



TWEED NEW HAVEN AIRPORT AUTHORITY
BOARD OF DIRECTORS
REGULAR BOARD MEETING MINUTES OF APRIL 16, 2025

BOARD MEMBERS IN ATTENDANCE

Robert Reed, John Picard, Linda Hennessey, Serena Neal-Sanjurjo, Carlos Eyzaguirre, Mark Sklarz, Ken Dagliere, David White, Richard Jacob, Michael Fimiani, Mark Scussel, Kevin Rocco, and Judy Mison.

BOARD MEMBERS ABSENT

Ray Pompano and Jesse Phillips.

OTHERS IN ATTENDANCE

Abby, Alysha Koenig, Ana Juarez, Andrew King, Anne Watkins, Brian Courtney, Bryan Hoffman, Caterina, Clare B, Diane Proto, Eliot Jameson, Erica Viola, Erika, Esports1 (YOUmedia), Felipe Suriel, Fumika Mizuno, Gabriela Campos, Gloria Bellacicco, Hope Chavez, Rev Jack Perkins Davidson, Jennifer, Jeremiah Wilhite, Jeremy Nielson, Joe Giordano, Julia Byron, Kaity Arango, Kathy Gonzalez, Kayla Reasco, K Rea, Lindsay, Lisa Brandes, Lisa Waring, Lorena Venegas, Malena Zanjani, Matt Dwyer, Maysoon Kahn, Melissa Cooney (NBCUniversal), Michael Giordano, Michael Thomas, Paloma Rafferty, Petrina Yoxall, Peter Leonardi, Sabrina Thaler, Sandra Reiners, Sarah Miller, Scott Luzzi, Steven Wight, Susan, Timothy Sullivan, Tom Flores, Tom Rafter, and Toni Lorenti.

There were additional members of the public present at the meeting in person who did not wish to sign in.

BOARD MINUTES OF APRIL 16, 2025

As a note: Due to a nationwide Zoom outage shortly before the meeting, the Board transitioned to Microsoft Teams. After consultation with legal counsel, it was determined that switching platforms was the most appropriate course of action to proceed with the meeting. HVN staff promptly updated the Authority's website with the new link, issued alerts via Veoci, posted to social media, and through email to ensure maximum outreach. Attendees present in person also helped share the updated meeting link via their personal networks and social platforms. Notably, the meeting had a record turnout, indicating the communication efforts were effective.

Chairman Robert Reed officially opened the meeting at approximately 4:11 PM.

1. MINUTES OF MARCH 19, 2025

Mr. Reed moved to approve the minutes from the regular Board Meeting held on March 19, 2025. The motion was supported by Mr. White and seconded by Ms. Hennessey. With no further questions or comments, the Board unanimously approved the minutes.

2. CHAIRMAN'S REPORT

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Mr. Reed provided remarks for the Chairman’s Report. He noted that all airports experience natural push-and-pull dynamics as they balance operational demands, passenger experience, and business considerations. He emphasized that tensions between airports and their tenant airlines are not only normal but represent a healthy aspect of doing business. Mr. Reed highlighted that Tweed-New Haven Airport’s exceptional performance has contributed to its recognition as one of the fastest-growing regional airports in the nation. While such dialogues may at times appear adversarial, they are a constructive part of an evolving ecosystem focused on improving outcomes for travelers.

3. EXECUTIVE DIRECTOR’S REPORT

Mr. Rafter provided the Executive Director’s Report summarizing the following key updates:

- Action Item Follow-Up: Comments from Mr. Scussel regarding the March 2025 Board Packet were presented to consultants and will be addressed in the final document.
- FY 2024 Compliance Audit: Submitted on time with no material issues reported.
- Environmental Stewardship Committee: Met on April 15, 2025, to discuss the traffic calming project.
- Economic Impact Analysis: Presentation delayed; expected at the next Board meeting.
- FAA/CIP Meeting: Scheduled for Monday to review the Capital Improvement Plan and explore potential discretionary funding opportunities.
- Conflict of Interest Forms: Reminder for Board members to submit completed forms to Ms. Zanjani.
- Passenger Statistics: January 2025 BTS data shows an 18,446 (57%) increase in enplanements over January 2024. Year-to-date enplanements are up 25%, with a 12-month total of 607,615.

4. FINANCE COMMITTEE REPORT

FEBRUARY 2025 FINANCIALS

Prior to the meeting, Ms. Neal-Sanjurjo reviewed the financials and requested that Mr. Rafter present the Finance Committee Report for the period ending February 28, 2025. Mr. Rafter provided an overview of the report.

Airfield Operations: Airfield revenues, excluding the lessee subsidy of \$135,226, exceeded the monthly budget by \$66,271. Additionally, the subsidy itself was under budget by \$158,232. Year-to-date (YTD) revenues, excluding the total subsidy amount of \$1,532,755, totaled \$719,258, coming in \$418,557 above budget. Actual expenses were under budget by \$91,961, and YTD airfield expenses totaled \$2,252,013, which is \$396,355 below budget.

Administrative revenues fell short of the monthly budget by \$17,652. YTD administrative revenues totaled \$459,580, which is \$203,220 below budget. Monthly administrative expenses came in \$6,372 under budget. YTD administrative expenses were also favorable, coming in \$233,099 below budget. The actual net result for the Admin Fund in February was a negative \$2,667, and the YTD net result stood at a negative \$26,853, still ahead of the budgeted negative balance of \$56,732.

The fund balance at the close of the reporting period was \$355,412. Total liabilities and fund balances amounted to \$2,016,559.

5. AIRPORT MANAGER’S REPORT

AIRFIELD OPERATIONS

THNAA BOARD MINUTES

Mr. Nielson provided the Airside Operations Report. He noted that the annual tabletop emergency exercise took place on March 20, 2025, in downtown New Haven, with participation from over 50 representatives including New Haven Police and Fire Departments, local hospitals, the U.S. Coast Guard, the American Red Cross, and airline partners. He expressed appreciation for their continued collaboration in emergency preparedness efforts. Mr. Nielson reported that the FAA annual safety certification inspection is scheduled for April 22–24, 2025, with results to be shared at the next Board meeting if available. He also noted that a request for bids for airfield painting and rubber removal is expected to be advertised in the coming week. Lastly, design work continues for the expansion of the Aircraft Rescue and Firefighting (ARFF) building and the snow removal equipment facility, with construction anticipated to move forward in the upcoming year.

6. LESSEE’S REPORT – THE NEW HVN LLC

THE NEW HVN LLC

Mr. Nielson delivered the Lessee Report. He reported that the weekend of April 7–8 was another record-breaking period, with more than 4,000 departing passengers on Thursday, Friday, and Sunday. While operations ran close to schedule on Thursday through Saturday, delays occurred on Sunday due to a malfunctioning baggage screening machine at the checkpoint. In coordination with TSA, manual screening was implemented until the equipment was restored at approximately 4:30 PM. The airport activated its “screen by flight” protocol to prioritize passengers scheduled for imminent departures, and Mr. Nielson acknowledged the cooperation of TSA, air carriers, and the New Haven Police Department for assisting with both internal and external crowd management.

He also provided an update on the checkpoint expansion project, which aims to add a third passenger screening lane to improve throughput and build operational redundancy. The project remains on schedule for completion by early summer, with permitting efforts underway in collaboration with the City. Finally, Mr. Nielson reported that the terminal design has reached 60% completion, allowing advancement of the CT DEEP application which will be submitted for review in the coming weeks.

COMMUNITY ENGAGEMENT REPORT

Mr. Cavaliere provided the Community Engagement Report. He shared updates on recent outreach efforts, including a tour with the City of New Haven’s Arts and Culture Commission to explore showcasing local art in the terminal, and a tour with the East Haven Shoreline Trolley Museum to discuss regional tourism partnerships. Mr. Cavaliere also announced that Tweed-New Haven Airport was selected as one of the top ten best small airports in the U.S. by the USA Today Readers’ Choice Awards. Additionally, he provided an update on the recent ESC Meeting meeting with the City of New Haven regarding the traffic calming project, where adjustments were made in response to resident concerns, including a variable message sign to assist with school traffic patterns.

Mr. Cavaliere then presented the Noise Monitoring Report (available at the end of the minutes), noting that two portable monitors have been deployed since January to collect baseline data. While the initial phase served as a learning period, with some technical limitations during winter, the program will expand into residential areas based on community submissions. He emphasized that the noise program is a long-term initiative to enhance monitoring, transparency, and community engagement. The monitoring system, provided by Envirosuite, allows real-time data collection and analysis, with alerts for calibration or performance issues. The WebTrak dashboard is available on the airport’s website to view live and historical aircraft activity and noise levels. A [user guide](#) for WebTrak is linked for public reference.

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7. REPORTS AND ACTION ITEMS

There were no resolutions or action items this month.

8. OTHER BUSINESS

Mr. Reed opened the floor for any additional business. Mr. Dagliere inquired about the process for submitting follow-up questions related to the previous day's meeting. Mr. Reed advised that questions should be submitted in writing and confirmed that Mr. Michael Jones would be consolidating and responding to them.

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 Tweed New Haven Airport Authority or Avports.

HOPE CHAVEZ – NEW HAVEN, CT [IN-PERSON]

Ms. Chavez expressed concerns about alleged deportation practices connected to future Avelo Airlines flights out of Mesa, AZ, claiming individuals are being detained without due process. She argued the issue has both ethical and financial implications, citing a petition with over 33,000 signatures pledging to boycott Avelo, which she claims could affect airport revenue. She urged the Board to consider opposing the renewal of state subsidies for Avelo and to explore any oversight available through the lease agreement and FAA regulations. She also encouraged transparency and community engagement on the matter.

GABRIELA CAMPOS – WEST HARTFORD, CT [VIRTUAL]

Ms. Campos expressed concerns about pedestrian safety near the airport, noting that community activity occurs throughout the day and should be considered in planning. She questioned the accuracy of noise data, alleging that combining aircraft noise with other sources may misrepresent the true impact. She supported expanding monitoring to other neighborhoods. Ms. Campos also criticized late-night flight schedules, claiming they often result in arrivals past 11 PM despite being listed earlier. She urged the Board to consider an earlier cutoff time to reduce nighttime disruption.

ANNE WATKINS – NEW HAVEN, CT [IN-PERSON]

Ms. Watkins, speaking on behalf of the New Haven Immigrants Coalition, expressed opposition to Avelo Airlines' involvement in deportation flights out of Mesa, AZ. Citing reports of inhumane treatment and deportations of legally present individuals, she criticized the airline's actions as incompatible with its hometown branding. She stated the Coalition will continue to promote a boycott, seek to end Avelo's tax benefits, and urged the Board to help establish an anonymous tip line for staff and facilitate a meeting with Avelo CEO Andrew Levy.

MICHAEL GIORDANO – JUNO BEACH, FL [VIRTUAL]

Mr. Giordano raised a concern regarding Tweed's current noise-related regulation that prohibits touch-and-go operations between 10:00 PM and 7:00 AM (and until 8:00 AM on Sundays). He stated that some pilots may be circumventing the rule by performing full-stop landings followed by taxi-back departures, which he believes undermines the intent of the regulation. He recommended that the airport revise the language to explicitly prohibit all pattern work during these hours to ensure clarity and consistency in enforcement.

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LISA BRANDES – NEW HAVEN, CT [IN-PERSON]

Ms. Brandes expressed support for Tweed and emphasized its potential as a key part of Connecticut's transportation and tourism network. She recommended improving intermodal connections, including a dedicated express bus from local train stations to the airport, to better serve students and travelers without cars. She also noted that Tweed is underrepresented in tourism marketing and offered to share research and suggestions to enhance the airport's role in statewide travel planning.

ERICA VIOLA – TEMPE, AZ [VIRTUAL]

Ms. Viola expressed strong concern about Avelo Airlines' alleged involvement in deportation flights. She claimed that immigrants are being mistreated during these flights, including being shackled and denied basic needs. While acknowledging the Board may have limited authority, she urged them to align with airlines that uphold humane treatment and to use any available influence to oppose such practices.

TONI LORENTI – A.L.P.A. (AIRLINE PILOTS ASSOCIATION) [IN-PERSON]

Captain Lorenti raised operational concerns related to aircraft parking and gate access. They supported earlier comments about flight procedures and emphasized the need for better utilization of unoccupied parking areas to allow engine shutdowns, reducing environmental impact and improving the passenger experience. They noted that current agreements sometimes prevent access to available gates. Captain Lorenti also criticized local media, particularly NBC30, for what they described as inaccurate and sensationalized aviation reporting. They urged journalists to improve their understanding of aviation terminology and practices to avoid misinforming the public. They concluded by offering an apology to Board Member Ken Dagliere, clarifying that a previous reference to "Ken" in an earlier meeting was not intended to refer to him.

GLORIA BELLACICCO – NEW HAVEN, CT [VIRTUAL]

Ms. Bellacicco expressed strong concern about the proposed traffic circle at Burr Street, stating that the community was not properly notified prior to planning. She stated that she personally distributed flyers and found many residents were unaware of the project. She criticized the decision to route airport traffic over a raised pedestrian crosswalk in front of Nathan Hale School, which she argued undermines pedestrian safety. Ms. Bellacicco stated that past promises of community engagement were not upheld and called for an in-person public meeting. She also questioned the reliability of the traffic data and urged that any studies be conducted by an independent agency.

REV JACK PERKINS DAVIDSON – HAMDEN, CT [IN-PERSON]

Rev. Perkins Davidson expressed concern over Avelo Airlines' involvement in deportation flights. He linked the issue to his Christian faith, referencing the unjust treatment of individuals without due process and drawing a parallel to the Easter story. He cited the reported case of Kilmar Abrego Garcia as an example of wrongful deportation and urged the Board to use its influence to press Avelo to end its participation in such practices. He called on the Board to support state officials, including Attorney General Tong, in obtaining transparency from the airline and to advocate for Avelo to align with the values of the New Haven community.

KATHY GONZALEZ – NEW HAVEN, CT [VIRTUAL]

Ms. Gonzalez expressed continued concern about the proposed second exit at Dean and Burr Street, stating it would direct traffic toward Nathan Hale School and compromise pedestrian safety. She argued that measures like an electronic sign are insufficient and do not address the broader, ongoing use of the area by students and

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community members. She questioned whether meaningful input had been sought from New Haven Public Schools and expressed skepticism about the airport's long-term commitments, citing past broken promises. Ms. Gonzalez reiterated community opposition to the project and emphasized the need to prioritize resident and student safety.

LORENA VENEGAS – NEW HAVEN, CT [VIRTUAL]

Ms. Venegas raised concerns about financial transparency and alleged conflicts of interest among Board members. She argued that private operators like Avports should not receive tax breaks or federal funding without greater accountability. She criticized the handling of recent public meetings, claiming residents were denied the chance to speak, and attributed traffic and parking issues to poor airport planning. Ms. Venegas also questioned Avelo Airlines' financial stability and aircraft suitability for Tweed's runway.

SANDRA REINERS – BRANFORD, CT [VIRTUAL]

Ms. Reiners encouraged the Board and airport representatives to attend an upcoming Zoom presentation hosted by Quiet Communities on the health impacts of chronic noise exposure. The session, featuring Dr. Michael Osborn of Massachusetts General Hospital, will address the potential cardiovascular effects of elevated noise levels. She noted the relevance given recent noise data near Burr Street and the control tower. She stated she would send the registration link to airport staff and noted the event is open to the public on April 17 at 4:00 PM via quietcommunities.org.

PETRINA YOXALL – NEW HAVEN, CT [VIRTUAL]

Ms. Yoxall voiced strong opposition to the airport's expansion and expressed frustration over the lack of support for nearby residents, stating they are directly and negatively affected. She raised concerns about the health and quality of life impacts on her family, particularly her young grandchild, and stated that measures like insulation have not addressed outdoor exposure to noise and activity. She also questioned the lack of publicly shared findings from a requested UConn economic report and alleged that political connections have influenced decision-making. Ms. Yoxall argued that the airport has exceeded its capacity and asked for clarity on who is benefiting financially from its operations.

MICHAEL THOMAS – MIDDLETOWN, CT [VIRTUAL]

Mr. Thomas expressed strong opposition to Avelo Airlines' involvement in deportation flights. He stated that he is actively encouraging others to avoid using the airline and urged the Board and the State of Connecticut to reconsider any tax breaks or fuel incentives provided to the company.

LISA WARING – NEW HAVEN, CT [VIRTUAL]

Ms. Waring requested that the Airport Authority provide public responses to comments made during board meetings. She expressed concern that community input is often met with silence and suggested that addressing comments publicly, either during or after meetings, would improve transparency and engagement.

JULIA BYRON – NEW HAVEN, CT [VIRTUAL]

Ms. Byron urged the airport to take a stand and apply pressure on Avelo Airlines to cease participation in deportation flights. She expressed concern about the current state of immigration enforcement and the perceived lack of due process.

10. ADJOURNMENT

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With no further business to discuss, Mr. Reed called for a motion to adjourn the meeting. Mr. White proposed the motion, and Ms. Hennessey seconded it. The meeting was adjourned at approximately 5:47 PM. The next meeting will be held on May 21, 2025 at 4:00 PM.

MINUTES PREPARED AND SUBMITTED BY

Malena Zanjani

4/21/2025

DRAFT



NOISE MONITOR UPDATE

April 16, 2025

HVN TWEED
NEW HAVEN
AIRPORT

1

✈ NOISE MONITORS

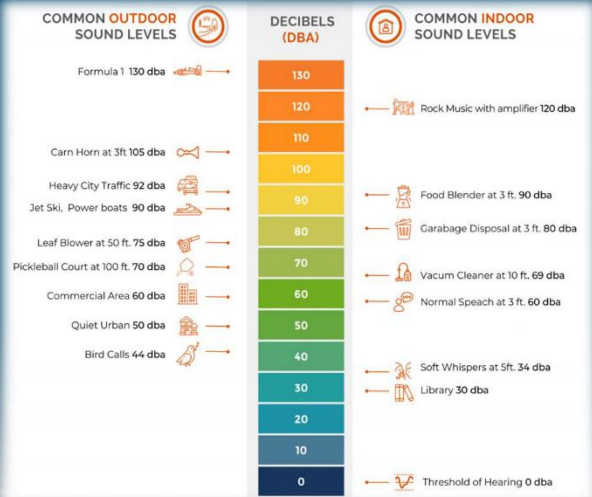
- HVN purchased 2 portable noise monitors.
- Monitors are currently deployed on airport property to collect baseline data.
- The objective is to deploy portable monitors to nearby public or private properties (with property owner's consent) to collect further data.
- Data is helpful in determining actual community impacts and is intended to be used for the eventual formation of an FAA Community Roundtable.
- FAA Community Roundtables facilitate understanding of noise-related issues and can potentially be used to update flight paths.



HVN TWEED
NEW HAVEN
AIRPORT

COMMON SOUND LEVELS

- Noise events are recorded when the industry standard of 65 dB for greater than 3 seconds is met or exceeded
- Monitors differentiate between aircraft noise (both APF and non-APF) and community noise
- Community noise may include, but is not limited to, the types described in the chart



NOISE MONITOR DEPLOYMENT



Phase	Location	Location Name	Date Range
I	A	North Runway	1/1/2025-1/16/2025
	B	South Runway	
II	C	North Runway – West Side	1/17/2025-3/31/2025
	D	South Runway - Extended	
III	E	Main Entrance	4/1-4/14
	F	Robinson Aviation/Ops	



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RESULTS

Location	Location Name	Time on Site	Aircraft Noise Events			Community Noise Events				
			Average # of Daily Events	Average Event Duration	Cum. Average Daily Duration	Peak (LMax)	Peak (LMax)			
Phase I	A - North Runway	~16 days	Data gaps exist in transition out of winter weather and to a reliable power source.			98.5 dB	99 dB			
	B - South Runway	~16 days				100 dB	93 dB			
Phase II	C - North Runway West Side	~73 days				94 dB	99 dB			
	D - South Runway Extended	~73 days				97 dB	90 dB			
Phase III	E - Main Entrance	~14 days				41	20 seconds	13 minutes	90 dB	102 dB
	F - Robinson / Ops	~14 days				27	20 seconds	9 minutes	92 dB	NA

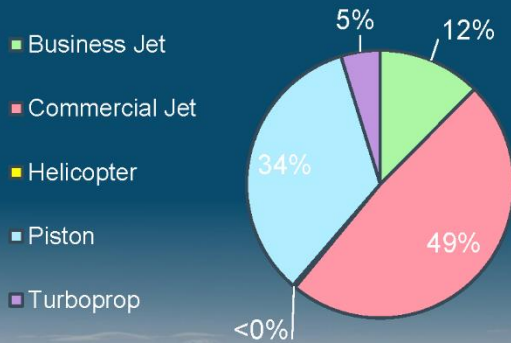
➤ This data set reflects the noise monitors currently on airport property **in closest proximity** to arriving and departing aircraft.

➤ Data gaps exist due to winter weather impacting portable noise monitors during Phase I and II, providing incomplete data for cumulative analysis.



TOTAL RESULTS

Aircraft noise events by aircraft category



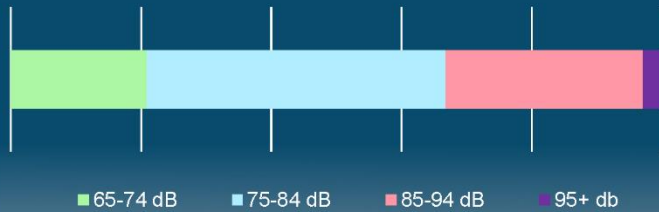
➤ Of all total noise events registered since 1/1/2025, approximately 49% were related to commercial aircraft, with the remaining 51% a combination of business jets, helicopters, pistons and turboprops.

➤ This data set reflects all aircraft noise events capturing during the time period: 1/1/2025-4/15/2025



✈️ TOTAL RESULTS

Aircraft noise events by decibel range



✈️ The majority of noise events registered between 75-84 dB.

✈️ This data set reflects all aircraft noise events capturing during the time period: 1/1/2025-4/15/2025



✈️ FAQ

- **What is the limit on aircraft noise?**
 - There is no specific limit on aircraft noise. Aircraft noise is federally regulated by the Federal Aviation Administration (FAA) under Federal Aviation Regulation (FAR) Part 36.
- **Does HVN have a curfew?**
 - HVN is a public-use airport and signatory of Grant Assurance 22, which means that we cannot legally prohibit aircraft from operating during specific hours.
 - As part of HVN's commitment to the community and partnership with our commercial air carriers, both Avelo Airlines and Breeze Airways have voluntarily agreed to restrict their hours of operations to 6:30 AM and 11:00 PM, except for delayed flights.



WHAT'S NEXT

- ✓ HVN will continue to collect and analyze noise data.
- ✓ HVN will deploy monitors to residential homes beginning Summer 2025 and expand data analysis to include community noise.
- ✓ HVN will continue to update the TNHAA and TNHAA Board on results and community interest.
- ✓ HVN will evaluate another approach to deployment during winter months when portable noise monitors are susceptible to inclement weather.
- ✓ HVN will invest in a Noise/Environmental Manager who will be dedicated to noise monitoring.

