her concerns about the proposed expansion of the airport. She acknowledged her familiarity with and affinity for aviation but voiced significant concerns about the implications of the airport's expansion on her community and the local environment. She highlighted that the expansion, including a runway extension and construction of a large parking lot and terminal in what she described as wetlands, would disrupt the neighborhood's character, wildlife habitats, and her personal quality of life. She also raised issues related to noise and environmental impact, particularly in relation to local flooding, which she noted had been exacerbated by recent weather conditions. She questioned how many board members lived near the airport, suggesting that few could relate to the local residents' concerns. Mr. Hoey provided details on the board's composition in response, clarifying the geographic representation of the board members.

THNAA BOARD MINUTES

GLORIA BELLACICCO – NEW HAVEN, CT

During the public comment section, Ms. Bellacicco addressed a previous misunderstanding regarding her communication with the airport staff. She clarified that she had not personally emailed Mr. Tom Rafter, contrary to what was suggested in the last meeting. After confirming her intent to establish direct communication, Mr. Rafter affirmed that it was acceptable for her to email him. Ms. Bellacicco expressed her appreciation for the clarification.

SANDRA REINERS – BRANFORD, CT

**Note: Ms. Reiners also submitted her public comment by email. The full text of her comment is provided below:*

I'm puzzled that the Authority is about to hire bond counsel for the issuance of tax-exempt debt before the Court of Appeals has ruled on the appeals to the FONSI. And I wonder if this places additional financial risk on the Authority as issuer of this new debt.

There has been little discussion of financing alternatives in the public sessions but I trust that the alternatives and benefits were weighed in the executive sessions of February. Nonetheless I and perhaps other members of the public wonder about the amount of debt to be issued and the sources of repayment of this new debt. Is it the ultimate issuance of airport revenue bonds, in which case until the court case is adjudicated this would seem to have some level of uncertainty? Or is the revenue source FAA grants, also dependent on expansion proceeding? Or is perhaps interest or even principal to be paid from lessee revenues from the west terminal even before it becomes clear that expansion will proceed and when an east terminal could be completed? After all, it appears from the financial statements and budget that in fiscal 2024 the lessee experienced an additional \$3MM of unanticipated revenues, \$2MM from terminal revenues and PFCs and a savings of \$1MM on airfield deficit. And as we all know, the profit center of any airport is the terminal's ability to generate lease and other revenues.

It would be very helpful if the Authority were to incorporate in its Frequently Asked Questions, a reference to the anticipated financing whether that be Bond Anticipation Notes as first described or Conduit Financing as more recently described in the minutes of the March meeting.

Thank you for your hoped-for response to this query.

TONI LORENTI – MERIDEN, CT

Toni Lorenti, an airline pilot, and instructor, delivered a prepared statement addressing the issue of flight diversions, a topic of concern among neighbors, media, and airline passengers. Captain Toni highlighted the disproportionate media coverage of a recent diversion from New Haven to Bradley, noting that on the same day, multiple other diversions occurred involving different airlines and airports, including White Plains, JFK, LaGuardia, Portland International Jetport, and Philadelphia. These involved flights from American Eagle, JetBlue, and Delta, among others, with reasons such as thunderstorms, high winds, and low visibility affecting the broader Northeast and Mid-Atlantic regions. Captain Toni criticized the local media for not providing a balanced perspective on the commonality of diversions under adverse weather conditions and suggested that a more informed coverage might alleviate community concerns. They concluded by critiquing the relationship between the airport's opponents and the press, describing it as detrimental to public understanding.

LORENA VENEGAS – EAST HAVEN, CT

During the public comment section, Ms. Venegas expressed strong concerns about what she perceives as ongoing communication failures by Avports, particularly regarding the noise insulation program. She pointed out

THNAA BOARD MINUTES

discrepancies in the funding for noise insulation, citing a community meeting where it was acknowledged that a calculation error led to misinformation about the financial compensation per household. Ms. Venegas criticized the board for their handling of these issues, suggesting a lack of expertise among the board members and calling for new leadership and the inclusion of more professionals like scientists, engineers, and accountants. Furthermore, she challenged the airport's environmental claims, particularly criticizing the promotion of zero emissions and decarbonization initiatives as misleading, given the use of older, larger aircrafts. Ms. Venegas also highlighted broader community concerns, including alleged misinformation about environmental impacts like wetlands preservation, noise pollution, and chemical deicing. She ended her comments by suggesting a different vision for the airport, advocating for a model that supports air taxis and other innovative aviation technologies, contrasting with current management and operational strategies.

JOE GIORDANO – EAST HAVEN, CT

Mr. Giordano expressed his ongoing support for the Tweed Airport board and specifically praised Chairman Matt Hoey for his leadership. He acknowledged the presence of dissent at meetings, expressing a desire for less repetitive complaints and more frequent use of the mute button. Mr. Giordano also made a brief mention of Bradley Airport's parking situation as a counterpoint to criticisms often leveled at Tweed. In conclusion, he encouraged the board to disregard the criticism from what he described as a vocal minority, asserting that these critics would never be satisfied regardless of the board's actions. He emphasized the importance of kindness and disputed the existence of a communication crisis with Avports.

VINCENT PERRELLI – WILMINGTON, DE

Mr. Perrelli addressed the board and specifically directed his comments towards board member Serena Neal-Sanjurjo. He expressed appreciation for the diversity represented on the board, particularly highlighting the inclusion of women and people of color. Mr. Perrelli inquired about whether Serena actively shares information about the board's actions within her community, like how another member, Mr. Dagliere, engages with East Haven. He expressed a desire to see increased representation and community involvement from the board members but acknowledged difficulty in articulating his thoughts fully. Chairman Hoey responded by thanking Mr. Perrelli for his comments and indicated that it would be up to Serena to decide whether to respond directly to him, mentioning that the board could facilitate contact if necessary.

LYNNE BONNETT – NEW HAVEN, CT

Ms. Bonnett expressed concerns about the level of community communication from the board, highlighting the ongoing antagonism between supporters and critics of the airport. She emphasized the real quality of life issues faced by residents living near the airport and noted the difficulty board members may have in relating personally to these issues due to not living in the vicinity. Ms. Bonnett referenced a community meeting organized by Gretl Gallicchio, lamenting the lack of follow-up and the unanswered questions that arose from that meeting. She urged the board to improve their communication efforts and expressed skepticism about the effectiveness of the Environmental Stewardship Committee.

10. ADJOURNMENT

With no further business to discuss, Mr. Hoey called for a motion to adjourn the meeting. Mr. Dagliere proposed the motion, and Mr. White seconded it. The Board members unanimously agreed, and the meeting was adjourned at approximately 5:17 PM.

THNAA BOARD MINUTES

ACTION ITEM SUMMARY

- *Mr. Nielson to provide more granular details on budget lines as requested by board members.*

DRAFT



Agenda

Board of Directors Meeting

May 15, 2024

4:00 P.M.

- | | |
|---|-------------------------|
| 1. Minutes of April 17, 2024 | Attached |
| 2. Chairman's Report | Mr. Matthew Hoey |
| 3. Executive Director's Report | Mr. Tom Rafter |
| 4. Finance Committee Report | Ms. Serena Neal-Sanjuro |
| • March 2024 Financials | Attached |
| 5. Airport Manager's Report – Airfield Operations | Mr. Jeremy Nielson |
| 6. Lessee's Report – The New HVN LLC | Mr. Jeremy Nielson |
| 7. Reports and Action Items | |
| • Resolution #606: Approval of Grant Application for Aircraft Rescue and Fire Fighting (ARFF) Vehicle | |
| • Resolution #607: Approval of Agreement with MB Companies, Inc. For Runway Broom with Airblast Vehicle | |
| • Resolution #608: Approval of Agreement with Rosenbauer America for Aircraft Rescue and Fire Fighting (ARFF) Vehicle | |
| • Resolution #609: Approval of Grant Application for ARFF Ancillary Equipment | |
| • Resolution #610: Approval of Agreement with Municipal Equipment Services, Inc. for ARFF Ancillary Equipment | |
| 8. Other Business | |
| 9. Public Comment | |
| 10. Adjournment | |



TWEED NEW HAVEN AIRPORT AUTHORITY NOTICE OF VOTES FOR MEETING MAY 15, 2024

Members in attendance: Matthew Hoey, Robert Reed, Linda Hennessey, Serena Neal-Sanjurjo, Carlos Eyzaguirre, Mark Sklarz, Joseph Ginnetti, Kenny Dagliere, David White, Richard Jacob, and Mark Scussel.

Members absent: Ray Pompano, Jesse Phillips, and Michael Fimiani.

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Others in attendance: Tom Rafter, Malena Zanjani, Jeremy Nielson, Felipe Suriel, Lorena Venegas, Scott Luzzi, Steven Wight, Dan Adams, Michael Giordano, Katherine Bennett, Jorge Roberts, Gloria Bellacicco, Kevin Arnold, Michael Jones, Peter Leonardi, Tim Sullivan, Toni Lorenti, Brett Simon, Andrew King, David Reger, Susan Bryson, Bill Wade, and Jeremiah Wilhite.

Mr. Hoey introduced discussions around the resolution items on the agenda. He read aloud the first and last paragraphs of each resolution.

RESOLUTION #606: APPROVAL OF GRANT APPLICATION FOR AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) VEHICLE

Mr. Hoey introduced the discussion around Resolution #606 by reading aloud the first and last paragraphs of the resolution. Following this, Mr. Dagliere motioned, and Mr. White seconded the motion. With no questions, Mr. Hoey called for a vote, asking all in favor to signify their approval. The motion carried unanimously, marking the resolution's approval by the Board.

RESOLUTION #607: APPROVAL OF AGREEMENT WITH MB COMPANIES, INC. FOR RUNWAY BROOM WITH AIRBLAST VEHICLE

Mr. Hoey introduced the discussion around Resolution #607 by reading aloud the first and last paragraphs of the resolution. Following this, Ms. Hennessey motioned, and Mr. Scussel seconded the motion. Mr. Rafter clarified that the funding source is from PFC funds and not AIP as it was initially read. With no questions, Mr. Hoey called for a vote, asking all in favor to signify their approval. The motion carried unanimously, marking the resolution's approval by the Board.

RESOLUTION #608: APPROVAL OF AGREEMENT WITH ROSENBAUER AMERICA FOR AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) ANCILLARY EQUIPMENT

Mr. Hoey introduced the discussion around Resolution #608 by reading aloud the first and last paragraphs of the resolution. Following this, Mr. White motioned, and Mr. Scussel seconded the motion. With no questions, Mr. Hoey called for a vote, asking all in favor to signify their approval. The motion carried unanimously, marking the resolution's approval by the Board.



TWEED NEW HAVEN AIRPORT AUTHORITY NOTICE OF VOTES FOR MEETING MAY 15, 2024

RESOLUTION #609: APPROVAL OF GRANT APPLICATION FOR ARFF ANCILLARY EQUIPMENT

Mr. Hoey introduced the discussion around Resolution #609 by reading aloud the first and last paragraphs of the resolution. Following this, Mr. Scussel motioned to approve the resolution, and Mr. White seconded the motion.

Mr. Scussel then asked for further clarification. Mr. Rafter explained that, in the past, when ordering a fire truck from the FAA, it would come fully equipped with ladders, hoses, entry tools, and SCBA bottles. However, the FAA no longer includes these items, requiring separate procurements. Mr. Scussel noted that the total cost for the fire truck, including all necessary equipment, amounts to approximately \$1,000,000. Mr. Rafter confirmed this estimate. Mr. Hoey added that this situation is similar to the procurement process for police vehicles on the municipal side.

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With no further questions, Mr. Hoey called for a vote, and the motion carried unanimously, resulting in the Board's approval of Resolution #609.

RESOLUTION #610: APPROVAL OF AGREEMENT WITH MUNICIPAL EQUIPMENT SERVICES, INC. FOR ARFF ANCILLARY EQUIPMENT

Mr. Hoey introduced the discussion around Resolution #610 by reading aloud the first and last paragraphs of the resolution. Following this, Mr. White motioned to approve the resolution, and Mr. Jacob seconded the motion.

Mr. Scussel then inquired about the necessity of purchasing another truck when they already have one. Mr. Rafter explained that the resolution involves awarding the contract for the purchase of a new truck, along with a grant application for the funding source. This process is the same for the ancillary equipment and the sweeper, making it a total of six procurements. Mr. Suriel clarified that there are two components: the ARFF vehicle and the ancillary equipment for the grant application, along with an agreement for the purchase of both the vehicle and the ancillary equipment. Therefore, it appears duplicated because there are two separate funding sources: the grant application and the purchase agreement. Mr. Nielson added that one part involves making the purchase, and the other part involves awarding the grant money. Mr. Rafter confirmed that it is a single grant procured individually. Mr. Scussel noted that the value of this resolution is identical to Resolution #609. Mr. Hoey explained that Resolution #609 authorized the grant application, while Resolution #610 awards purchase agreement.

With no further questions, Mr. Hoey called for a vote. The motion carried unanimously, resulting in the Board's approval of Resolution #610.



TWEED NEW HAVEN AIRPORT AUTHORITY
REGULAR MEETING - HYBRID
BOARD OF DIRECTORS
BOARD MINUTES OF MAY 15, 2024

BOARD MEMBERS IN ATTENDANCE

Matthew Hoey, Robert Reed, Linda Hennessey, Serena Neal-Sanjurjo, Carlos Eyzaguirre, Mark Sklarz, Joseph Ginnetti, Kenny Dagliere, David White, Richard Jacob, and Mark Scussel.

BOARD MEMBERS ABSENT

Ray Pompano, Jesse Phillips, and Michael Fimiani.

OTHERS IN ATTENDANCE

Tom Rafter, Malena Zanjani, Jeremy Nielson, Felipe Suriel, Lorena Venegas, Scott Luzzi, Steven Wight, Dan Adams, Michael Giordano, Katherine Bennett, Jorge Roberts, Gloria Bellacicco, Kevin Arnold, Michael Jones, Peter Leonardi, Tim Sullivan, Toni Lorenti, Brett Simon, Andrew King, David Reger, Susan Bryson, Bill Wade, and Jeremiah Wilhite.

BOARD MINUTES OF MAY 15, 2024

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

1. MINUTES OF APRIL 17, 2024

Mr. Hoey moved to approve the minutes from the regular Board Meeting held on April 17, 2024. His motion was supported by Mr. White and seconded by Mr. Jacob. Mr. Scussel raised a comment about the April 17th minutes, noting that the delay of the Lakeland route was due to TSA at Lakeland, not at HVN, and suggested that the minutes should clarify this. Mr. Rafter agreed. Ms. Zanjani will amend the April 17th minutes to include this detail. Following the amendment, the Board unanimously approved the minutes.

→ **Action Item: Ms. Zanjani to update the April 17th minutes to clarify that the delay of the Lakeland route was due to TSA at Lakeland, not at HVN.**

2. CHAIRMAN'S REPORT

Chairman Hoey stated that he had nothing of note for this month's Chairman's report.

3. EXECUTIVE DIRECTOR'S REPORT

THNAA BOARD MINUTES

Mr. Rafter began by providing an update on the EA appeal, noting they are waiting for a briefing schedule from the attorneys. He also announced that the Annual Alder's meeting is set for June 3rd at the Nathan Hale School at 6:30 PM.

Mr. Rafter noted recently there were two scoping meetings with the FAA: one for the runway design and the other for the next phase of the Residential Sound Insulation Program (RSIP). He also shared that the FAA reauthorization bill has passed the House, providing \$4 billion annually for AIP, which is positive news.

Mr. Rafter then highlighted several resolutions on the agenda, summarizing the award of three different contracts and their associated funding. These include an ARFF fire truck, ARFF equipment, and a sweeper. The sweeper will be funded through PFC, while the other two will mainly be funded through AIP.

Regarding the Economic Impact Analysis, Mr. Rafter mentioned they received an agreement from Fred Carstensen and have a meeting scheduled with him to discuss the scope. Legal is reviewing the agreement to ensure compliance with procurement regulations.

Mr. Rafter also noted they received a petition to replace the Chairman. He clarified that, while he is obligated to inform the Board, no Board action can be taken on this matter.

Mr. Scussel inquired about the scoping meeting topics, which Mr. Rafter confirmed were the runway design and the next phase of the Residential Sound Insulation Program (RSIP). Mr. Scussel also asked if the design subcommittee would be involved, and Mr. Rafter affirmed. He explained scoping meetings are a required step by the FAA before applying for the grant.

On the Economic Impact Analysis, Mr. Scussel sought details, and Mr. Rafter explained that the analysis would look at the direct and indirect impacts on jobs, salaries, and wages in the region. They are refining the scope with Fred Carstensen to determine the specific model and method to be used.

Mr. Rafter then reported on enplanement statistics, noting that enplanements went from 35,981 in February last year to 36,413 this year, marking a 1% increase. For the 12-month period ending February 2024, HVN enplaned 488,074 passengers, a 24% increase. He mentioned he would address the budgets later in the Finance Committee report.

Mr. Dagliere asked about the possibility of expanding the sound catchment area, expressing concerns about noise levels. Mr. Rafter explained that the initial phase of the program identifies a zone with a certain number of homes, and the FAA has limited funds, currently only covering 12 homes. They will inspect all identified homes and verify eligibility. Future expansions will be based on updated studies once the runway extension is complete. Mr. Scussel inquired about the criteria for selecting the 12 homes, and Mr. Rafter explained that the most impacted homes would be prioritized. They are pushing for more coverage but are constrained by FAA funding.

Mr. Jacob followed up on enplanement figures, confirming that they are up 1% for February and 24% for the 12-month period. Mr. Rafter stated that these figures are generally consistent with projections, and he will cross-check for accuracy.

- **Action Item: Mr. Rafter to verify that the reported enplanement figures, which are up 1% for February and 24% for the 12-month period, are consistent with projections.**

With no further questions, Mr. Hoey moved the meeting to the next agenda item.

THNAA BOARD MINUTES

4. FINANCE COMMITTEE REPORT

MARCH 2024 FINANCIALS

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

For airfield, March revenues, excluding a Lessee subsidy of \$188,112, exceeded the budget by \$12,406. The actual subsidy received was \$118,895 less than anticipated for the month. Year-to-date (YTD) revenues, after adjusting for a total subsidy of \$1,691,233, were \$384,559, which is \$92,321 above the budget of \$292,238. On the expenses side, March's actual expenses were under budget by \$106,489, and the YTD expenses have a favorable variance of \$979,518.

In the admin side, March revenues were \$3,835 above the budget, and YTD revenues surpassed expectations by \$18,220. Admin expenses for March were \$1,607 less than budgeted, and YTD expenses were \$73,536 under budget. The net result for the admin fund in March showed a positive outcome of \$1,523.

The balance sheet showed a fund balance of \$214,419 at the end of the period, with overall liabilities and fund balances totaling \$1,059,633.

BUDGET UPDATE

Mr. Rafter provided a brief overview of the updated budgets for admin and airfield. He noted that the latest versions are included in the Board members' packets and noted that the detailed briefing sent to the Board was based on April's draft. Although there are slight differences, the reasoning and logic remain consistent. The main changes include an increase in administrative expenses by \$7,000 due to updated insurance information. On the airfield side, Mr. Nielson's budget was reduced by \$74,030. Specifically, Airport Ops Contracts, Supplies & Equipment were reduced by \$72,300, Training & Workshops decreased by \$10,000, while Airfield / General Maintenance increased by \$15,000. Mr. Hoey asked for clarification on the airfield budget reduction, and Mr. Rafter provided the line items accounting for the changes, reiterating the adjustments.

Mr. Scussel inquired about the submission timeline for the budget, to which Mr. Rafter responded that it would go before the Board next month for approval, inviting Board members to ask questions or discuss details one-on-one before the June meeting. Mr. Hoey encouraged Board members to email questions ahead of time. Mr. Rafter complimented Mr. Nielson for his efforts in compiling the budget promptly, giving the Board ample time for review.

Mr. Reed asked about the hiring programs and where staffing is listed in the budget. Mr. Rafter explained that staffing is managed through Avports with allocations shared between The New HVN and Avports HVN LLC. Mr. Reed and Mr. Rafter decided to discuss the matter offline to avoid delaying the meeting. Mr. Scussel clarified that Mr. Reed was seeking a specific budget line item for staffing projections, particularly related to hiring fairs and staffing ramp-up strategies. Mr. Rafter agreed to provide more detailed information to Mr. Reed offline.

→ **Action Item: Mr. Rafter to provide detailed information to Mr. Reed regarding staffing programs and budget allocations.**

There were no further questions for Mr. Rafter regarding the Executive Directors report.

5. AIRPORT MANAGER'S REPORT

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AIRFIELD OPERATIONS

Mr. Nielson provided an update on airside operations. He reported that the new snow equipment, including a brand-new sweeper and plow, was delivered this month, and staff are currently being trained on their use. He invited anyone interested to see the new equipment up close.

Mr. Nielson mentioned the ongoing transition to F3 foam from AFFF, which involves coordinating with vendors for tank and pipe cleaning in the trucks. The transition is scheduled to be completed by the September 25, 2024 deadline. Additionally, a bid for airfield painting was issued, with work anticipated to be completed by the end of June as part of the annual 139 Certification process.

Mr. Scussel inquired about the painting process, asking if all areas are painted or only those that need it. Mr. Nielson confirmed that typically everything is painted, and there is often rubber buildup on the runway, which requires removal. Mr. Scussel asked if the painting contractor handles rubber removal, and Mr. Nielson confirmed that the contractors usually have this capability. He explained that while rubber removal is a delicate process requiring expertise to avoid damaging the pavement, it involves either high-pressure water systems or scarification. The rubber is collected by a vacuum system after removal. Rubber removal is conducted twice a year, with painting done once annually.

Mr. Hoey asked if there were any further questions on airfield operations. Hearing none, the meeting moved on to the next topic.

6. LESSEE'S REPORT – THE NEW HVN LLC

THE NEW HVN LLC

Mr. Nielson provided updates on the New HVN side. He reported that the job fair held on May 7th had a strong turnout, with 75 to 100 attendees. Avports is likely to extend offers to at least one or two candidates from the event.

Regarding vegetation management, Mr. Nielson mentioned the plan to commence a pilot program using goats to manage some land parcels. Two farmers, one with sheep and one with goats, have expressed interest. This pilot aims to reduce emissions and create a quieter environment by using goats instead of gasoline-powered equipment. They are exploring costs and infrastructure needs, such as fencing and shelters, and will continue conversations with the farmers. Mr. Scussel asked about pricing for the vegetation management program. Mr. White mentioned a similar program costing \$10,000 for 100 goats for a week. Mr. Nielson acknowledged the need for infrastructure improvements and explained that goats prefer weeds over grass, which makes them suitable for managing bushy vegetation along perimeters.

Mr. Nielson also reported on a recent security incident at the checkpoint involving a prop grenade found in a carry-on bag. The terminal was closed for over an hour as the TSA and New Haven police, including their bomb squad, handled the situation. The nonevent resulted in one flight delay, but operations resumed quickly and orderly.

Additionally, Mr. Nielson updated the Board on the beer and wine concession, which is on track for an early summer opening, adding a new offering for customers.

Mr. Dagliere inquired about Avelo's projected number of employees at Tweed once the terminal is built and expanded, and the current number of new hires. Mr. Nielson noted that Avelo extended offers to several dozen candidates from the job fair. Mr. Hoey suggested getting Avelo to commit to some estimated numbers and provide

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information on current employees and anticipated increases before the new terminal opens. Mr. Rafter and Mr. Reed mentioned that the economic impact study lists 1,100 jobs, which include various entities operating at HVN, not just Avelo.

- **Action Item: Mr. Rafter to coordinate with Avelo to obtain estimated numbers of projected employees at Tweed post expansion, as well as the current number of employees headcount and anticipated increases before the new terminal opens.**

There were no further questions regarding the New HVN LLC.

7. REPORTS AND ACTION ITEMS

Mr. Hoey introduced discussions around the resolution items on the agenda. He read aloud the first and last paragraphs of each resolution.

RESOLUTION #606: APPROVAL OF GRANT APPLICATION FOR AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) VEHICLE

Mr. Hoey introduced the discussion around Resolution #606 by reading aloud the first and last paragraphs of the resolution. Following this, Mr. Dagliere motioned, and Mr. White seconded the motion. With no questions, Mr. Hoey called for a vote, asking all in favor to signify their approval. The motion carried unanimously, marking the resolution's approval by the Board.

RESOLUTION #607: APPROVAL OF AGREEMENT WITH MB COMPANIES, INC. FOR RUNWAY BROOM WITH AIRBLAST VEHICLE

Mr. Hoey introduced the discussion around Resolution #607 by reading aloud the first and last paragraphs of the resolution. Following this, Ms. Hennessey motioned, and Mr. Scussel seconded the motion. Mr. Rafter clarified that the funding source is from PFC funds and not AIP as it was initially read. With no questions, Mr. Hoey called for a vote, asking all in favor to signify their approval. The motion carried unanimously, marking the resolution's approval by the Board.

RESOLUTION #608: APPROVAL OF AGREEMENT WITH ROSENBAUER AMERICA FOR AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) VEHICLE

Mr. Hoey introduced the discussion around Resolution #608 by reading aloud the first and last paragraphs of the resolution. Following this, Mr. White motioned, and Mr. Scussel seconded the motion. With no questions, Mr. Hoey called for a vote, asking all in favor to signify their approval. The motion carried unanimously, marking the resolution's approval by the Board.

RESOLUTION #609: APPROVAL OF GRANT APPLICATION FOR ARFF ANCILLARY EQUIPMENT

Mr. Hoey introduced the discussion around Resolution #609 by reading aloud the first and last paragraphs of the resolution. Following this, Mr. Scussel motioned to approve the resolution, and Mr. White seconded the motion.

Mr. Scussel then asked for further clarification. Mr. Rafter explained that, in the past, when ordering a fire truck from the FAA, it would come fully equipped with ladders, hoses, entry tools, and SCBA bottles. However, the FAA no longer includes these items, requiring separate procurements. Mr. Scussel noted that the total cost for the fire truck, including all necessary equipment, amounts to approximately \$1,000,000. Mr. Rafter confirmed this

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estimate. Mr. Hoey added that this situation is similar to the procurement process for police vehicles on the municipal side.

With no further questions, Mr. Hoey called for a vote, and the motion carried unanimously, resulting in the Board's approval of Resolution #609.

RESOLUTION #610: APPROVAL OF AGREEMENT WITH MUNICIPAL EQUIPMENT SERVICES, INC. FOR ARFF ANCILLARY EQUIPMENT

Mr. Hoey introduced the discussion around Resolution #610 by reading aloud the first and last paragraphs of the resolution. Following this, Mr. White motioned to approve the resolution, and Mr. Jacob seconded the motion.

Mr. Scussel then inquired about the necessity of purchasing another truck when they already have one. Mr. Rafter explained that the resolution involves awarding the contract for the purchase of a new truck, along with a grant application for the funding source. This process is the same for the ancillary equipment and the sweeper, making it a total of six procurements. Mr. Suriel clarified that there are two components: the ARFF vehicle and the ancillary equipment for the grant application, along with an agreement for the purchase of both the vehicle and the ancillary equipment. Therefore, it appears duplicated because there are two separate funding sources: the grant application and the purchase agreement. Mr. Nielson added that one part involves making the purchase, and the other part involves awarding the grant money. Mr. Rafter confirmed that it is a single grant procured individually. Mr. Scussel noted that the value of this resolution is identical to Resolution #609. Mr. Hoey explained that Resolution #609 authorized the grant application, while Resolution #610 awards the purchase agreement.

With no further questions, Mr. Hoey called for a vote. The motion carried unanimously, resulting in the Board's approval of Resolution #610.

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

8. OTHER BUSINESS

Mr. Hoey asked if there was any other business the members wished to bring up.

Mr. Dagliere raised the issue of soundproofing costs, specifically inquiring if \$8,700 per household for windows, doors, AC installation, and other measures was a firm and sufficient figure. He questioned the flexibility of this amount, expressing concern that it may not be enough to adequately address homeowners' needs. Mr. Rafter responded that the \$8,700 figure is an estimate based on previous expenditures, noting that several million dollars have already been spent. He explained that each home must be inspected to verify its qualifications and to determine specific needs, which can cause the number to fluctuate. Mr. Scussel mentioned that his earlier question about determining the number of houses (10 or 12) alluded to this figure. Mr. Rafter explained that calculations are used to estimate costs, and they aim to secure commitments for 12 homes. Mr. Jacob added that, in previous rounds, the cost per household was substantially more than \$8,700. He clarified that Tweed contracts directly with contractors for the work, providing a turnkey solution for homeowners rather than a voucher system.

Mr. Hoey asked if there was any further business. Hearing none, he moved the meeting on to public comment.

9. PUBLIC COMMENT

GLORIA BELLACICCO – NEW HAVEN, CT

THNAA BOARD MINUTES

Ms. Bellacicco expressed her appreciation for the improved community notification regarding pesticide application, specifically thanking Andrew King for his proactive communication and updates to Tweed's FAQ section. She praised the airport's initiative to use goats for vegetation management, highlighting her preference for this method over pesticide use. Ms. Bellacicco also mentioned her hopes for a respectful and productive environment at the upcoming Nathan Hale meeting, where community members can have their questions answered. She acknowledged that the airport expansion issue is currently in the courts and urged patience and civility from all parties. Finally, Ms. Bellacicco also suggested exploring the use of robots to control wildlife at the airport, noting that while it is expensive, it could be a humane alternative to other methods. She concluded her comments by expressing her hope that the airport would consider this option in the future.

MICHAEL GIORDANO – JUNO BEACH, FL

Mr. Giordano, a frequent visitor from Juno Beach, Florida, expressed pride in Tweed Airport's accomplishments, referencing the impressive statistics discussed earlier. He highlighted the May and early June schedule, noting that Avelo Airlines will operate 17 flights each Thursday, Friday, Sunday, and Monday. He suggested renaming Tweed to Southern Connecticut Regional Airport to better represent the region. Mr. Giordano shared updates on the summer schedule, which will primarily use the larger 800 series airplanes, with a third 700 series plane being added, totaling six planes based in New Haven. He noted Avelo's addition of round trips to San Juan on select days. He also mentioned Avelo's early fall schedule starting September 4th, which will increase flights from 17 to 18 per day on peak days, and extend service to Traverse City through October. Additional flights will be added for Raleigh-Durham and Baltimore. Mr. Giordano expressed excitement about Tweed's developments and mentioned his upcoming travel plans, hoping to attend the next meeting in person.

KATHERINE BENNETT – EAST HAVEN, CT

Ms. Bennett raised concerns about fuel storage, noting that despite previous discussions, the issue remains unaddressed. She claimed that an application for a variance to add fuel storage tanks at Robinson Aviation was withdrawn and inquired about any new plans for fuel storage. Ms. Bennett highlighted the risks associated with storing fuel in trucks, referencing recent incidents involving fuel truck fires, and advocated for state-of-the-art fuel storage tanks as a safer alternative. She also mentioned ongoing issues with large fuel trucks traveling down Thompson Avenue, including a recent incident with a broken-down fuel truck. She emphasized the need for a safe and adequate plan for fuel storage and transport.

10. ADJOURNMENT

With no further business to discuss, Mr. Hoey called for a motion to adjourn the meeting. Mr. Dagliere proposed the motion, and Mr. White seconded it. The Board members unanimously agreed, and the meeting was adjourned at approximately 4:51 PM. The next meeting will be held on June 19, 2024.

ACTION ITEM SUMMARY

- **Action Item: Ms. Zanjani to update the April 17th minutes to clarify that the delay of the Lakeland route was due to TSA at Lakeland, not at HVN.**
- **Action Item: Mr. Rafter to verify that the reported enplanement figures, which are up 1% for February and 24% for the 12-month period, are consistent with projections.**
- **Action Item: Mr. Rafter to provide detailed information to Mr. Reed regarding staffing programs and budget allocations.**

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- *Action Item: Mr. Rafter to coordinate with Avelo to obtain estimated numbers of projected employees at Tweed post expansion, as well as the current number of employees headcount and anticipated increases before the new terminal opens.*

MINUTES PREPARED AND SUBMITTED BY

Malena Zanjani

May 22, 2024

DRAFT



Agenda

Board of Directors Meeting

June 12, 2024

3:00 P.M.

1. Minutes of May 15, 2024 Attached
2. Chairman's Report Mr. Matthew Hoey
3. Executive Director's Report Mr. Tom Rafter
4. Finance Committee Report Ms. Serena Neal-Sanjuro
 - March 2024 Financials Attached
 - FY 25 Budgets (Airfield & Admin) Attached
5. Airport Manager's Report – Airfield Operations Mr. Jeremy Nielson
6. Lessee's Report – The New HVN LLC Mr. Jeremy Nielson
7. Reports and Action Items
 - **Resolution #611** - Approval of a Sponsored Research Agreement with the University of Connecticut to perform an Economic Impact Analysis for the Tweed New Haven Airport
 - **Resolution #612** - Approval of Agreement with Safety Marking Inc. for Airfield Painting
 - **Resolution #613** - Approval Of Change Order No. 07 For the Construction Contract With C.J. Fucci Construction, Inc., For The Realignment Of Taxiways A, F And G & Ditch Maintenance AIP Project No. 3-09-0013-061-2021
8. Other Business
9. Public Comment
10. Adjournment



TWEED NEW HAVEN AIRPORT AUTHORITY NOTICE OF VOTES FOR MEETING JUNE 12, 2024

Members in attendance: Matthew T. Hoey III, Robert H. Reed, Linda Hennessey, Serena Neal-Sanjurjo, Carlos Eyzaguirre, Mark Sklarz, Joseph Ginnetti, Ken Dagliere, David White, Jesse Phillips, Richard Jacob, Michael Fimiani, and Mark Scussel Sr.

Members absent: Ray Pompano

Others in attendance: Tom Rafter, Jeremy Nielson, Malena Zanjani, Hugh Manke, Eliot Jameson, Felipe Suriel, Gloria Bellacicco, Katherine Bennett, Michael Jones, Salvatore DeCola, Sandra Reiners, Susan Bryson, J. Phillips, Steven Wight, Tim Sullivan, Peter Leonardi, Aaron Goode, David Reger, Lorena Venegas, Michael Jones, Toni Lorenti, Mark Lewandowski.

There were also two members of the public present, but their names were inaudible.

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MOTION TO ADOPT FY25 BUDGET WITH DEFICIT NOTE

Mr. Hoey called for a motion to adopt the FY25 Admin and Airfield budgets as presented, with the inclusion of a note as recommended by Mr. Scussel, stating that the budget shows a deficit but is in accordance with the advice of their auditors and financial experts. The motion was made by Mr. White and seconded by Mr. Dagliere. The motion was approved unanimously by all in attendance.

RESOLUTION #611: APPROVAL OF A SPONSORED RESEARCH AGREEMENT WITH THE UNIVERSITY OF CONNECTICUT TO PERFORM AN ECONOMIC IMPACT ANALYSIS FOR THE TWEED NEW HAVEN AIRPORT

Mr. Hoey introduced Resolution #611, which seeks approval for a Sponsored Research Agreement with the University of Connecticut to perform an Economic Impact Analysis for Tweed New Haven Airport. Mr. Reed motioned for approval, and Ms. Hennessey seconded.

Mr. Scussel questioned the analysis's value determination, finding it unusual. Mr. Rafter explained that pricing was set via an Attorney General-approved procurement agreement, utilizing the REMI model, typically over \$100,000, but offered at a reasonable rate through a University of Connecticut license. Mr. Jacob confirmed Fred Carstensen would perform the work and inquired about intellectual property rights, which Mr. Rafter affirmed were covered in the agreement. Mr. Scussel pointed out the need to correct effective dates to June 12th, spell out CCEA, and mention impacts on East Haven and New Haven's grand lists. Ms. Neal-Sanjuro agreed with these corrections. A draft report is expected by August 15th, with comments due by August 21st, and a final report by August 31st. A status update is recommended for mid to late July, which Mr. Hoey asked Mr. Rafter to arrange with Fred Carstensen, and Mr. Rafter agreed.

Mr. Hoey proposed waiving the reading of the entire resolution and proceeded to read the concluding paragraph. With no questions, Mr. Hoey called for a vote, asking all in favor to signify their approval. The motion carried unanimously, marking the resolution's approval by the Board with the suggested modifications to the contract.

RESOLUTION #612: APPROVAL OF AGREEMENT WITH SAFETY MARKING INC. FOR AIRFIELD PAINTING

Mr. Hoey introduced Resolution #612 to approve an agreement with Safety Marking, Inc. for airfield painting. Mr. Rafter explained that while state departments and the FAA previously funded this, it is now an airport operating cost. He emphasized the requirement under Part 139 for annual airfield markings. Mr. Scussel inquired if the agreement included rubber deposit removal, and Mr. Nielson confirmed it does when necessary.



TWEED NEW HAVEN AIRPORT AUTHORITY NOTICE OF VOTES FOR MEETING JUNE 12, 2024

With no further questions, Mr. Hoey requested a motion to approve the agreement. Mr. White motioned, and Mr. Fimiani seconded. Mr. Hoey asked to waive the full reading and read the concluding paragraph, which approved the \$143,645.00 contract with Safety Marking, Inc., authorizing the Chairman, Vice Chairman, Secretary, or Treasurer to execute it on behalf of the Authority. The motion was unanimously approved by all present, both on Zoom and in the room.

RESOLUTION #613: APPROVAL OF CHANGE ORDER NO. 07 FOR THE CONSTRUCTION CONTRACT WITH C.J. FUCCI CONSTRUCTION, INC., FOR THE REALIGNMENT OF TAXIWAYS A, F AND G & DITCH MAINTENANCE AIP PROJECT NO. 3-09-0013-061-2021

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Mr. Hoey introduced Resolution #613 to approve Change Order No. 07 for the construction contract with C.J. Fucci Construction, Inc., involving the realignment of Taxiways A, F, and G, and ditch maintenance under AIP Project No. 3-09-0013-061-2021. Mr. White motioned for approval, seconded by Ms. Hennessey.

Mr. Scussel inquired about the additional work scope. Mr. Nielson explained it includes cleaning culverts filled with soil erosion since project completion and reseeding areas where waterways have built up, causing rainwater backup. The aim is to restore these areas to their pre-construction condition.

With no further comments or questions, Mr. Hoey called for a vote. The resolution was unanimously approved by all present, both on Zoom and in the room.



TWEED NEW HAVEN AIRPORT AUTHORITY
REGULAR MEETING - HYBRID
BOARD OF DIRECTORS
BOARD MINUTES OF JUNE 12, 2024

BOARD MEMBERS IN ATTENDANCE

Matthew T. Hoey III, Robert H. Reed, Linda Hennessey, Serena Neal-Sanjurjo, Carlos Eyzaguirre, Mark Sklarz, Joseph Ginnetti, Ken Dagliere, David White, Jesse Phillips, Richard Jacob, Michael Fimiani, and Mark Scussel Sr.

BOARD MEMBERS ABSENT

Ray Pompano

OTHERS IN ATTENDANCE

Tom Rafter, Jeremy Nielson, Malena Zanjani, Hugh Manke, Eliot Jameson, Felipe Suriel, Gloria Bellacicco, Katherine Bennett, Michael Jones, Salvatore DeCola, Sandra Reiners, Susan Bryson, J. Phillips, Steven Wight, Tim Sullivan, Peter Leonardi, Aaron Goode, David Reger, Lorena Venegas, Michael Jones, Toni Lorenti, Mark Lewandowski.

There were also two members of the public present, but their names were inaudible.

BOARD MINUTES OF JUNE 12, 2024

Chairman Matthew Hoey opened the meeting at approximately 3:03 PM. He noted that this June 2024 meeting, originally scheduled for June 19th was rescheduled and moved up by one week from its usual date due to the Juneteenth holiday.

1. MINUTES OF MAY 15, 2024

Mr. Hoey moved to approve the minutes from the regular Board Meeting held on May 15, 2024. His motion was supported by Mr. White and seconded by Ms. Hennessey. With no further questions or comments the minutes were unanimously approved by all in attendance.

2. CHAIRMAN'S REPORT

Chairman Hoey provided a brief report, highlighting two main points. First, he congratulated Avelo and the entire HVN team on the inaugural flights to new destinations, bringing the total number of destinations to 26. Second, he mentioned the Alderman Sal Dicola's meeting held last week at Nathan Hale School in New Haven, noting the positive feedback he received about the community's opportunity for true engagement. He also acknowledged Andrew King for his successful role as the event's MC.

3. EXECUTIVE DIRECTOR'S REPORT

THNAA BOARD MINUTES

Mr. Rafter began by thanking Chairman Hoey and acknowledging Andrew King's excellent job at the recent Alder's meeting. He expressed appreciation for the support from the Mayor of New Haven, City departments, and Avelo. Mr. King will provide further details on the follow-up to community concerns, highlighting the engaged community and the tracking process for addressing these issues.

Mr. Rafter mentioned a resolution on the agenda for an Economic Impact Analysis to be performed by Fred Cartensen from the University of Connecticut, expected to be completed by mid-September. He noted a budget adjustment to accommodate this study, which will be discussed in the Finance agenda item.

Two other resolutions on the agenda included a \$10,000 change order request for Fucci Construction to complete their project and address punch list items, and a contract for airfield painting and markings. He also updated the Board on Ms. Zanjani's correspondence to the appointing entities for Board members, requesting reappointment or replacement of members whose terms expire at the end of June. He welcomed the newly appointed member Kevin Rocco from New Haven, replacing Mr. Ellis.

Mr. Rafter reported on initial traffic statistics for March, noting 48,598 enplanements, a 5% decrease from last March. However, fiscal year-to-date enplanements are up 6%, and for the twelve-month period, they have increased by 14%.

Mr. Hoey asked for any comments or questions for Mr. Rafter and invited Andrew King to comment on the Alder's meeting.

Mr. King provided an overview of the Alder's meeting, noting its success in addressing community concerns and emphasizing the importance of tangible results. He mentioned that the meeting's video and a list of issues discussed are now available on the Community Update page at flytweed.com. Issues raised included low-flying flights, noise monitoring, and traffic problems on Fort Hale Road.

Mr. Nielson updated the Board on contact with Westchester County Airport regarding their noise monitoring program and a potential partnership with Envirosuite for noise and environmental monitoring. He outlined plans for portable monitors and other solutions to address community concerns.

Mr. King discussed additional community concerns, such as traffic on Fort Hale Road and the suggestion to add HEPA filters to houses around the airport. He highlighted ongoing efforts to address these issues, including coordinating with city departments and Avports.

Mr. Nielson confirmed discussions with the fuel provider about adjusting the route for fuel trucks to minimize disruption in residential areas and reiterated the importance of safe operations near schools and parks.

Mr. King mentioned upcoming meetings with air traffic control to address concerns about private planes' flight paths and other operational issues. He noted that an Air Traffic Control (ATC) meeting has been scheduled for July 9th with the community. The meeting details will be announced soon. This meeting aims to provide a platform for addressing and discussing these concerns with the community.

Mr. King also noted efforts to manage car idling and improve traffic flow around the airport.

Mr. Nielson provided information about a new website, HVNsound.com, for monitoring airport noise, expected to be functional by June 30th, with a fully interactive noise contour map available by mid-July.

THNAA BOARD MINUTES

Mr. King announced Avports' commitment to transitioning to electric vegetation control systems to reduce emissions and improve environmental impact. Mr. Nielson elaborated on the purchase of battery-powered equipment for vegetation control and plans to continue exploring more sustainable options.

Mr. Dagliere raised concerns about Uber drivers idling in residential areas and suggested a more aggressive approach to managing this issue. Mr. King acknowledged the concern and agreed to investigate more vigilant management of Uber drivers.

→ **Action Item: Mr. King agreed to investigate more vigilant management of Uber drivers.**

Mr. Jacob sought clarification on the difference between portable and permanent sound monitoring systems. Mr. Nielson explained that Jones Payne manages the residential sound insulation program and described the noise monitoring plans, including the use of portable systems for flexible deployment and data management.

Mr. Hoey asked if there were any other questions on this topic and, hearing none, moved on.

4. FINANCE COMMITTEE REPORT

APRIL 2024 FINANCIALS

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

For the Airfield, April revenues, excluding the lessee subsidy, totaled \$163,740, which was \$12,953 over budget. The actual subsidy was below budget by \$143,267 for the month. Year-to-date (YTD) revenues, excluding the \$1,854,973 subsidy, were \$429,984 against a budget of \$324,709, resulting in \$105,275 better than budgeted. Actual expenses for April came in under budget by \$130,313, and YTD expenses are below budget by \$1,109,832.

For the Admin, April revenues were above budget by \$2,565, with YTD revenues better than budget by \$20,785. Admin expenses for the month were \$3,143 under budget, and YTD they are \$76,679 below budget. The actual net result for the Admin Fund in April was a positive \$3,038.

On the Balance Sheet, the fund balance at the end of this period is \$217,480. Overall liabilities and fund balances are \$9,580,993.

FY25 BUDGETS (AIRFIELD & ADMIN)

Mr. Rafter provided a brief overview of the updated budgets for admin and airfield. He noted that the latest version of the Admin and Airfield budgets for FY25 is included in the packet. There has been one change to the Admin budget, which is the addition of a \$57,585 expense for the Economic Impact Analysis. Given this information, Mr. Rafter respectfully requested approval of the FY25 Admin and Airfield budgets as submitted in the packet.

Mr. Hoey thanked Mr. Rafter and invited questions. Mr. Scussel acknowledged receiving most of his answers but expressed concern about approving a budget that shows a deficit. Mr. Rafter addressed this concern, explaining that, according to their accountant, it is not unusual to have a deficit, and assured that there are sufficient funds in various accounts, including the contingency line, to cover it.

Mr. Hoey clarified that while Mr. Scussel suggested taking measures now, they are following the advice of their auditors and financial experts, which allows for a budget deficit in the adopted budget. Mr. Rafter confirmed this.

THNAA BOARD MINUTES

Mr. Scussel recommended adding a note to the budget to reflect this, which Ms. Neal-Sanjuro agreed with.

→ **Action Item: Mr. Rafter to add a note to the FY25 Admin and Airfield budgets indicating that the budget shows a deficit but is in accordance with the advice of auditors and financial experts.**

Mr. Hoey asked if there were any other questions about the budget. Hearing none, he called for a motion to adopt the FY25 Admin and Airfield budgets as presented, with the inclusion of a note as recommended by Mr. Scussel, stating that the budget shows a deficit but is in accordance with the advice of their auditors and financial experts.

The motion was made by Mr. White and seconded by Mr. Dagliere. The motion was approved unanimously by all in attendance.

Mr. Hoey thanked Mr. Rafter and Mr. Nielson for their work on the budget, reflecting on how they used to have a finance subcommittee that worked closely on the budget and expressing gratitude for having professionals manage it now.

There were no further questions regarding the Finance Committee Report.

5. AIRPORT MANAGER'S REPORT

AIRFIELD OPERATIONS

Mr. Nielson provided a brief overview of key points regarding Airfield Operations.

The transition to F3 foam from AFFF is progressing well, with a deadline set for September 25th. On May 31st, a meeting was held with DEEP to ensure alignment with the transition process. DEEP confirmed their support and noted that the airport is one of the first entities in the state to make this transition, making it a learning experience for all involved. State grant funding opportunities are being pursued to support the costs associated with the cleanout and disposal process.

Airfield painting is on schedule, to be completed by June 30th. Additionally, Robinson Aviation is pursuing the installation of a temporary fuel farm with all necessary safety measures. This project is currently under FAA review and will proceed to obtain the required permits from the town of East Haven once approved.

Mr. Dagliere inquired about the timeline for refurbishing the runway, specifically regarding tarring or other maintenance to address normal wear and tear. Mr. Nielson responded that the runway refurbishment is still in the permitting process, and it is premature to provide a firm timeline. Weekly calls with the FAA are ongoing to finalize the layout and configuration of the runway. While the plan continues to move forward as stated in the EA, there are some slight variations, and no firm timeline is available at this time.

Mr. Dagliere suggested notifying neighbors in advance once the runway work is scheduled, particularly because the work is expected to take place late at night or early in the morning. He emphasized the importance of giving a heads-up to avoid alarming the community. Mr. Rafter agreed, noting that the runway project is likely 9 to 12 months away due to permitting, design, and financing considerations. He concurred that community communication will be crucial when planning the construction phase.

No further questions were raised on the airfield side.

6. LESSEE'S REPORT – THE NEW HVN LLC

THNAA BOARD MINUTES

THE NEW HVN LLC

Mr. Nielson provided an update for The New HVN, LLC. In addition to pursuing battery-powered equipment, they are exploring the use of goats and sheep for vegetation control. Although conversations with shepherds showed enthusiasm, logistical and insurance liability issues have made this option unsuitable. Mr. Nielson stated that they would continue to search for other interested parties.

Mr. Nielson also announced that The Grazing Goat, a new concessionaire, will soon open at gate one near the jet bridge. The construction is nearly complete, and the concessionaire is expected to open by the end of the month, offering craft beer, wine, and appetizers. Additionally, automated retail vending machines, like those found in larger airports, will soon be installed. These machines will offer travel accessories, electronics, books, and other items. Mr. Nielson also mentioned the potential addition of food trucks at the terminal to provide waiting passengers and their parties with more options. Mr. White inquired if the jetway would be accessible when The Grazing Goat is operational, and Mr. Nielson confirmed that it would be.

With no further questions, Mr. Hoey moved on.

7. REPORTS AND ACTION ITEMS

Mr. Hoey introduced discussions around the resolution items on the agenda. He read aloud the first and last paragraphs of each resolution.

RESOLUTION #611: APPROVAL OF A SPONSORED RESEARCH AGREEMENT WITH THE UNIVERSITY OF CONNECTICUT TO PERFORM AN ECONOMIC IMPACT ANALYSIS FOR THE TWEED NEW HAVEN AIRPORT

Mr. Hoey introduced Resolution #611, which seeks approval for a Sponsored Research Agreement with the University of Connecticut to perform an Economic Impact Analysis for Tweed New Haven Airport. Mr. Reed motioned for approval, and Ms. Hennessey seconded.

Mr. Scussel questioned how the value of the analysis was determined, expressing that it seemed unusual. Mr. Rafter clarified that the pricing was established through a procurement agreement approved by the Attorney General, utilizing the REMI model, which typically costs over \$100,000. However, due to a license, the University of Connecticut can offer it at a more reasonable rate.

Mr. Jacob confirmed that Fred Carstensen would perform the work and inquired about intellectual property rights, ensuring that the Airport Authority would have full rights to use the results. Mr. Rafter affirmed that the agreement covers this aspect and pointed to the relevant section detailing the rights and data sponsor's use.

Mr. Scussel pointed out a discrepancy in the document regarding the effective dates, which should be corrected to reflect June 12th. He also noted that the acronym CCEA (Connecticut Center for Economic Analysis) should be spelled out within the document and suggested that impacts on both East Haven's and New Haven's grand lists should be mentioned.

Ms. Neal-Sanjuro agreed with the corrections, and Mr. Scussel added that a draft report is expected by August 15th, with comments due by August 21st to support a final report by August 31st. He recommended receiving a status update in mid to late July. Mr. Hoey agreed and asked Mr. Rafter to arrange this with Fred Carstensen, to which Mr. Rafter consented.

Mr. Hoey proposed waiving the reading of the entire resolution and proceeded to read the concluding paragraph:

THNAA BOARD MINUTES

"NOW THEREFORE BE IT RESOLVED that the Tweed New Haven Airport Authority approves a Sponsored Research Agreement with the University of Connecticut in the amount of \$57,585.00 to perform an Economic Impact Analysis for the Tweed New Haven Airport and authorizes execution of said Agreement by the Chairman or Vice Chairman on behalf of the Authority."

With no questions, Mr. Hoey called for a vote, asking all in favor to signify their approval. The motion carried unanimously, marking the resolution's approval by the Board with the suggested modifications to the contract.

→ **Action Item: Mr. Rafter to make suggested modifications to Economic Impact Analysis agreement.**

RESOLUTION #612: APPROVAL OF AGREEMENT WITH SAFETY MARKING INC. FOR AIRFIELD PAINTING

Mr. Hoey introduced Resolution #612, which seeks approval of an agreement with Safety Marking, Inc. for airfield painting.

Mr. Rafter provided background information, explaining that state departments and the FAA previously funded this requirement, but it has now become an operating cost for the airport. He noted that under Part 139, the airport must adhere to specific standards for airfield markings, which need to be redone annually. Mr. Scussel asked if the agreement also includes the removal of rubber deposits, to which Mr. Nielson confirmed that it does, as necessary.

Mr. Hoey called for any additional questions or comments. Hearing none, he requested a motion to approve the agreement with Safety Marking for airfield painting. Mr. White motioned, and Mr. Fimiani seconded.

Mr. Hoey sought the Board's permission to waive the reading of the entire resolution and proceeded to read the concluding paragraph:

"NOW THEREFORE BE IT RESOLVED that the Tweed-New Haven Airport Authority approves the contract agreement with Safety Marking, Inc. for the Airfield Painting in the amount of \$143,645.00, and the Chairman, Vice Chairman, Secretary, or Treasurer is authorized to execute said contract on behalf of the Authority."

The motion was unanimously approved by all present, both on Zoom and in the room.

RESOLUTION #613: APPROVAL OF CHANGE ORDER NO. 07 FOR THE CONSTRUCTION CONTRACT WITH C.J. FUCCI CONSTRUCTION, INC., FOR THE REALIGNMENT OF TAXIWAYS A, F AND G & DITCH MAINTENANCE AIP PROJECT NO. 3-09-0013-061-2021

Mr. Hoey introduced Resolution #613, seeking approval of Change Order No. 07 for the construction contract with C.J. Fucci Construction, Inc. This pertains to the realignment of Taxiways A, F, and G, and ditch maintenance under AIP Project No. 3-09-0013-061-2021. Mr. White motioned for approval, and Ms. Hennessey seconded.

Mr. Scussel asked about the additional scope of work included in the change order. Mr. Nielson explained that it includes cleaning out culverts that have accumulated soil erosion since the project's completion. Additionally, there is a need for some reseeding, as the waterways have become built up, causing a backup of rainwater. The goal is to restore these areas to their pre-construction condition.

Mr. Hoey invited any further comments or questions. Hearing none, he called for a vote. The resolution was unanimously approved by all present, both on Zoom and in the room.

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

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8. OTHER BUSINESS

Mr. Hoey initiated Other Business, by asking Mr. Reed for an update on the Design Subcommittee. Mr. Reed reported that all members of the Design Subcommittee had completed and submitted their NDAs. The next step is to convene the subcommittee with Michael Jones to map out the subsequent actions.

Mr. Hoey opened the floor for comments or questions. He then brought up a recent RFP for bond counsel issuers, noting that there were questions regarding the distribution and responses. Ms. Neal-Sanjuro highlighted the need for inclusive solicitation practices in New Haven, which prompted a review of whether the RFP process met those standards. The legal team will assess the situation to determine if a re-issuance of the RFP is warranted. Mr. Reed added that East Haven has similar minority inclusion guidelines, which should also be considered. Mr. Dagliere suggested that future RFPs should be advertised in minority newspapers and social media to ensure that the minority business community is aware of these opportunities. Mr. Hoey agreed and mentioned that a Bylaws Committee, once formed, should incorporate these practices to align with municipal guidelines. Mr. Rafter noted that procurement procedures are being updated to improve outreach. Mr. Hoey acknowledged the specialized nature of bond counsel work and the limited number of firms that provide these services, indicating that standard channels might not reach a diverse audience. Further updates will follow.

→ **Action Item: Mr. Rafter to update at the next meeting regarding if RFP reissuance is applicable.**

Mr. Dagliere asked for an update on the court issue regarding the appeal. Hugh Manke, Legal Counsel, provided an update, stating that the record is complete, and both Avports and the Authority are admitted as interveners. They are now waiting for the petitioners' comments on the record. The process is expected to progress in the next 30 days, with pleadings likely completed by early fall. Mr. Hoey thanked Mr. Manke and opened the floor for any additional questions or comments.

Mr. Phillips mentioned his interest in assisting with the procurement issues discussed earlier, noting his relevant experience at the Greater New Haven Chamber of Commerce. Mr. Hoey welcomed his offer to help, indicating that Mr. Rafter would appreciate the support.

Mr. Hoey asked if there was any further business. Hearing none, he moved the meeting on to public comment.

9. PUBLIC COMMENT

KATRINA YOXALL – NEW HAVEN, CT

**Note: The beginning of this comment was not clearly audible, including first and last name details. Please email the correct spelling to mzanjani@flytweed.com, and I will update the minutes accordingly to ensure accuracy.*

Ms. Yoxall focused on the issue of traffic and idling cars, alleging that vehicles have been idling for over an hour on Fort Hale Road and Burr Street, exposing residents to fumes. Ms. Yoxall noted that idling vehicles are a recurring issue, particularly in residential areas where street parking is not restricted. She also expressed concerns about residents feeling forced to stay indoors due to the fumes. Ms. Yoxall inquired about the Economic Impact Analysis model mentioned during the meeting, which Mr. Hoey identified as the REMI model. Additionally, Ms. Yoxall voiced her opposition to making Fort Hale a one-way road, suggesting that it would only divert traffic problems to her street and others. She commented on the deterioration of Fort Hale Road due to high traffic volumes from the airport, beaches, restaurants, and the lighthouse area, making it difficult to access the neighborhood at times. She concluded by thanking the Board for their time.

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CINDY CAPORIS – EAST HAVEN, CT

**Note: The beginning of this comment was not clearly audible, including first and last name details. Please email the correct spelling to mzanjani@flytweed.com, and I will update the minutes accordingly to ensure accuracy.*

Ms. Caporis expressed several concerns regarding the potential impact of airport expansion on traffic and noise in her area. She mentioned feeling landlocked due to existing traffic near her home and questioned how much more traffic the airport expansion would generate, particularly since she believes East Haven may be the primary access route. Ms. Caporis also raised issues about noise from planes flying over her house, despite being three miles away from the airport. She noted that the noise forces her to keep her windows closed and use air conditioning all summer, leading to higher electricity bills, and questioned whether she would receive any compensation for this inconvenience. Additionally, Ms. Caporis inquired about the potential impact of runway extension on visibility in foggy conditions. She expressed environmental concerns about the destruction of wetlands and estuaries due to airport expansion, urging the Board to consider the human and environmental costs.

GLORIA BELLACICCO – NEW HAVEN, CT

Ms. Bellacicco expressed her appreciation for the previous speaker's focus on protecting the environment. She then shared her positive feedback on the recent Alder's Community meeting, noting that it was the best one yet. She praised the format and Andrew King's idea of letting the community determine the meeting structure. However, she found it distracting when audience members yelled or talked from their seats and suggested that future meetings enforce better adherence to the rules. Ms. Bellacicco appreciated the presence of various department representatives on the panel, acknowledged that some community issues were addressed, and emphasized her intention to hold the authorities accountable for their promises. She also requested that a representative from the FAA be invited to the next community meeting to participate in the discussions. She commended Andrew King for his availability and responsiveness to community questions, encouraging others to reach out to him for answers. Additionally, she requested better identification of speakers during Zoom meetings, as she finds it challenging to recognize all participants.

SANDRA REINERS – BRANFORD, CT

Ms. Reiners commented on the recently passed resolution concerning the economic impact analysis. She recalled that economic development was a key motivation for the airport expansion plan discussed by politicians two years ago. Ms. Reiners emphasized that economic development encompasses more than just employment and suggested that the scope of the project should be broadened to include the development of the local community and region. Quoting a brief definition from Wikipedia, she highlighted that economic development is about improving the economic well-being and quality of life of a nation, region, or local community according to targeted goals and objectives. She urged the Board to expand the study to consider how the Authority and experts believe the development plan will enhance various sectors within East Haven, the annex of New Haven, and the center of New Haven.

SUSAN BRYSON – BRANFORD, CT

Ms. Bryson raised several concerns regarding the environmental impact of increased airport activity. She emphasized the importance of being precise about assessing the impact on the neighborhood and questioned the benefits that justify the effect on people and the environment since 2021. Ms. Bryson acknowledged the recent community meeting as the best yet, noting that attendees felt heard which improved the discussion. However, she reiterated a fundamental question from the community: why expand a large airport in a small neighborhood? She had specific questions regarding PFAS. She requested an update at the next meeting on the status and results of

THNAA BOARD MINUTES

the study on marine life contamination and asked if the study could be expanded to include PFAS presence on land and in the air. Ms. Bryson also expressed concerns about the use of leaded fuel by single-engine planes at the airport. She questioned the monitoring efforts, environmental agency oversight, and whether lead levels in the community, particularly in nearby schools and homes, have been or will be tested. She highlighted the health risks of lead exposure, especially for children.

After Ms. Bryson's comment, the following responses were noted: Mr. Hoey acknowledged that there will be answers to the questions raised by Ms. Bryson. Mr. King added that before the meeting, he spent time calling residents and conducting basic interviews to gather the questions they would like to discuss. This was done to give experts an idea of how to focus their study. Mr. King mentioned that he has an Excel spreadsheet with all the questions, including seven or eight submitted by Ms. Bryson. While the focus is on questions from the Alder's Meeting, the remaining list of questions will be addressed soon.

TONI LORENTI – MERIDEN, CT

Captain Toni expressed their concerns regarding the frequent opposition to the airport, characterizing it as a manipulation of public time. Captain Toni emphasized the importance of providing the public with accurate information and commended Andrew King and others for their efforts to answer questions fairly and reasonably. They suggested that misleading commentary should be removed from the public domain. Regarding the recent community meeting, Captain Toni observed that it took place without interruption from aircraft noise. They mentioned that the meeting, held at a school, was not disrupted by airplane operations. Captain Toni concluded by acknowledging the efforts made during the meeting and thanking the Board for their work.

10. ADJOURNMENT

With no further business to discuss, Mr. Hoey called for a motion to adjourn the meeting. Mr. Fimiani proposed the motion, and Mr. Reed seconded it. The Board members unanimously agreed, and the meeting was adjourned at approximately 4:16 PM. The next meeting will be held on July 17, 2014.

ACTION ITEM SUMMARY

- **Action Item: Mr. Rafter to make suggested modifications to Economic Impact Analysis agreement.**
- **Action Item: Mr. King agreed to investigate more vigilant management of Uber drivers.**
- **Action Item: Mr. Rafter to add a note to the FY25 Admin and Airfield budgets indicating that the budget shows a deficit but is in accordance with the advice of auditors and financial experts.**
- **Action Item: Mr. Rafter to update at the next meeting regarding if RFP reissuance is applicable.**

MINUTES PREPARED AND SUBMITTED BY

Malena Zanjani

June 20, 2024



Agenda

Board of Directors Meeting

July 17, 2024

4:00 P.M.

- | | |
|--|-------------------------|
| 1. Minutes of June 19, 2024 | Attached |
| 2. Chairman's Report | Mr. Matthew Hoey |
| 3. Executive Director's Report | Mr. Tom Rafter |
| 4. Finance Committee Report | Ms. Serena Neal-Sanjuro |
| • May 2024 Financials | Attached |
| 5. Airport Manager's Report – Airfield Operations | Mr. Jeremy Nielson |
| 6. Lessee's Report – The New HVN LLC | Mr. Jeremy Nielson |
| 7. Reports and Action Items | |
| • Resolution #614: PROFESSIONAL SERVICES AGREEMENT - Advisory Services | |
| • Resolution #615: PROFESSIONAL SERVICES AGREEMENT - Accounting Services | |
| 8. Other Business | |
| 9. Public Comment | |
| 10. Adjournment | |



TWEED NEW HAVEN AIRPORT AUTHORITY NOTICE OF VOTES FOR MEETING JULY 17, 2024

Members in attendance: Matthew Hoey, Robert Reed, Linda Hennessey, Serena Neal-Sanjurjo, Carlos Eyzaguirre, Joseph Ginnetti, Ken Dagliere, David White, Michael Fimiani, Mark Scussel, and Kevin Rocco.

Members absent: Mark Sklarz, Ray Pompano, Jesse Phillips, and Richard Jacob.

Others in attendance: Tom Rafter, Jeremy Nielson, Tom Cavaliere, Malena Zanjani, Andrew King, Bill Wade, Brett Simon, Dana Walker, David Reger, Gloria Bellacicco, Jean Perry Phillips, Kevin Arnold, Lorena Venegas, Mark Zaretsky, Mary Cannata, Michael Giordano, Salvatore DeCola, Michael Jones, Tim Sullivan, Steven Wight, Lew Langella, Lynne Bonnett, James Connor, David Salvo, Melissa Ranalli, Aaron Goode, Peter Leonardi, Jeremiah Wilhite, Joe Giordano, Petrina Yoxall, Eliot Jameson, and Toni Lorenti.

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RESOLUTION #614: PROFESSIONAL SERVICES AGREEMENT - ADVISORY SERVICES

Mr. Hoey introduced Resolution #614, which seeks approval for an agreement with BJS Aviation Inc for advisory consulting services. Mr. Fimiani motioned for approval, and Ms. Hennessey seconded.

Mr. Hoey read the resolution in its entirety. With no questions, Mr. Hoey called for a vote, asking all in favor to signify their approval. The motion was carried unanimously, marking the resolution's approval by the Board.

RESOLUTION #615: PROFESSIONAL SERVICES AGREEMENT - ACCOUNTING SERVICES

Mr. Hoey introduced Resolution #615, which seeks approval for an agreement with T.M. Byxbee Company, P.C. for accounting consulting services. Mr. White motioned for approval, and Mr. Fimiani seconded.

Mr. Hoey read the resolution in its entirety. With no questions, Mr. Hoey called for a vote, asking all in favor to signify their approval. The motion was carried unanimously, marking the resolution's approval by the Board.



TWEED NEW HAVEN AIRPORT AUTHORITY
REGULAR MEETING - HYBRID
BOARD OF DIRECTORS
BOARD MINUTES OF JULY 17, 2024

BOARD MEMBERS IN ATTENDANCE

Matthew Hoey, Robert Reed, Linda Hennessey, Serena Neal-Sanjurjo, Carlos Eyzaguirre, Joseph Ginnetti, Ken Dagliere, David White, Michael Fimiani, Mark Scussel, and Kevin Rocco.

BOARD MEMBERS ABSENT

Mark Sklarz, Ray Pompano, Jesse Phillips, and Richard Jacob.

OTHERS IN ATTENDANCE

Tom Rafter, Jeremy Nielson, Tom Cavaliere, Malena Zanjani, Andrew King, Bill Wade, Brett Simon, Dana Walker, David Reger, Gloria Bellacicco, Jean Perry Phillips, Kevin Arnold, Lorena Venegas, Mark Zaretsky, Mary Cannata, Michael Giordano, Salvatore DeCola, Michael Jones, Tim Sullivan, Steven Wight, Lew Langella, Lynne Bonnett, James Connor, David Salvo, Melissa Ranalli, Aaron Goode, Peter Leonardi, Jeremiah Wilhite, Joe Giordano, Petrina Yoxall, and Eliot Jameson.

Toni Lorenti was also present for in person public comments.

BOARD MINUTES OF JULY 17, 2024

Chairman Matthew Hoey opened the meeting at approximately 4:04 PM

1. MINUTES OF JUNE 12, 2024

Mr. Hoey moved to approve the minutes from the regular Board Meeting held on June 12, 2024. His motion was supported by Mr. White and seconded by Mr. Scussel. With no further questions or comments the minutes were unanimously approved by all in attendance.

2. CHAIRMAN'S REPORT

Mr. Hoey welcomed the newest board member, Kevin Rocco, who was appointed by Mayor Elicker in early June.

3. EXECUTIVE DIRECTOR'S REPORT

Mr. Rafter reported that a scheduled meeting with the public and the Air Traffic Control manager had been postponed due to unforeseen circumstances, with rescheduling efforts underway. He mentioned that the Passenger Facility Charge (PFC) application process is progressing, with a draft completed and a user consultation

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meeting set for August 2, 2024. Additionally, a grant application for the Bipartisan Infrastructure Law Airport Terminal Program (BIL ATP) funding for terminal design has been submitted. A kickoff meeting for the compliance audit was held on July 9th. He reminded Board members of the upcoming election of officers and the executive committee next month.

→ **Action Item: Reschedule ATC Meeting**

Mr. Rafter presented two resolutions on the agenda for awarding contracts for accounting services and aviation advisory services, recommending BJSa and TM BYXBEE, who are incumbents.

He also shared BTS statistics for April 2024, indicating a 13% increase in passenger enplanements at HVN over the previous April. Year-to-date enplanements are up by 7%, totaling 491,115, excluding the nine new cities that began service in May, June, and July, suggesting further increases.

Mr. Hoey opened the floor for comments or questions. Mr. Scussel requested evidence of the updated budget note and Economic Impact Analysis agreement from the last meeting. Mr. Rafter confirmed that the changes had been made and would follow up with him.

→ **Action Item: Provide evidence of updated budget note and economic impact analysis to Mr. Scussel.**

Mr. Dagliere raised concerns about temporary building permits, citing information from the East Haven Building Inspector and town attorney that the permits, used for ticketing, were denied by the state. He expressed frustration over the lack of transparency and questioned why the Board was not informed about the expiring permits and the application to continue them. Mr. Hoey responded that Avports was aware and working with the city of New Haven and the state of Connecticut to resolve the issue. Mr. Ginnetti asked for the reasons behind the permit denial. Mr. Nielson clarified that the permits were not denied but were still in process. Mr. Ginnetti inquired about potential roadblocks where the Board could assist. Mr. Hoey emphasized the importance of following proper procedures with local zoning agencies and the state. Mr. Scussel sought clarification on the permit process. Mr. Nielson explained that the process was ongoing, with Avports in communication through the appropriate channels. Mr. Hoey elaborated on the appeal process, stating that it involves addressing the sunset of the facility's use. Mr. Eyzaguirre explained the building department's adherence to state building codes and the ongoing efforts to address the temporary permit issue by September. He acknowledged the public nature of the information and the need for a solution. Mr. Dagliere reiterated that the Board should have been informed before the information became public and demanded clear communication about the status of the temporary permits. He suggested having an expert at the next board meeting to explain the situation comprehensively.

→ **Action Item: Work to secure an expert to explain the permit situation at the next Board meeting.**

Mr. Hoey concluded the discussion and moved on to the next agenda item.

4. FINANCE COMMITTEE REPORT

MAY 2024 FINANCIALS

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

For the airfield, revenues for May, excluding the lessee subsidy of \$208,309.56, totaled \$17,459.06 over budget. The actual subsidy was \$98,698.58 below budget for the month. Year-to-date (YTD) revenues, excluding the \$2,063,283.21 subsidy, were \$479,914.40, which is \$122,734.38 better than the budgeted amount of \$357,180.02.

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Actual expenses for May came in under budget by \$81,239.52, with YTD expenses being \$1,191,071.90 below budget.

In the admin category, revenues for May were above budget by \$2,435.50, and YTD revenues are \$30,177.08 better than budgeted. Admin expenses for the month were \$9,385.08 under budget, and YTD expenses are \$86,064.29 below budget. The actual net result for the Admin Fund for May was a positive \$9,151.35.

The fund balance at the end of this period is \$226,655. Overall, liabilities and fund balances total \$1,024,720.00.

5. AIRPORT MANAGER'S REPORT

AIRFIELD OPERATIONS

Mr. Nielson began his report by introducing Tom Cavaliere, the newly hired Director of Community Engagement with Avports. Mr. Cavaliere will work closely with Michael Jones, the CEO of The New HVN, and Mr. Nielson, serving as a conduit to the local community through personal interactions and community meetings. Mr. Cavaliere briefly introduced himself, expressing his eagerness to work with everyone and emphasizing his role in community engagement, communications, and marketing.

Mr. Nielson then provided updates on airside activities. He reported that airfield painting was recently completed, resulting in fresh, clean markings on the runway. He noted that despite the improvements, rubber buildup on the runway remains a constant issue due to high activity levels. The team continues to make daily improvements to the airfield. Additionally, preparations are underway for a rehabilitation project for the West ramp, set to begin in mid-September and extend over a four-week period. This project will address asphalt settling due to heavy aircraft and include resurfacing and reconfiguration. Communications about the project's timing and impact will be sent to the local community.

Mr. Nielson mentioned that the transition to F3 foam is on schedule. The replacement foam has been purchased, and the team plans to clean out trucks and install the new inventory by the end of September. He also discussed the expansion of Robinson Aviation's fuel farm capacity, noting that a recent meeting with the FAA focused on expediting the necessary construction review process.

Mr. Hoey asked if there were any questions. Mr. Dagliere inquired about the runway work, recalling a previous discussion where it was mentioned that no extensive work would be done until court decisions were made. He asked whether the current runway would be resurfaced due to heavy traffic. Mr. Nielson clarified that the current project is focused on the ramp, not the runway. Mr. Rafter added that the runway project includes both rehabilitation and extensions, with rehabilitation necessary due to time and heavy aircraft use. The timing and phasing of the rehabilitation will be determined as part of the runway design process with the FAA. Mr. Scussel asked about the cost and budget for the West ramp resurfacing. Mr. Nielson explained that it involves a mill and overlay on some portions and reinforcement, and it is included in the capital plan.

6. LESSEE'S REPORT – THE NEW HVN LLC

THE NEW HVN LLC

Mr. Nielson provided an update for The New HVN, LLC. Mr. Nielson highlighted ongoing initiatives, including the implementation of the Hidden Disability Sunflower program. A planning meeting with representatives from Avelo, TSA, Avports, and the Authority is scheduled to ensure a comprehensive partnership. He also mentioned his

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involvement in Avelo's partnership with Make-A-Wish, interacting with families flying out and providing tours for those with special needs to familiarize them with the airport environment. These experiences underline the need for the Hidden Disabilities program.

On the topic of sound monitoring, Mr. Nielson noted the development of a new website in review and the engagement of a third-party expert to explain the science behind sound and its relation to the airport. This partnership will complement the work of the Jones Payne Group, focusing on sound insulation and providing detailed explanations to residents.

Mr. Nielson reported that the new Grazing Goat concession at Gate One is now open, receiving positive feedback and providing a welcoming atmosphere. Additionally, minor construction modifications are planned for the arrival terminal, including building closets and rearranging offices to enhance operational efficiency.

Electric vehicle (EV) chargers will be installed within the next week or two, provided by Avis Budget for their fleet and benefiting the airport's growing electric fleet, which currently includes three vehicles.

Andrew King provided further clarification on Mr. Cavaliere's role, emphasizing his responsibility for day-to-day community engagement and maintaining relationships. He and Mr. Cavaliere are jointly updating the action list from community meetings and ensuring regular updates.

Mr. Hoey asked Mr. King to comment on his involvement in the permit process following up on Mr. Dagliere's earlier concerns. Mr. King apologized for not updating new Board members more frequently about the permits, explaining that they have been working with the city and state since 2020, and committed to providing more regular updates.

No further questions were raised for Mr. Nielson or Mr. King.

7. REPORTS AND ACTION ITEMS

Mr. Hoey introduced discussions around the two resolution items on the agenda.

RESOLUTION #614: PROFESSIONAL SERVICES AGREEMENT - ADVISORY SERVICES

Mr. Hoey introduced Resolution #614, which seeks approval for an agreement with BJS Aviation Inc for advisory consulting services. Mr. Fimiani motioned for approval, and Ms. Hennessey seconded.

Mr. Hoey read the resolution in its entirety. With no questions, Mr. Hoey called for a vote, asking all in favor to signify their approval. The motion was carried unanimously, marking the resolution's approval by the Board.

RESOLUTION #615: PROFESSIONAL SERVICES AGREEMENT - ACCOUNTING SERVICES

Mr. Hoey introduced Resolution #615, which seeks approval for an agreement with T.M. Byxbee Company, P.C. for accounting consulting services. Mr. White motioned for approval, and Mr. Fimiani seconded.

Mr. Hoey read the resolution in its entirety. With no questions, Mr. Hoey called for a vote, asking all in favor to signify their approval. The motion was carried unanimously, marking the resolution's approval by the Board.

8. OTHER BUSINESS

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Mr. Fimiani commended the traffic personnel for their outstanding service on the busy night of July 5th, when multiple flights arrived from Tampa. He specifically praised Bryan, who exemplified excellent customer service by managing traffic, answering questions, and keeping things moving smoothly. Mr. Fimiani suggested implementing a monthly recognition program for employees who go above and beyond.

Mr. Nielson acknowledged Mr. Fimiani's suggestion, noting that Avports already recognizes exceptional employees. He confirmed that Bryan, the Manager of Operations, would receive the positive feedback. Mr. Nielson highlighted that Bryan's leadership significantly contributes to the team's overall performance.

Mr. White added that, in his experience as a frequent flyer, New Haven is the only airport where passengers are warmly welcomed, praising the staff for their exceptional service.

9. PUBLIC COMMENT

LORENA VENEGAS – EAST HAVEN, CT

**Note: There was no audio for this call, Ms. Venegas was asked to try connecting again but she did not.*

MICHAEL GIORDANO – JUNO BEACH, FL

Mr. Giordano, a frequent traveler to New Haven via Avelo Airlines, addressed the board. He noted that the late fall and early winter schedules for Avelo Airlines were recently publicized and showed little drop-off in the number of flights compared to the September and October schedules. This indicates the strong performance of the airport and airline. Mr. Giordano highlighted that flights to Atlanta and Charlotte remain robust, with passenger loads reportedly being quite full. He expressed gratitude for the continued availability of these flights from New Haven. However, he mentioned that flights to Destin, Florida, and St. Louis, among a few other destinations, would be temporarily unavailable, likely due to seasonal adjustments. These cities are expected to have flights around the holiday period. He also pointed out that many other cities would continue to have strong service, with additional flights during peak times such as Thanksgiving and Christmas. On certain days, there could be 18 or 19 flights in and out of New Haven. Mr. Giordano concluded by expressing optimism about the increased passenger numbers and the current summer schedule, encouraging everyone to support Tweed New Haven Airport and Avelo Airlines.

GLORIA BELLACICCO – NEW HAVEN, CT

Ms. Bellacicco inquired about the rescheduling of the control tower meeting and requested information on when it would take place. She referred to a previous Nathan Hale meeting where it was promised that traffic, parking, and enforcement would ensure Burr Street remained clear of cars during arrivals and departures. Ms. Bellacicco alleged that this promise has not been fulfilled. Additionally, she expressed frustration with the progress on the noise mitigation efforts, urging the board to expedite their actions. She concluded her comments by asking for improvement and thanking the board.

TONI LORENTI – MERIDEN, CT

Captain Toni Lorenti introduced themselves as a captain for an undisclosed airline with 25 years of professional flying experience. They expressed their appreciation for the airport operations staff, praising those who maintain the runway paint, lights, and overall functionality. In Captain Toni's opinion, Tweed New Haven ranks highly among airports in terms of compliance and excellence, particularly highlighting the reliable ILS system at night. Captain Toni acknowledged that while no airport is perfect, Tweed New Haven compares favorably against its peers. They stressed the importance of understanding the complexities of aviation, noting that it may appear different to those

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not directly involved. They expressed regret that the airport often receives questions beyond its technical purview, emphasizing the distinct responsibilities of pilots, who must prioritize passenger safety and regulatory compliance. Captain Toni found it frustrating when community members ask questions with presumed answers, urging for questions to be asked without assumptions. They emphasized their willingness to explain aviation details thoroughly but stressed the need for respectful and informed inquiries. They underscored their primary responsibility to passengers and their families, and the importance of recognizing Tweed New Haven as an airport meant for aircraft use. Captain Toni conveyed the message that there is no need to apologize for the airport's operations, advocating for a clear understanding of its purpose. They concluded by acknowledging the challenging nature of the task and reiterating that the airport should be used by aircraft.

10. ADJOURNMENT

With no further business to discuss, Mr. Hoey called for a motion to adjourn the meeting. Mr. Fimiani proposed the motion, and Mr. White seconded it. The Board members unanimously agreed, and the meeting was adjourned at approximately 4:54 PM. The next meeting will be held on August 21 at 4:00 PM.

ACTION ITEM SUMMARY

- **Action Item: Reschedule ATC Meeting.**
- **Action Item: Provide evidence of updated budget note and economic impact analysis to Mr. Scussel.**
- **Action Item: Work to secure an expert to explain the permit situation at the next Board meeting.**

MINUTES PREPARED AND SUBMITTED BY

Malena Zanjani

July 23, 2024



Agenda

Board of Directors Meeting

August 21, 2024

4:00 P.M.

- | | |
|---|-------------------------|
| 1. Minutes of July 17, 2024 | Attached |
| 2. Chairman's Report | Mr. Matthew Hoey |
| 3. Election of Officers | Mr. Matthew Hoey |
| 4. Executive Director's Report | Mr. Tom Rafter |
| • Air Service Update | Matt Shelby |
| 5. Finance Committee Report | Ms. Serena Neal-Sanjuro |
| • June 2024 Financials | Attached |
| 6. Airport Manager's Report – Airfield Operations | Mr. Jeremy Nielson |
| 7. Lessee's Report – The New HVN LLC | Mr. Jeremy Nielson |
| 8. Reports and Action Items | |
| 9. Other Business | |
| 10. Public Comment | |
| 11. Adjournment | |



TWEED NEW HAVEN AIRPORT AUTHORITY NOTICE OF VOTES FOR MEETING AUGUST 21, 2024

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, and Kevin Rocco.

Members absent: Joe Ginnetti.

Others in attendance: Tom Rafter, Jeremy Nielson, Tom Cavaliere, Malena Zanjani, Felipe Surriel, 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.

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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.



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

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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.

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- 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.

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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

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.

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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.

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- *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

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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.

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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

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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:

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- 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.

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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.

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.

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.

KATHERINE BENNETT – EAST HAVEN, CT [VIRTUAL]

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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.

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.

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.

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

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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.

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.

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

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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.

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.

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.

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.

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

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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.

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.

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.

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.

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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



Agenda

Board of Directors Meeting

September 18, 2024

4:00 P.M.

- | | |
|---|-------------------------|
| 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 SEPTEMBER 18, 2024

BOARD MEMBERS IN ATTENDANCE

Robert Reed, John Picard, Linda Hennessey, Serena Neal-Sanjurjo, Carlos Eyzaguirre, Ray Pompano, Ken Dagliere, David White, Michael Fimiani, Mark Scussel, and Kevin Rocco.

BOARD MEMBERS ABSENT

Mark Sklarz, Joseph Ginnetti, Jesse Phillips, and Richard Jacob.

OTHERS IN ATTENDANCE

Tom Rafter, Jeremy Nielson, Tom Cavaliere, Matt Hoey, Fred Carstensen, Peter Gunther, Malena Zanjani, Andrew King, Felipe Suriel, Anthony Camposano, Brett Simon, Bryan Hoffman, Jean Perry Phillips, Jeremiah Wilhite, Jules Scanley, Kayla Reasco, Laura Cahn, Lorena Venegas, Mark Lewandowski, Michael Giordano, Michael Jones, NBC CT, Peter Leonardi, Matt Hoey, Mark Zaretsky, Robert Levine, Sandra Reiners, Steven Wight, Susan Bryson, Tim Sullivan, Joe Giordano, Bill Wade, Jorge Roberts, Toni Lorenti, Gloria Bellacicco, and Jules Scanley.

BOARD MINUTES OF SEPTEMBER 18, 2024

Chairman Robert Reed opened the meeting at approximately 4:04 PM.

1. MINUTES OF AUGUST 21, 2024

Mr. Reed moved to approve the minutes from the regular Board Meeting held on August 21, 2024. His motion was supported by Mr. Fimiani and seconded by Ms. Hennessey. Prior to the meeting, Mr. Scussel submitted non-material changes in writing, which will be addressed accordingly, and the updated minutes will be reposted.

With no further questions or comments, all members present unanimously approved the minutes.

→ **Action Item: Ms. Zanjani to make the necessary changes and post the revised minutes.**

2. CHAIRMAN'S REPORT

Mr. Reed provided the Chairman's report, highlighting two key points. First, last month a public comment was received regarding the expiration dates of Board members David White and Serena Neal-Sanjurjo. Upon review, it was confirmed that their terms have not expired with the proper documentation available upon request. With nothing further, Mr. Reed concluded the Chairman's report and transitioned to the Executive Director's report.

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3. EXECUTIVE DIRECTOR'S REPORT

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

- Mr. King provided Mr. Dagliere with previous temporary permits
- Ms. Zanjani distributed a copy of Mr. Shelby's presentation to the Board
- Mr. Shelby provided Mr. Scussel with the exact mileage used in the "HVN Catchment Area" slide presentation.
 - Specifically, the distances are: 50 miles to the east, 25 miles to the north (due to proximity to Hartford), and 31 miles to the west (to Norwalk, beyond which is NYC).
- Mr. Cavaliere provided his contact information to the Board.

Mr. Rafter provided corrections and clarifications, noting that preliminary discussions with Saint Bernadette's Church were not regarding additional parking but rather focused on addressing vehicles waiting in the neighborhood for passengers by utilizing the church parking lot as a designated cell phone waiting area. In response to Mr. Dagliere's inquiry about the status of these discussions, Mr. Rafter indicated they were ongoing. However, Mr. Dagliere disagreed, asserting that no such discussions were currently happening. He further suggested designating space on the Tweed campus for a cell phone lot to alleviate traffic issues in the surrounding neighborhoods. Mr. Reed acknowledged the suggestion.

Continuing, Mr. Rafter addressed a letter from the attorney representing East Haven to the FAA, which expressed concerns over certain projects in the PFC (Passenger Facility Charge) application not having proper environmental approvals. He explained that adjustments will be made to the application and noted that changes during the Environmental Assessment (EA) process caused some confusion. Mr. Rafter provided a diagram to clarify the issue, pointing out that a drawing from the Master Plan was mistakenly used in the PFC application, rather than the updated version from the EA.

TAXIWAY A PROJECT CLARIFICATION



Master Plan/PFC DRAFT



Environmental Assessment



Approved under previous EA



Mr. Rafter assured the Board that the FAA will not approve any project without the necessary environmental reviews and the necessary corrections will be made to the PFC application. Mr. Rafter summarized that the Master Plan drawing, which showed a partial parallel taxiway on the west of the runway, was inadvertently included in the PFC application, but cannot proceed due to a lack of environmental approvals. He also clarified that the extension of taxiway Alpha will align with current geometry and end at the existing pavement, as reflected in the EA, not extending to the new proposed runway length. FAA has been notified and is satisfied with these adjustments. Mr.

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Dagliere requested clarification on the original plan for the taxi-way extension. Mr. Rafter explained that while the Master Plan outlined long-term projects, the current EA only covers the short-term changes, and future projects would require additional environmental assessments.

Mr. Rafter then provided updates on other items: the framework for negotiations with Issuer's Bond Counsel is being developed; coordination with the City of New Haven continues on various matters; and a Capital Improvement Plan (CIP) meeting with the FAA is scheduled for October 7, 2024.

Mr. Rafter reported on statistics, noting that BTS data for June 2024 showed a 28% increase in passenger enplanements at HVN compared to June 2023, with year-to-date enplanements up by 10%. The total enplanements for fiscal year 2024 reached 511,188.

ECONOMIC IMPACT ANALYSIS UPDATE

At this time, Fred Carstensen and Peter Gunther from the Connecticut Center for Economic Analysis (CCEA) began their presentation on the updated Economic Impact Analysis. Mr. Carstensen provided a briefing on his background and explained the benefits of the REMI model used in their analysis. Mr. Gunther then delivered a brief overview of their findings. Following the presentation, they opened the floor to questions from the Board.

Mr. Reed noted that the presentation would be made available to the Board and requested that any follow-up questions be submitted in writing to Mr. Rafter, so they can be addressed at the next meeting. With no further questions from the Board, he thanked Mr. Carstensen and Mr. Gunther for their presentation.

→ **Action Item: Ms. Zanjani to distribute the Economic Impact Analysis presentation to the Board.**

4. FINANCE COMMITTEE REPORT

JULY 2024 FINANCIALS

Ms. Neal-Sanjurjo granted Mr. Rafter the floor to present the financial report for the period ending July 31, 2024. Mr. Rafter presented the Finance Committee Report, noting that this was the first financial report for the fiscal year 2025.

For the airfield, revenues in July, excluding the lessee subsidy of \$166,994, exceeded the budget by \$37,451. Additionally, the actual subsidy was under budget by \$126,464 for the month. Year-to-date revenues align with the monthly figures since this is the first month of the fiscal year. Excluding the subsidy, YTD revenues were \$75,038, surpassing the budget of \$37,588 by \$37,451. On the expense side, actual airfield expenses in July came in under budget by \$89,013, with YTD expenses reflecting the same amount, given it was the first month of the fiscal year.

For the administrative side, revenues in July were \$31,119 below budget, and YTD revenues reflect the same. Administrative expenses for July were \$55,055 under budget, with YTD expenses also under by the same amount. The actual net result for the Administrative Fund in July was a positive \$12,465, compared to the budgeted loss of \$11,470. At the end of July, the fund balance stood at \$245,438, and overall liabilities and fund balances totaled \$1,215,961.

5. AIRPORT MANAGER'S REPORT

AIRFIELD OPERATIONS

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Mr. Nielson presented the Airside report virtually. He began with an update on the PFAS cleanout of the ARFF vehicles, which is being conducted by Laydon Industries of New Haven. The cleanout of the first of three vehicles has been completed, and the project remains on schedule to meet the September 25th deadline. Mr. Nielson also noted that full coordination with DEEP has been maintained throughout the process. Regarding runway design, he reported that approximately 60% of the design work has been completed, enabling continued progress on the DEEP application. Additionally, the obstruction mitigation project, related to approach paths, is proceeding, with a tree obstruction survey scheduled to be completed by October 15th. Mr. Nielson also mentioned that design work for the expansion of the ARFF bay, to accommodate the second vehicle associated with Index C as well as snow removal equipment storage, is ongoing. He concluded the Airside report and opened the floor to questions.

Mr. Dagliere inquired about the status of the permitting process for the temporary building. Mr. Nielson deferred the question to the landside report, where Mr. Tom Cavaliere provided an update, stating that the City Plan Commission (CPC) would hold a public comment period on September 25th regarding the permit renewal. Mr. Dagliere further questioned the status of the previously discussed permits set to expire in November. Mr. Rafter clarified that the permits had not been denied.

Mr. Eyzaguirre reiterated that a special hearing on September 25th by the CPC is the next step in the process. In response to Mr. Dagliere's inquiry about the need for state or DEEP involvement, Mr. Eyzaguirre explained that the state would review the permit after the CPC acts. Mr. Reed concurred with this explanation and asked if there were any further questions from the Board regarding the permitting process, but no additional questions were raised. Mr. Andrew King also added that a public hearing on September 25th would take place, and if approved, the matter would proceed to the state for administrative approval. He confirmed that discussions between the City of New Haven and the state had taken place, and the state was comfortable with the proposed timeline.

6. 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 virtually. He began by providing an update on the ramp rehabilitation project, noting that bids were scheduled to be opened on Thursday, September 19th, with construction expected to commence the week of October 4th. The project is planned to be completed in time for the holiday traffic period, and the airport is working closely with air carriers to coordinate the work. Mr. Dagliere asked if outreach had been made to the minority community regarding the bidding, to which Mr. Nielson affirmed that it had been coordinated.

Mr. Nielson then provided an update on the automated retail offering at the airport, highlighting the recent installation of a vending machine that offers travel items and books in partnership with RJ Julia Booksellers, a women-owned business from Madison, CT. The machine offers over 20 book selections as well as various electronics and personal items and is located at Gate 2.

Moving on to construction updates, Mr. Nielson reported ongoing work in both the Arrivals terminal and Gate 2, focusing on restroom renovations. In the Arrival's terminal, the restrooms are undergoing a complete gut renovation, doubling the capacity of both the men's and women's rooms in response to feedback. Gate 2 is also receiving updates, including new countertops and fixture replacements. Mr. Reed asked Mr. Nielson for an estimated completion date for the restroom renovations. Mr. Nielson responded that the project was slated for 60 days, but given the pace of the work, it may be completed ahead of schedule, likely before the Thanksgiving holiday rush.

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Mr. Nielson then provided an update on terminal design progress, which is currently at 30%, with work now beginning on the civil site plan. He also reported that the airport has executed a contract with Envirosuite, and one of the tools that will be implemented is Web Track Replay, a web application providing public access to noise and flight tracking information in near real-time, as well as historical data. Mr. Nielson stated that the goal is to hold a community meeting in early November to showcase these tools and provide training on their use. He shared his screen to briefly demonstrate the upcoming HVN sound website, which will feature an interactive map showing noise contours from 2017 and 2022, as well as improvements made under the airport's Residential Sound Insulation Program (RSIP). The public will be able to enter their addresses to check if they fall within the noise contours and see their eligibility for sound mitigation. Mr. Reed inquired about the November meeting, asking if there were plans to issue a public notice. Mr. Nielson confirmed that public notice would be handled similarly to the upcoming Air Traffic Control meeting and widely distributed.

Mr. Reed's final question concerned the Air Traffic Control meeting scheduled for October 1st. Mr. Nielson deferred to Mr. Cavaliere for details in his report.

At this point, a question from Mark Scussel was raised via the chat box, asking how near real-time information would be provided and whether monitors would be installed. Mr. Nielson explained that "near real-time" refers to a few seconds delay, primarily for security reasons, and emphasized that the historical tracking is highly detailed. He also mentioned that the airport is purchasing two portable noise monitors that can be deployed throughout the community, with further details on the deployment process to be shared in the future.

COMMUNITY ENGAGEMENT REPORT

Mr. Cavaliere provided an update on recent community engagement activities, highlighting a busy month of meetings, partnerships, and conversations.

In late August, the HVN team attended an event hosted by Climate Haven, a climate tech incubator in New Haven, where they expressed openness to exploring partnership opportunities to support entrepreneurs advancing climate technology. Additionally, the team visited the Home2Suites hotel, located on the New Haven/East Haven line, to discuss the impact of HVN's growth on their business. HVN also participated in the 2024 CT Economy Conference, hosted by the Connecticut Business & Industry Association (CBIA), where discussions focused on the state's economy and the role of innovation in driving regional growth. On September 6th, HVN took part in the East Haven Chamber of Commerce's Fall Festival Business Showcase, connecting with local community members enthusiastic about the airport's expansion plans and its positive contributions to job creation, tourism, and business travel in the region. Mr. Cavaliere further reported on HVN's participation in the "Shaping CT's Future" conference, which gathered over 500 attendees to discuss how to better showcase the state's assets, including arts, culture, and outdoor activities. He noted HVN's role as a gateway connecting out-of-state travelers to Connecticut's diverse offerings.

Last week, HVN celebrated Yale Aviation's 60th Anniversary, honoring Col. Charlie Skelton, Chief Pilot and Flight Instructor, who received a Lifetime Achievement Award from the FAA. HVN also attended the Greater New Haven Chamber of Commerce's 2024 Annual Policy Summit, where panelists recognized the airport's contributions to the region's innovation economy.

Looking ahead, HVN will sponsor and participate in several upcoming community events, including the Habitat for Humanity of Greater New Haven's "Hounds for Homes" fundraising event, the Special Olympics Plane Pull, and a job shadowing and internship program for two East Haven High School students at the airport. Additionally, HVN will sponsor the CT Black Expo, the Italian Heritage Dinner, and the East Haven Police Athletic League's 1st Annual

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Golf Tournament. Mr. Cavaliere concluded with a reminder about the Air Traffic Control (ATC) meeting scheduled for October 1st at 6:30 PM at Nathan Hale School.

Mr. Dagliere requested consideration for holding a community meeting in East Haven to discuss noise, sound, and other concerns raised by residents. Mr. Cavaliere agreed, suggesting that they work together to find a venue for the sound meeting in East Haven, with the possibility of future meetings specifically dedicated to East Haven residents.

Mr. Dagliere also raised concerns about response times for questions submitted through the airport's Veoci system, to which Mr. Cavaliere responded that there were no outstanding submissions, and the only active issue was related to vegetation cutting around the airport. Mr. King spoke up to commend Mr. Cavaliere for his work and noted that a new system is being developed to improve responsiveness and the tracking of community concerns.

Lastly, Mr. Dagliere mentioned hearing about traffic complaints on Thompson and Dodge. Mr. Cavaliere responded that previous concerns about trucks on Thompson had been addressed through meetings with fuel truck providers, and he had received confirmation that the issue had been resolved.

7. REPORTS AND ACTION ITEMS

There were no reports or action items to discuss.

8. OTHER BUSINESS

Mr. Reed moved on to other business, addressing a question from Mr. Mark Scussel regarding the \$539K grant for sound insulation. Mr. Rafter explained that the grant is part of the ongoing Residential Sound Insulation Program (RSIP), which is now in its seventh phase. The program is administered by Jones Payne, who inspects eligible homes to determine necessary repairs or insulation. Once qualified, they proceed with construction activities to improve sound insulation. Mr. Scussel requested an update on the status of Phase 7. Mr. Nielson responded, stating that they are close to executing their agreement with Jones Payne, the program administrator. Once finalized, which is expected within the next week, the pilot phase will begin, covering up to twelve homes. Mr. Nielson anticipated site visits would start soon, with construction likely beginning in the spring, though he noted this was based on his recollection. He confirmed that the grant has been received, and they are moving forward with executing the contract and issuing the notice to proceed. Mr. Nielson added that the funding for this project is a separate allocation from the FAA, distinct from traditional CIP funding. He clarified that the grant is specifically designated for sound insulation and will be spent quickly as part of the pilot program, although there may be an expiration date on the funds.

Mr. Rafter addressed Mr. Scussel's second question about the CIP meeting with the FAA, confirming that the meeting is scheduled for October 7th.

Mr. Scussel's third question related to soundproofing funding for area residents and FEMA restrictions. He mentioned that Andrew King had previously suggested someone speak with Dallas Dodge about the matter. Due to poor reception from Mr. King, Mr. Reed suggested they follow up with Mr. Scussel later, to which he agreed.

9. PUBLIC COMMENT

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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.

SANDRA REINERS – BRANFORD, CT [VIRTUAL]

Ms. Reiners expressed her interest in the upcoming economic impact report but remains skeptical about its findings. She highlighted that most flights from the airport cater to leisure destinations, primarily in Florida and South Carolina, with a recent slight increase in destination diversity. She estimates that a significant portion of the \$1.2 million enplanements involves New Haven residents traveling out of state, resulting in an estimated export of \$1 billion from Connecticut to other states. Ms. Reiners questioned how this economic outflow could be balanced by job creation at the airport. She also noted her doubts regarding the economic development potential, particularly from sectors like biotech and medical tourism, despite these being seen as future growth areas. She urged economists to consider these factors in their report.

SUSAN BRYSON – BRANFORD, CT [VIRTUAL]

Ms. Bryson raised concerns and sought clarification regarding the permits for trailers at the terminal. She claimed that Avports is requesting a variance from the City Plan Commission because the trailers, located in a floodplain, have expired permits. She alleged that the variance is necessary due to an ordinance requiring safety measures for flood-prone structures. Ms. Bryson also claimed that in the past, a temporary variance was granted, but the State Building Inspector issued a permit for a period that exceeded the temporary allowance. She questioned whether the current request is for another temporary variance or a permanent one to allow the trailers to remain indefinitely. Mr. Reed responded that the upcoming hearing on September 25th is for a temporary variance, not a permanent one. He advised Ms. Bryson to submit further questions in writing for a formal response after the hearing. Ms. Bryson expressed frustration with the lack of immediate clarification but acknowledged the Board's attention to her concerns.

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

Ms. Bellacicco expressed opposition to the proposed parking or satellite cell lot at Saint Bernadette's Church, alleging that after voicing her concerns publicly, she received a threatening phone call from an individual involved in the meetings. She claimed the caller told her to "move out of the Cove" and used offensive language, which she perceived as retaliation for her stance. Ms. Bellacicco emphasized that no one should face threats or retaliation for sharing their opinions. Additionally, she claimed that after starting a petition against the parking proposal, she was flagged for cybersecurity threats, which she found distressing. She reported gathering 191 signatures so far and reiterated that the community opposes the parking lot at Saint Bernadette's Church. Ms. Bellacicco expressed frustration that her words and intentions were allegedly misrepresented, particularly in a Facebook post by Andrew King. Mr. Reed thanked Ms. Bellacicco for her advocacy and clarified that the individual she referred to is not a member of the Tweed New Haven Authority Board of Directors. Ms. Bellacicco confirmed the person in question is not a member of the TNHAA Board, they participated in discussions related to the issue, which she found concerning.

LORENA VENEGAS – EAST HAVEN, CT [VIRTUAL]

Ms. Venegas expressed several concerns and offered her perspective on various issues related to the Board and Avports. She thanked the Board for responding to a Freedom of Information request. She alleged that the Board's structure is not functioning properly, particularly regarding staggered term expirations, and suggested that expired

THNAA BOARD MINUTES

terms, like that of Joseph Ginnetti from East Haven, should be addressed promptly. Ms. Venegas further alleged that Avports is not providing the same services to her community as it does in other locations, such as Westchester County Airport, where air quality monitoring is conducted and made publicly available. She claimed there is a lack of meaningful engagement with the broader East Haven community, despite outreach to the East Haven Chamber. She emphasized the importance of involving all residents, noting the population of 29,000 versus the Chamber's membership of 100. Ms. Venegas also raised concerns about noise insulation, claiming an alleged voucher offered was arbitrarily set and unfair compared to higher compensation received by homes on Burr St. over the past decade. She expressed frustration with communication issues, stating that her calls and emails to Tom had gone unanswered. She indicated her willingness to work with the Board and bring balance, even volunteering to serve as a Board member to ensure better representation for East Haven.

LAURA CAHN – NEW HAVEN, CT [VIRTUAL]

Ms. Cahn made three points during her comments. First, she noted a typographical error on the presentation slide regarding the master plan, pointing out that the word "master" was misspelled as "mater." She suggested that it could be corrected. Second, she mentioned that New Haven has recently installed air quality monitors, including one at Tweed New Haven Airport. She claimed that a quick search for "New Haven air quality" would show spikes in air pollution at the airport, visible through a green line on the data charts. Lastly, Ms. Cahn revisited a concern she raised in the previous month about nighttime flights at the airport. She said that these flights, which she alleged occur when the air traffic controller is not present, are different from daytime passenger flights and expressed worry about their safety. She thanked the Board for listening to her concerns.

TONI LORENTI – MERIDEN, CT [IN-PERSON]

Captain Toni, an Airbus 220 captain with 30 years of experience and over 16,000 flight hours, shared their professional perspective on concerns related to air traffic control and pilot operations. They addressed a previous comment about flights occurring without an air traffic controller present, reassuring the community that pilots follow strict FAA procedures and regulations, which ensure safety. Captain Toni emphasized that the public does not need to worry about these operations, as pilots are trained and follow established protocols. They also expressed interest in participating in an upcoming air traffic control meeting, highlighting the importance of both pilot and air traffic controller perspectives. Captain Toni suggested organizing a roundtable discussion with pilots to help the community better understand pilot responsibilities. Additionally, Captain Toni voiced reservations about tracking systems, likening them to a "snitch system," and pointed out that much of the information is already publicly available through flight trackers. They stressed that the aviation industry operates with the highest levels of safety, professionalism, and compliance, handling multi-million-dollar aircraft with care for human lives. Finally, they recommended that residents consult the Air Traffic Controller Handbook (JO 7110.65) to gain a more informed understanding of air traffic control systems and processes before raising concerns.

JULES SCANLEY – NEW HAVEN, CT [VIRTUAL]

Jules Scanley raised two concerns during their comment. First, regarding the economic analysis, they suggested that the analysis should not only highlight potential benefits but also account for risks, particularly the possibility of flooding, as the projections extend to 2060. They emphasized that this is a significant risk that should not be overlooked. Second, Jules expressed strong concerns about accusations of cybercrimes, claiming that such accusations are unfounded, especially in the case of a previous speaker, who they say simply posted a petition on Facebook. Jules further named Sal, alleging involved in these issues, and accusing the Board of favoring him and stating that the situation needs to stop.

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JOE GIORDANO – EAST HAVEN, CT [VIRTUAL]

Mr. Giordano shared concerns regarding recent changes to the route for jet fuel deliveries to Robinson, alleging that the new route through Hemingway Ave., Dodge, and Thompson is both longer and more dangerous. He recounted witnessing a near-collision between a speeding vehicle and a tanker truck at the intersection of Hemingway and Dodge, noting that speeding is common on Hemingway Ave. He suggested that the route was changed to appease a single resident on Thompson but believes it has introduced new safety risks, particularly as tankers now pass by the Memorial Field playground for two blocks instead of one. Regarding the upcoming air traffic control (ATC) meeting, Mr. Giordano urged the Board to limit public speaking time to three minutes per person, allow each person to speak only once, and enforce these rules to ensure everyone has the opportunity to speak. He also recommended that presenters be clear about air traffic patterns and suggested enlisting aviation professionals to address technical questions from the audience. He expressed frustration over frequent disruptions at meetings and encouraged the Board to stand firm against interruptions. Mr. Giordano also supported holding a meeting in East Haven. He ended by offering supportive words to a fellow resident, Gloria, after hearing about her recent difficulties.

10. ADJOURNMENT

With no further business to discuss, Mr. Reed called for a motion to adjourn the meeting Mr. Pompano proposed the motion, and Mr. Dagliere seconded it. The meeting was adjourned at approximately 5:45 PM. The next meeting will be held on October 16th at 4:00 PM.

ACTION ITEM SUMMARY

- **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.**

MINUTES PREPARED AND SUBMITTED BY

Malena Zanjani
September 25, 2024



Agenda

Board of Directors Meeting

October 16, 2024

4:00 P.M.

- | | |
|--|--------------------------|
| 1. Minutes of September 18, 2024 | Attached |
| 2. Chairman's Report | Mr. Robert Reed |
| 3. Executive Director's Report | Mr. Tom Rafter |
| 4. Finance Committee Report | Ms. Serena Neal-Sanjurjo |
| • August 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 | |
| • Resolution #616: Approval of Title Vi Policy Statement and Plan For Compliance | |
| 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;

THNAA BOARD MINUTES

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.

THNAA BOARD MINUTES

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

THNAA BOARD MINUTES

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



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 NOVEMBER 20, 2024

BOARD MEMBERS IN ATTENDANCE

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

BOARD MEMBERS ABSENT

Ray Pompano, Joseph Ginnetti, Ken Dagliere and John Picard.

OTHERS IN ATTENDANCE

Tom Rafter, Malena Zanjani, Jeremy Nielson, Tom Cavaliere, Felipe Suriel, Andrew King, Anthony Camposano, Eliot Jameson, Gloria Bellacicco, Jenn Higham, Jeremiah Wilhite, Joe Giordano, Katherine Bennett, Kayla Reasco, Lorena Venegas, Lorrie Maiorano, Mark Zaretsky, Michael Giordano, NBC Connecticut, Peter Leonardi, Rob DeFranzo, Salvatore DeCola, Steven Wight, Steve ?, Toni Lorenti, Lew Langella and Hugh Manke.

BOARD MINUTES OF NOVEMBER 20, 2024

Chairman Robert Reed opened the meeting at approximately 4:10 PM.

1. MINUTES OF OCTOBER 16, 2024

Mr. Reed moved to approve the minutes from the regular Board Meeting held on October 16, 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

Chairman Reed informed the Board that he is working with Executive Director Tom Rafter on the 2024 performance evaluation and the 2025 objectives and key performance indicators (KPIs). A draft will be presented to the Board next month. He invited Board members to email him with any questions or for further details. Hearing no comments, he proceeded to the next agenda item.

3. EXECUTIVE DIRECTOR'S REPORT

Action Item Follow Up: Mr. Rafter confirmed the completion of the October 16 action item requiring Ms. Zanjani to send Board Members the Title VI Policy Statement.

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Passenger Facility Charge (PFC): Mr. Rafter provided an update on the Passenger Facility Charge (PFC) application process, explaining that an amendment to PFC application #8 had been submitted following consultation with the FAA. This amendment was necessary due to accelerated collection rates and updated cost information for the Firehouse extension and West Apron projects. A comprehensive new PFC application, valued at over \$50 million and covering terminal and runway developments, is planned for submission in the first quarter of 2025. Mr. Rafter confirmed that Ms. Zanjani will send a copy of the PFC Amendment and Approval to the Board.

→ **Action Item: Ms. Zanjani to send Board Members a copy of the PFC Amendment and Approval.**

Conduit Financing: Mr. Rafter reported continued collaboration with Avports and McCarter & English to develop the necessary documentation. Updates on this process will be provided as progress continues.

CIP Presentation: Mr. Rafter provided an overview of the Capital Improvement Plan (CIP), emphasizing its dynamic nature and its use by the FAA for funding allocation. He explained that the CIP is prepared as part of Avports' obligations under the Lease and Development Agreement and the amended Operating Agreement, which require the submission of an Airport Development Plan. This plan includes FAA-funded projects outlined in the CIP. While no new projects have been added to the CIP, some have been deferred due to FAA funding constraints.

Mr. Rafter clarified that the project numbering system, such as "25-1," corresponds to the federal fiscal year (starting October 1) and the project's listing order, not its priority. He stressed that the CIP is a planning and funding document subject to change based on federal funding availability, actual costs, and other variables. Mr. Rafter then reviewed the CIP presentation in detail, addressing estimated costs and funding sources.

Mr. Rafter reiterated that the CIP is a flexible document designed to accommodate changes in funding, cost estimates, and other factors. Following this explanation, he continued to address additional questions from the Board.

Mr. Jacobs inquired about the source of local funding, noting that it appeared to apply only to the new east side terminal and parking projects. He asked whether the local funding source was Avports. Mr. Rafter confirmed that it was.

Mr. Scussel raised a question about the acquisition of easements, asking if this would involve the purchase of residential homes or just land. Mr. Rafter responded that they do not currently anticipate the acquisition of residential homes. He explained most anticipated obstructions are limited to trees and similar elements.

Mr. Scussel also asked if there was a Gantt chart available for the project timeline. Mr. Rafter stated that he would check on its availability.

→ **Action Item: Mr. Rafter to investigate a Gantt Chart or something similar outlining the CIP project schedule for Mr. Scussel.**

Lastly, Mr. Scussel asked about the frequency of FAA funding allocation reviews and whether these are conducted annually. Mr. Rafter clarified that the review process involves a lag of approximately 18 months. He explained that the airport has recently qualified as a small hub, transitioning from its prior designation as a non-hub airport. While this reclassification adjusts how funding is allocated to groups of airports, it does not significantly impact the overall funding amounts.

→ **Action Item: Ms. Zanjani to send Board Members a copy of the CIP Presentation from the meeting.**

Economic Impact Analysis: Mr. Rafter addressed the status of the Economic Impact Analysis, noting that its completion had been delayed due to health and personal issues affecting the consultants. The final report is now expected by December 16.

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Statistics: Mr. Rafter concluded his report by referencing the statistics included in the Board packet. He noted a 33% increase in passenger enplanements at HVN for August 2024 compared to the same month last year. Year-to-date enplanements have increased by 13%, and the total enplanements for the 12-month period through August 2024 amounted to 535,685.

4. FINANCE COMMITTEE REPORT

SEPTEMBER 2024 FINANCIALS

Ms. Neal-Sanjurjo gave Mr. Rafter the floor to present the financial report for the period ending September 30, 2024. The report highlighted that Airfield revenues for September, excluding the lessee subsidy of \$175,661.05, exceeded budget by \$23,651.16, with the subsidy itself under budget by \$117,797.28. Year-to-date (YTD) Airfield revenues, excluding the \$508,109.11 subsidy, were \$193,422.60, surpassing budget expectations by \$80,659.62. Airfield expenses for September were under budget by \$94,146.12, with YTD expenses totaling \$701,531.71, which is \$291,606.26 below budget.

For the Administrative Fund, September revenues fell short of budget by \$32,685.77, and YTD revenues totaled \$170,139.32, which is \$94,860.65 below budget. However, administrative expenses for September were \$45,335.20 under budget, contributing to YTD expenses being \$143,465.43 below budget. The Admin Fund's actual net results for September reflected a positive balance of \$3,763.43, with YTD net results up by \$12,144.75.

The balance sheet reported a fund balance of \$267,316.00 at the end of the period, with total liabilities and fund balances of \$1,100,122.00.

5. AIRPORT MANAGER'S REPORT

Mr. Nielson joined the meeting from Kansas City, where he had recently attended an AAEE conference. He combined the Airport Manager's and Lessee's reports, beginning with confirmation of the FAA's 2024 Airport Inspection close-out on November 5, which verified the airport's compliance.

Preparations for winter weather and the December 10 launch of Breeze Airways are underway, with a November 15 meeting held with Avelo and Breeze to coordinate operations. A full-scale Operational Readiness and Airport Transfer (ORAT) exercise is scheduled for December 4 to refine start-up processes.

Shifting to ongoing and upcoming projects, Mr. Nielson referenced updates to projects not covered in Mr. Rafter's report. He then began his presentation, detailing completed projects and outlining upcoming initiatives. Mr. Nielson went over completed projects, including arrivals washroom rehabilitation, terminal ramp resurfacing, new concessions, a Terminal Operations Bridge, EV charging stations, and refreshed terminal areas. Upcoming projects for 2024/2025 include a ticketing trailer with canopy, a Mother's Room, ARFF station expansion, and a snow removal equipment garage.

→ **Action Item: Ms. Zanjani to send Board Members a copy of the Completed and Upcoming Projects Presentation from this meeting.**

Mr. Nielson continued his report, noting that the airport is in the process of hiring a Safety Management Systems (SMS) Manager to oversee safety risk management and plans to expand its environmental team to address noise and other issues.

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Regarding Breeze Airways operations, Mr. Nielson confirmed that a contracted ground crew from the nationally recognized company Trego Dugan will be based at HVN. Jet bridge use will be limited to certain departures due to terminal constraints.

Mr. Scussel asked about Robinson Aviation's temporary fuel farm application. Mr. Nielson stated it is within the 30-day CT state comment period, with updates expected soon.

Mr. Nielson concluded his report, and no further questions were raised.

6. LESSEE'S REPORT – THE NEW HVN LLC

THE NEW HVN LLC

See above.

COMMUNITY ENGAGEMENT REPORT

Mr. Cavaliere provided updates on recent and upcoming community engagement activities. October highlights included supporting the Morris Cove Halloween Parade, sponsoring the Board of Alders Fall Recognition Gala, hosting an Employee Appreciation Dinner, providing airport tours for CBIA leadership, recognizing East Haven High School interns, and supporting the East Haven Rotary Club's Thanksgiving dinner program.

He reported on two recent community meetings: a Traffic Calming Update on November 12, where City Engineer Giovanni Zinn presented traffic mitigation plans, and a WebTrak Presentation on November 19, introducing a platform to monitor aircraft activity and noise. Both meetings were recorded, and presentations are available on the airport website under Community Resources. Mr. Cavaliere emphasized that these meetings are part of ongoing conversations and updates will continue as these topics evolve.

Looking ahead, Avports will partner with Connecticut Foodshare for the annual Holiday Partnership at the New Haven Community Soup Kitchen, and the team will participate in the Greater New Haven Chamber of Commerce's Economic Outlook Breakfast, where Michael Jones will present Tweed's economic impact.

During the discussion, Mr. Scussel questioned the source of information for the keynote address, given the pending Economic Impact Assessment. Mr. Cavaliere assured the Board that they can still effectively convey HVN's value proposition, growth plans, and positive contribution to the local, regional and state economy. He also addressed updates to the VEOCI complaints and enhancements through WebTrak to better analyze noise complaints. Additionally, Mr. Scussel raised concerns about unanswered questions from a recent air traffic controller meeting. Mr. Cavaliere acknowledged the complexity of the relationship between air traffic control, the airport, airlines, and pilots, which sometimes makes addressing all concerns challenging. He assured the Board that the airport is committed to working with residents and stakeholders to resolve outstanding issues and suggested the possibility of hosting follow-up meetings focused on unresolved concerns.

Mr. Reed thanked Mr. Cavaliere for his report and responses and invited Board members to join the upcoming Connecticut Foodshare Holiday Partnership event.

7. REPORTS AND ACTION ITEMS

There were no resolutions.

THNAA BOARD MINUTES

8. OTHER BUSINESS

Mr. Scussel raised concerns about FEMA restrictions limiting residents' ability to apply for noise mitigation, particularly when combined costs of prior improvements, such as solar panels, exceed FEMA limits. He suggested lobbying for exceptions and confirmed with Mr. Cavaliere that this issue would be addressed. Mr. Cavaliere agreed to provide a follow-up at the December meeting.

- **Action Item: Mr. Cavaliere to provide an update at the December 2024 meeting regarding noise mitigation/FEMA restrictions.**

Mr. Scussel also inquired about the status of the Environmental Assessment (EA) appeal. Mr. Reed confirmed that a legal update would be presented at the December meeting.

- **Action Item: Mr. Manke to provide an update at the December 2024 meeting regarding the EA Appeal.**

With no other new business to discuss, Mr. Reed moved on to Public Comment.

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 TNHAA or Avports.*

PETRINA YOXALL – X, X [VIRTUAL]

This caller had no audio and was asked to try dialing in again or another way but did not.

MICHAEL GIORDANO – JUNO BEACH, FL [VIRTUAL]

Mr. Giordano, identifying himself as a long-time supporter of Tweed Airport, expressed his opinions regarding the conduct and management of public meetings about the airport. He claimed that meeting hosts could improve their ability to maintain focus and control when discussions stray off-topic, particularly when outspoken critics dominate the dialogue. According to Mr. Giordano, off-topic conversations detract from the purpose of these meetings and can be frustrating for attendees seeking relevant information. Mr. Giordano claimed that some critics inaccurately portray Tweed Airport's history and operations, suggesting that the airport has a long-standing presence and role in the region. He added that individuals purchasing homes near the airport should understand and accept the implications of living near such a facility. He also noted that Tweed Airport has taken steps to mitigate noise and accommodate neighborhood concerns, such as limiting operating hours compared to other airports.

LORENA VENEGAS – EAST HAVEN, CT [VIRTUAL]

Ms. Venegas shared her concerns and opinions about recent community engagement efforts and traffic-related discussions regarding Tweed Airport. She alleged that a November traffic meeting with Giovanni Zinn left several questions unaddressed, including those related to car idling, Ubers, the absence of a traffic light at Burr Street, and truck traffic. She claimed that Mr. Zinn was unaware of a vehicle traffic study referenced in the Finding of No Significant Impact (FONSI) and emphasized the need for more thorough consideration of traffic impacts over the next three years. Ms. Venegas also critiqued the scheduling and attendance at community meetings, asserting that low turnout and lack of participation from local residents undermine effective community engagement. She suggested that meetings should be better coordinated with community leaders to encourage broader attendance

THNAA BOARD MINUTES

and involvement. She further alleged communication breakdowns between the airport and the East Haven community, suggesting that engagement efforts, such as corporate sponsorships of events, are not adequately addressing local needs. Ms. Venegas expressed interest in the pending UConn study, emphasizing the importance of transparency and accountability in its findings, which she noted involve taxpayer resources. Lastly, Ms. Venegas advocated for changes to the airport authority's structure to provide East Haven with greater influence and representation.

GLORIA BELLACICCO – NEW HAVEN, CT [VIRTUAL]

Ms. Bellacicco expressed a mix of concerns and gratitude regarding Tweed Airport and its community engagement. She alleged that proposed traffic changes would create unsafe conditions, particularly near a school, church, senior center, and food pantry. She emphasized that traffic rerouting in these areas poses risks and advocated for considering alternative routes. Ms. Bellacicco mentioned a prior petition with 372 signatures opposing the use of St. Bernadette Church for airport parking and claimed the airport is circumventing traffic through areas frequented by children and seniors. She urged for a new traffic study and reconsideration of options to manage airport traffic. On a positive note, Ms. Bellacicco thanked Avports for its donation supporting the Morris Cove Halloween Parade and appreciated the presence of Andrew King and Tom Cavaliere at a local management team meeting. She acknowledged these efforts as positive steps toward fostering community relations and encouraged the airport and city to prioritize community safety in all decisions moving forward.

KATHERINE BENNETT – EAST HAVEN, CT [VIRTUAL]

Ms. Bennett expressed several concerns regarding Tweed Airport's operations and plans. She alleged a lack of transparency around a new application for a temporary fuel farm at Robinson, stating she was unaware of it being posted publicly and requesting more information about the Connecticut organization or department involved. Ms. Bennett also voiced disappointment that plans for future upgrades did not include an improved deicing collection and recycling system. She claimed that deicing fluid contains glycol, which, when released into waterways, can cause algae blooms and reduce oxygen levels. She suggested that Tweed consider implementing a system similar to one at Albany Airport. Additionally, Ms. Bennett questioned the financial projections related to Passenger Facility Charges (PFCs), alleging they appear overly optimistic. She raised concerns about the airport's reliance on these revenues, noting potential risks such as reduced air travel from a recession, another pandemic, or airline bankruptcies. She also inquired whether the PFC application had been approved by the FAA.

TONI LORENTI – MERIDEN, CT [VIRTUAL]

Captain Toni, representing the Airline Pilots Association (ALPA), expressed enthusiasm for the ongoing developments at Tweed New Haven Airport, praising the engineering, technology, and skilled labor driving the projects. They commended the efforts of the Avports team and voiced optimism about the airport's future. Captain Toni highlighted the potential of community engagement tools like Envirosuite and WebTrak to provide accurate data on aircraft activity and noise, which they believe could address neighborhood concerns. They concurred with prior comments about meetings sometimes being unruly and disrespectful but expressed hope that these tools would foster more constructive discussions. On operational matters, Captain Toni clarified that Breeze Airways crews in New Haven will operate independently from those at Bradley Airport and suggested that most flights would likely cease operations after 10:00 PM. They concluded by expressing a willingness to engage with the community regularly.

10. ADJOURNMENT

THNAA BOARD MINUTES

With no further business to discuss, Mr. Reed called for a motion to adjourn the meeting. The motion was proposed by Mr. Fimiani and seconded by Mr. Scussel. Mr. Reed extended Thanksgiving holiday wishes to the Board and attendees. The meeting was adjourned at approximately 5:30 PM. The next meeting is scheduled for December 18, 2024, at 4:00 PM.

ACTION ITEM SUMMARY

- *Action Item: Ms. Zanjani to send Board Members a copy of the PFC Amendment and Approval.*
- *Action Item: Ms. Zanjani to send Board Members a copy of the CIP Presentation from the meeting.*
- *Action Item: Mr. Rafter to investigate a Gantt Chart or something similar outlining the CIP project schedule for Mr. Scussel.*
- *Action Item: Ms. Zanjani to send Board Members a copy of the Completed and Upcoming Projects Presentation from this meeting.*
- *Action Item: Mr. Cavaliere to provide an update at the December 2024 meeting regarding noise mitigation/FEMA restrictions.*
- *Action Item: Mr. Manke to provide an update at the December 2024 meeting regarding the EA Appeal.*

MINUTES PREPARED AND SUBMITTED BY

Malena Zanjani

11/26/24



Agenda

Board of Directors Meeting

December 18, 2024

4:00 P.M.

- | | |
|---|-------------------------|
| 1. Minutes of November 20, 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 |
| • October 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 | |
| • Resolution #617: Approval of Engagement of McCarter English As Issuer's Council | |
| 8. Other Business | |
| 9. Public Comment | |
| 10. Adjournment | |



TWEED NEW HAVEN AIRPORT AUTHORITY NOTICE OF VOTES FOR MEETING OCTOBER 16, 2024

Members in attendance: Robert Reed, John Picard, Linda Hennessey, Serena Neal-Sanjurjo, Mark Sklarz, Ray Pompano, David White, Richard Jacob, Michael Fimiani, Mark Scussel, and Kevin Rocco.

Members absent: Carlos Eyzaguirre, Joseph Ginnetti, Ken Dagliere, and Jesse Phillips.

Others in attendance: Tom Rafter, Malena Zanjani, Hugh Manke, Jeremy Nielson, Matt Hoey, Felipe Suriel, Michael Giordano, Toni Lorenti, Kayla Reasco, Andrew King, Chase Lindenmann, Jeremiah Wilhite, Sal DeCola, Steven Wight, Gloria Bellacicco, Melissa Ranalli, Joe Giordano, Kaity Arango, Anthony Camposano, Lew Langella, Toniann Simiola, and Jean Perry Phillips.

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RESOLUTION #617: APPROVAL OF ENGAGEMENT OF MCCARTER & ENGLISH AS ISSUER'S COUNSEL

Mr. Reed read Resolution #617 in its entirety and subsequently opened the floor for comments or questions. Mr. Sklarz inquired about the lead partner from McCarter & English, to which Mr. Manke confirmed that Rolan Young, based in Connecticut, would serve in that role. The Board agreed this was a positive development. Mr. Jacob then asked for clarification regarding the outcome of the analysis, specifically whether the plan was for the Airport Authority to issue tax-exempt bonds and for Avports to repay the debt service under that agreement. Mr. Reed confirmed that this was his understanding.

Mr. Reed then asked if there were any final comments or questions. Hearing none, he called for a motion. Mr. White moved to approve the resolution, and Ms. Neal-Sanjurjo seconded the motion. The motion was unanimously approved, and the resolution carried.



TWEED NEW HAVEN AIRPORT AUTHORITY
REGULAR MEETING - HYBRID
BOARD OF DIRECTORS
BOARD MINUTES OF DECEMBER 18, 2024

BOARD MEMBERS IN ATTENDANCE

Robert Reed, John Picard, Linda Hennessey, Serena Neal-Sanjurjo, Mark Sklarz, Ray Pompano, David White, Richard Jacob, Michael Fimiani, Mark Scussel, and Kevin Rocco.

BOARD MEMBERS ABSENT

Carlos Eyzaguirre, Joseph Ginnetti, Ken Dagliere, and Jesse Phillips.

OTHERS IN ATTENDANCE

Tom Rafter, Malena Zanjani, Hugh Manke, Jeremy Nielson, Matt Hoey, Felipe Suriel, Michael Giordano, Toni Lorenti, Kayla Reasco, Andrew King, Chase Lindenmann, Jeremiah Wilhite, Sal DeCola, Steven Wight, Gloria Bellacicco, Melissa Ranalli, Joe Giordano, Kaity Arango, Anthony Camposano, Lew Langella, Toniann Simiola, and Jean Perry Phillips.

BOARD MINUTES OF DECEMBER 18, 2024

Chairman Robert Reed opened the meeting at approximately 4:05 PM.

1. MINUTES OF NOVEMBER 20, 2024

Mr. Reed moved to approve the minutes from the regular Board Meeting held on November 20, 2024. His motion was supported by Mr. Scussel and seconded by Ms. Neal-Sanjurjo. Mr. Scussel mentioned minor grammatical errors in the minutes. With no further questions or comments, the minutes were unanimously approved.

2. CHAIRMAN'S REPORT

Mr. Reed presented the Chairman's Report and addressed the survey regarding the 2025 meeting schedule that Ms. Zanjani had distributed. He noted that 9 out of 15 board members participated in the survey. He summarized the survey results and opened the floor for further discussion.

Mr. Sklarz emphasized that the Board has a duty to both themselves and the airport to maintain a monthly meeting schedule and strongly advocated for retaining the monthly cadence.

Mr. Reed acknowledged Mr. Sklarz's perspective and proposed a vote on the matter. With no further discussion, Mr. Scussel moved to maintain the current monthly meeting schedule for 2025, and Ms. Hennessey seconded the

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motion. The motion passed unanimously. As a result, the Board will continue to meet on the third Wednesday of each month at 4:00 PM in 2025, following the existing schedule.

3. EXECUTIVE DIRECTOR'S REPORT

Mr. Rafter provided an update on action items from the November meeting. He reported the following:

- Ms. Zanjani sent Board Members copies of the PFC Amendment and Approval, CIP Presentation, and the Completed and Upcoming Projects Presentation. All tasks were marked as completed.
- Mr. Rafter investigated a Gantt Chart for the CIP project schedule, which was also completed.
- Mr. Cavaliere will address noise mitigation and FEMA restrictions during his remarks.
- Attorney Hugh Manke provided an update on the EA Appeal, outlining the process and timeline. He explained that the petitioners filed their brief last month, and the Department of Justice is expected to submit its reply brief by late January or early February. The case will then proceed with additional filings in March and is anticipated to conclude by next summer. Oral arguments will follow, after which the judges will issue their decision. Mr. Manke expressed optimism about the outcome, highlighting the thorough environmental analysis and comprehensive responses to community concerns. However, he noted that a final decision is unlikely to be reached for another year.

Mr. Rafter concluded the action items and moved on to his Executive Director's Report:

- A resolution on tonight's agenda involves initiating Phase One services with McCarter & English for conduit financing.
- The Environmental Stewardship Committee (ESC) meeting was held and addressed updates on the noise website, sound insulation phase, Envirosuite meeting, traffic calming measures, the REVO hydrogen charging station project, and the VALE Grant Application for electric shuttle buses.
- The economic impact analysis remains ongoing, with consultants working to obtain missing data.
- Regarding the DEEP application, the town of East Haven has disputed DEEP's determination of sole jurisdiction over wetlands. The Authority is monitoring the matter but supports DEEP's initial decision.
- September 2024 statistics showed a 19% increase in passenger enplanements compared to last September, with year-to-date enplanements up by 13%. Over the past 12 months, enplanements totaled 542,441.

Mr. Jacob inquired about the jurisdiction of the EA Appeal, to which Mr. Manke clarified that it is being heard by the D.C. Circuit Court of Appeals. He noted the possibility of an appeal to the U.S. Supreme Court but deemed it unlikely given the administrative nature of the issue.

4. FINANCE COMMITTEE REPORT

OCTOBER 2024 FINANCIALS

Ms. Neal-Sanjurjo gave Mr. Rafter the floor to present the Finance Committee Report for the period ending October 31, 2024.

Airfield revenues for October, excluding the Lessee subsidy of \$186,746.18, came in \$3,074.31 better than budget. The actual subsidy was under budget by \$106,712.15 for the month. Year-to-date (YTD) revenues, excluding the

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\$694,855.29 subsidy, totaled \$240,084.57, which is \$89,733.93 better than budgeted. Airfield expenses for October came in under budget by \$97,637.84. YTD expenses of \$934,939.86 are below budget by \$389,244.10.

Admin revenues for October were below budget by \$33,099.27. YTD actual revenues of \$226,540.05 are below budget by \$127,959.95. Admin expenses for the month were \$49,312.65 under budget. YTD actual expenses were under budget by \$192,778.08. The actual net results for the Admin Fund for October were a positive \$1,327.38, and YTD net results are up by \$13,472.13.

Regarding the balance sheet, the fund balance at the end of this period is \$442,314.00. Overall, liabilities and fund balances total \$990,369.00.

5. AIRPORT MANAGER'S REPORT

AIRFIELD OPERATIONS

Mr. Nielson provided the Airside Report, highlighting a few key items. While recent winter weather has required some aircraft deicing in the mornings, there has been no significant impact on operations, and the team is prepared for snow when it arrives. On the capital side, progress continues on the ARFF station expansion project and the snow removal equipment storage building, with consultants and design teams diligently working to advance these initiatives.

Mr. Nielson also addressed the topic of drones, which remains a regular focus for the airport team. He emphasized their close collaboration with a task force of federal, state, and local agencies that assist in drone detection. These agencies deploy mobile detection systems at the airport and make contact with drone operators when possible, often using these interactions as educational opportunities to clarify regulations. The airport team recently conducted a group meeting to review training and response protocols related to drone activity, reaffirming their commitment to ongoing monitoring and collaboration on this issue.

6. LESSEE'S REPORT – THE NEW HVN LLC

THE NEW HVN LLC

Mr. Nielson continued with an update on several key items for his Lessee's Report, beginning with a recap of the operational readiness exercise (ORAT) held on December 4th in preparation for Breeze Airways' startup. The exercise involved strong support from Breeze's corporate leadership, training teams, and various airport stakeholders, including TSA, Air Traffic Control, G Cafe, LAZ Parking, and the Avports team. The focus was on ensuring operational readiness and addressing any technical issues, which proved successful with Breeze's first flight on December 10th. Mr. Nielson highlighted the positive outcomes, including strengthened relationships with partners and lessons learned for continuous improvement.

On air service updates, Mr. Nielson shared recent announcements, including new routes from Avelo Airlines and Breeze Airways. Avelo introduced destinations such as Jacksonville, Dallas, Detroit, and Portland, while Breeze launched its largest opening on record with routes to Fort Myers, Orlando, West Palm Beach, Charleston, and others. These additions reflect the strong commitment of air carriers to Tweed and its growth potential. Additionally, on December 1st, Tweed set a new record with over 3,000 enplanements in a single day, and passenger traffic for the Christmas holiday week is forecasted to increase by 60% compared to 2023. Mr. Nielson advised passengers to make parking reservations due to expected capacity limits during the holiday period.

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Regarding ongoing projects, Mr. Nielson reported progress on several initiatives to enhance the passenger experience. These include installing an awning at the ticketing trailer, adding automatic sliding doors, completing a mother's room at Gate 2, and planning an awning for the arrivals curb to accommodate checkpoint queue lines extending outdoors. Additionally, the airport has completed a significant update of digital signage throughout the terminal to improve wayfinding and advertising opportunities.

COMMUNITY ENGAGEMENT REPORT

Mr. Cavaliere provided a comprehensive update on community engagement activities for the past month, highlighting significant partnerships, outreach efforts, and updates on key initiatives.

On community partnerships, he noted that the Avports team collaborated with Connecticut Foodshare at the Community Soup Kitchen of New Haven for their annual holiday partnership, serving meals and raising awareness about food insecurity. They also sponsored CitySeed's Farmers Market program, connecting residents with over 50 vendors and supporting sustainable agriculture and food entrepreneurship. Additional community events included participation in Hockey Night in New Haven, which supported the New Haven Police Athletic League and youth hockey programming, as well as attending tree lighting ceremonies in East Haven and New Haven. Furthermore, Michael Jones delivered a keynote address at the Greater New Haven Chamber of Commerce's Regional Economic Outlook Breakfast, sharing updates on airport investments and expansion plans. The Avports team also hosted two East Haven High School interns, expressing gratitude for their contributions.

On community meetings and outreach, Mr. Cavaliere announced the launch of the WebTrak dashboard on December 16, providing real-time information on aircraft activity and, with future noise monitors, greater transparency on noise levels. The team continues to engage in group and individual conversations with community members and the East Shore Community Management Team to address concerns and discuss projects.

In response to a question from Mr. Scussel, Mr. Cavaliere addressed the FEMA-related issue concerning residents disqualified from the sound insulation program due to flood zone home improvements. He explained the complexities of this federal program and the ongoing efforts to determine where decision-making authority lies and explore options to requalify affected residents.

7. REPORTS AND ACTION ITEMS

RESOLUTION #617: APPROVAL OF ENGAGEMENT OF MCCARTER & ENGLISH AS ISSUER'S COUNSEL

Mr. Reed read Resolution #617 in its entirety and subsequently opened the floor for comments or questions. Mr. Sklarz inquired about the lead partner from McCarter & English, to which Mr. Manke confirmed that Rolan Young, based in Connecticut, would serve in that role. The Board agreed this was a positive development. Mr. Jacob then asked for clarification regarding the outcome of the analysis, specifically whether the plan was for the Airport Authority to issue tax-exempt bonds and for Avports to repay the debt service under that agreement. Mr. Reed confirmed that this was his understanding.

Mr. Reed then asked if there were any final comments or questions. Hearing none, he called for a motion. Mr. White moved to approve the resolution, and Ms. Neal-Sanjurjo seconded the motion. The motion was unanimously approved, and the resolution carried.

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8. OTHER BUSINESS

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.*

TONI LORENTI – MERIDEN, CT [IN-PERSON]

Captain Toni shared their experience and gratitude for the opportunity to fly as a pilot out of New Haven. They expressed how meaningful it was, describing it as a personal culmination and a realization of something they never imagined possible. Captain Toni highlighted their deep connection to the community, sharing that Tweed New Haven Airport and the Tweed New Haven Air Fest were instrumental in their aviation journey, including earning a private pilot's license through a scholarship 30 years ago. They emphasized their appreciation for aviation and the vital role the airport plays, noting their commitment to being a collaborative partner in information sharing to enhance safety, efficiency, and enjoyment for all. Captain Toni expressed their desire to involve resources from the Airline Pilots Association and their company to further these goals. Reflecting on their passion for aviation, they encouraged others to find joy in their work and thanked the Board and the airport community for the opportunities they and their colleagues have experienced. Captain Toni concluded with optimism for the future and extended gratitude to everyone who contributes to the airport's success.

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. Neal-Sanjurjo seconded it. The meeting was adjourned at approximately 4:50 PM. The next meeting will be held on January 15, 2025 at 4:00 PM.

MINUTES PREPARED AND SUBMITTED BY

Malena Zanjani

December 23, 2024