



Draft Passenger Facility Charge Application

Tweed-New Haven Airport (HVN)

Prepared for:

Federal Aviation Administration

Prepared by:

**Tweed-New Haven Airport Authority
155 Burr Street
New Haven, CT 06512**

May 1st, 2025

PUBLIC NOTICE OF AVAILABILITY AND REQUEST FOR COMMENT AND
AIR CARRIER NOTIFICATION FOR
Draft Application for Authority to Impose and Use a Passenger Facility Charge at HVN
May 1st, 2025

The Tweed-New Haven Airport Authority (TNHAA) has prepared a Draft Application for submission to the Federal Aviation Administration (FAA) for authority to impose and use Passenger Facility Charge (PFC) revenue for various development projects. The Draft PFC Application includes the following projects:

- Conduct EA Phase II - Reimbursable Agreement for Planning/Design Review and Feasibility Support for Potential Impacts to FAA Facilities
- Eastside Passenger Terminal Program (Design and Permitting - Building, Apron, Taxiway, Roadway Access, and Utilities)
- Noise Mitigation Measures for Residences Phase I
- Acquire Snow Sweeper
- Runway 2-20 Extension
- Runway 2-20 Rehabilitation
- Eastside Passenger Terminal - Apron (Construction and Mitigation)
- Eastside Passenger Terminal - Taxilane / Taxiway (Construction and Mitigation)
- Eastside Passenger Terminal - Terminal Building (Construction and Mitigation)
- Eastside Passenger Terminal - Bridge & Roadways (Construction and Mitigation)
- Eastside Passenger Terminal - Utilities (Construction and Mitigation)
- Acquire Snowplow
- Part 150 and Noise Exposure Map Update
- PFC Program Administration
- PFC Application
- Bond Closing Costs

Total estimated PFC revenue is approximately: **\$184,497,533.00**

The public may review and provide comments on the Draft PFC Application. All public comments must be made in writing. Please submit written comments on the Draft PFC Application to the following email:

- :
- HVN_Draft_PFC_App_Comments@avionsg.com

All written public comments must be submitted no later than 4:30 P.M., on **June 2nd, 2025**. Comments received up to this date and time will be considered in the PFC Application. Public comments will not be received after 4:30 P.M. on **June 2nd, 2025**.

The TNHAA is also notifying air carriers operating at Tweed-New Haven Regional Airport of a consultation meeting to discuss the projects contained in the Draft PFC Application. The proposed air carrier consultation meeting date, time and location is:

June 3rd, 2025

11:00 A.M.

Airport Manager's Office
Tweed-New Haven Regional Airport
Administration Building
155 Burr Street
New Haven, Connecticut 06512
Phone: (203) 466-8833

Air carriers are requested to provide written acknowledgement of this meeting notice within 30 days of issuance of this notice as per Section 158.23 (c) (1) and indicate whether or not they plan on attending the meeting. If you have any questions, please email the Executive Director at: trafter@flytweed.com. The airline comment period will end on **July 3rd, 2025**.

The TNHAA is requesting an exemption for the requirement to collect PFC's for the following airline classification:

- Non-Scheduled/On-Demand Air Carriers (ATCO)


The individual airlines included in this classification represent less than 1% of the total passenger enplanements. The individual airlines are identified in "Exhibit D".

The request to the FAA for authority to impose and use PFCs at HVN totals approximately **\$184,497,533.00**, which captures revenues from the new PFC projects included in this Draft Application. The charge effective date is January 2026, and the charge expiration date is January 2056. A breakdown of the anticipated PFC Revenue is included in "Exhibit B".

Pursuant to the air carrier notification requirements of Section 158.23(a), the TNHAA is providing herewith, the following information pertaining to the new application:

Exhibit A	Proposed PFC level, charge effective date, charge expiration date, and estimated total PFC revenue (FAA Form 5500-1)
Exhibit B	Description of Projects for PFC Funding
Exhibit C	Financial Plan and ACIP for Proposed Projects
Exhibit D	Request to Exclude Class(es) of Air Carrier(s)

Thank you for your attention.



Tom Rafter, A.A.E.
Executive Director
Enclosure

Table of Contents

- Exhibit A –** Proposed PFC level, charge effective date, charge expiration date, and estimated total PFC revenue (FAA Form 5500 – 1)

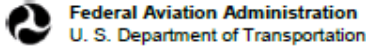
- Exhibit B –** Description of Projects for PFC Funding

- Exhibit C –** Financial Plan and ACIP for Proposed Projects

- Exhibit D –** Request to Exclude Class(es) of Air Carrier(s)

Exhibit A

Proposed PFC level, charge effective date, charge expiration date, and estimated total PFC revenue (FAA Form 5500 – 1)



OMB Approved 2120-0557
Exp. 11/30/2024

PASSENGER FACILITY CHARGE (PFC) APPLICATION				
1. Application Type <i>(Check all that apply)</i> <input checked="" type="checkbox"/> a. Impose PFC Charges <input checked="" type="checkbox"/> b. Use PFC Revenue <input type="checkbox"/> c. Amend PFC No.			FAA USE ONLY	
			Date Received: PFC Number:	
PART I - General				
2. Public Agency Name, Address, and Contact Person Agency Name: Tweed/New Haven Airport Authority Address: 155 Burr Street City, State, ZIP: New Haven, CT 06512 Contact Person: Tom Rafter, Executive Director		3. Airport(s) to Use HVN	4. Consultation Dates a. Date of Written Notice to Air Carriers: 05/01/2025 b. Date of Consultation Meeting with Air Carriers: 06/03/2025 c. Date of Public Notice: 05/01/2025	
PART II - Charges				
5. Charges				
a. Airport to Impose: HVN	b. Level <input type="checkbox"/> \$1.00 <input type="checkbox"/> \$2.00 <input type="checkbox"/> \$3.00 <input type="checkbox"/> \$4.00 <input checked="" type="checkbox"/> \$4.50	c. Total Estimated PFC Revenue Impose: \$ 184,497,533 Use: \$ 184,497,533	d. Proposed Effective Date: 01/01/2026	e. Estimated Expiration Date: 01/01/2058
PART III - Attachments				
6. Attachments <i>(Check all that Apply)</i>				
a. Airport Capital Improvement Plan	<input checked="" type="checkbox"/> Attached	Submitted with Application Number:		
b. Application Project Information	<input checked="" type="checkbox"/> Attached	Submitted with Application Number:		
c. Air Carrier Consultation and Public Notice Information	<input type="checkbox"/> Attached	Submitted with Application Number:		
d. Request to Exclude Class(es) of Carriers	<input checked="" type="checkbox"/> Attached	Submitted with Application Number:		
e. Alternative Uses/Projects	<input type="checkbox"/> Attached	Submitted with Application Number:		
f. Competition Plan/Update	<input type="checkbox"/> Attached	Submitted with Application Number:		
g. ALP/Airspace/Environmental	<input type="checkbox"/> Attached	Submitted with Application Number:		
h. Notice of Intent Project Information	<input type="checkbox"/> Attached	Submitted with Application Number:		
i. Other:	<input type="checkbox"/> Attached	Submitted with Application Number:		
PART IV - Certification				
7. With respect to this PFC application I hereby certify as follows: <ul style="list-style-type: none"> To the best of my knowledge and belief, all data in this application are true and correct; This application has been duly authorized by the governing body of the public agency; The public agency will comply with the assurances (Appendix A to Part 158) if the application is approved; For those projects for which approval to use PFC revenue is requested, all applicable ALP approvals, airspace determinations, and environmental reviews required by the National Environmental Policy Act have been completed. If required, the public agency has submitted a competition plan in accordance with 49 U.S.C. 47106(f); and If required by 49 U.S.C. 40117(d)(4), adequate provision for financing the airside needs, including runways, taxiways, aprons, and gates, has been made by the public agency. 				
a. Name of Authorized Representative Tom Rafter	b. Title Executive Director	c. Telephone Number (203) 468-8833		
d. E-mail Address trafter@flytweed.com				
Please read the following information: By signing this document, you are agreeing that you have reviewed the following disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.				
e. Signature of Authorized Representative <i>Thomas Rafter</i>			f. Date Signed 5/1/2025	

FAA Form 5500-1 (1/22) SUPERSEDES PREVIOUS EDITION

Exhibit B
Description of Projects for PFC funding

The following projects are listed in the HVN Airport Capital Improvement Plan (ACIP) and are to be included in the new PFC Application. A summary of the proposed projects is included below, and a detailed description of each project is provided in the following sections.

Project No.¹ Project Title –

9-01	Conduct EA Phase II - Reimbursable Agreement for Planning/Design Review and Feasibility Support for Potential Impacts to FAA Facilities
9-02	No PFC Funds Requested
9-03	No PFC Funds Requested
9-04	No PFC Funds Requested
9-05	Eastside Passenger Terminal Program (Design and Permitting - Building, Apron, Taxiway, Roadway Access, and Utilities)
9-06	Noise Mitigation Measures for Residences Phase I
9-07	Acquire Snow Sweeper
9-08	Runway 2-20 Extension
9-09	Runway 2-20 Rehabilitation
9-10	Eastside Passenger Terminal - Apron (Construction and Mitigation)
9-11	Eastside Passenger Terminal - Taxilane / Taxiway (Construction and Mitigation)
9-12	Eastside Passenger Terminal - Terminal Building (Construction and Mitigation)
9-13	No PFC Funds Requested
9-14	Eastside Passenger Terminal - Bridge & Roadways (Construction and Mitigation)
9-15	Eastside Passenger Terminal - Utilities (Construction and Mitigation)
9-16	Acquire Snow Plow
9-17	No PFC Funds Requested
9-18	No PFC Funds Requested
9-19	No PFC Funds Requested
9-20	No PFC Funds Requested
9-21	No PFC Funds Requested
9-22	No PFC Funds Requested
9-23	No PFC Funds Requested
9-24	No PFC Funds Requested
9-25	Part 150 and Noise Exposure Map Update
9-26	PFC Program Administration
9-27	PFC Application
9-28	Bond Closing Costs

¹ The Project #'s listed in the table are not sequential as not all projects in the ACIP have PFC funding. Therefore, the non-PFC projects will not be included in the application and are not included in this table.

Project 9-01

Conduct EA Phase II - Reimbursable Agreement for Planning/Design Review and Feasibility Support for Potential Impacts to FAA Facilities

Tweed-New Haven Airport
Passenger Facility Charge
Project Information

Project Title: Conduct EA Phase II - Reimbursable Agreement for Planning/Design Review and Feasibility Support for Potential Impacts to FAA Facilities

Type of Approval Requested: Impose and Use

Level of Collection: \$4.50

Estimated Project Implementation Date: May 2022

Estimated Project Completion Date: May 2023

Description: A Master Plan Update (MPU) was conducted for the Tweed-New Haven Airport (HVN) with federal financial assistance under the AIP Grant No. 3-09-0013-047-2019. The MPU final report published in October 2021 provided a list of facility requirements recommended for HVN to satisfy aviation activity demand consistent with aviation forecasts over the 20-year study period. A major improvement is the lengthening of Runway 02-20.

Subsequent to the MPU study, an Environmental Assessment (EA) was conducted for the near-term projects identified in the MPU, among which is the Runway 02-20 extension. The EA received federal financial assistance under the AIP Grant No. 3-09-0013-066-2022. The ILS for Runway 02 approach would be impacted when the runway is extended southwards. Therefore, it was recognized that for the EA, a Study of the Effects of a Proposed Runway Extension on the HVN Glide Slope (GS) System Performance was required. The GS study was conducted by FAA Technical Services by Reimbursable Agreement No. 23-NE-006029 and is associated with AIP Grant 3-09-0013-068-2023.

Justification: The project is the reimbursement to the Airport for the payment to the FAA Technical Services for the digital modelling and flight testing for the study. PFC funds will be used to reimburse the Airport for the sponsor's share of the AIP grant.

Project Costs:

Pay-Go	Financing	Total PFC	Existing AIP	Anticipated AIP	Other Funds (BIL)	Total Project Costs
\$3,068	\$0	\$3,068	\$27,617	\$0	\$0	\$30,685

Project 9-05

**Eastside Passenger Terminal Program (Design and
Permitting - Building, Apron, Taxiway, Roadway Access, and
Utilities)**

Tweed-New Haven Airport
Passenger Facility Charge
Project Information

Project Title: Eastside Passenger Terminal Program (Design and Permitting - Building, Apron, Taxiway, Roadway Access, and Utilities)

Type of Approval Requested: Impose and Use

Level of Collection: \$4.50

Estimated Project Implementation Date: January 2023

Estimated Project Completion Date: December 2027

Description: Program management and project staffing for the design of the New Eastside Passenger Terminal Program which includes architectural design, engineering, on-site staffing, scheduling, site preparation, geotechnical analysis and other related soft costs for the following project elements:

Eastside Passenger Terminal Building

- Replacement of existing West Terminal Buildings with the construction of a new terminal building (“Eastside Passenger Terminal”) on the east side of the Airport with an approximate gross square footage (SF) of 80,000 SF, with four (4) gates and two (2) additional boarding positions (6 total).
- The existing West Terminal Buildings would be closed to commercial air traffic. Future use is to support airport administration and operations.
- Security fencing and access gate relocation/installation.
- Incidental site work, including grading, stormwater management system and connection to existing on-site utilities such as electricity, water, wastewater, telephone and internet, and site work activities.
- Construction of a bridge and new two-lane airport access road from Proto Drive and associated improvements.
- Installation of electrical lighting, wayfinding, signage, and landscaping.
- Incidental site work, including grading, stormwater management system and utilities.

New Apron at Eastside Passenger Terminal

- Construction of a new aircraft apron with eight (8) aircraft positions, with an area of approximately 462,500 SF, including ancillary site elements, which would serve the new Eastside Passenger Terminal. The aircraft apron would include two (2) Remain Overnight (RON) parking positions. The aircraft apron would include a collection system for spent aircraft deicing fluid.
- Construction of an access taxiway from the Eastside Passenger Terminal apron to the existing Taxiway B.
- Incidental site work, including deicing pads, grading, stormwater management system and utilities.

- Removal of a FAA owned decommissioned navigational aids – VHF Omni Range and (VOR) and Distance Measuring Equipment (DME). The two navigation aids are located within the footprint of the Eastside Passenger Terminal area improvements.

Site Mitigation

- This project will require mitigation, including grassland and wetlands, that occur on the Airport on and adjacent to the project site as defined by the permitting agencies. The Eastside Passenger Terminal Program was planned to minimize potential impacts to regulated wetlands and avoid direct impacts to surface waters. The terminal area plans emphasized avoiding impacts to the less disturbed wetlands around the perimeter of the airfield. The overall design was dictated by avoiding wetland disturbance to the greatest extent possible. During the design phase and permitting process coordination with CT DEEP would continue for the preparation of a Compensatory Wetland Mitigation Plan that may include a combination of creation, enhancement, restoration, and/or contributing to a Preservation / Conservation Benefit Project within or in the vicinity of the watershed.

Permits

- All permits required, including but not limited to CT DEEP, OSTA, USACE and East Haven.

Justification: This project will provide the capacity needed to accommodate existing and projected needs of commercial passenger service at the Airport. This project will construct the required infrastructure to support the new terminal development. This project will replace the existing West Terminal Buildings with a new terminal (“Eastside Passenger Terminal”) on previously disturbed land on the east side of the Airport property (“Proposed Action”), as described in the *Final Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program* (December 2023).

Project Costs:

Bond Capital	Financing	Total PFC	Developer Funds	Anticipated AIP	Other Funds (BIL)	Total Project Costs
\$1,767,677	\$2,047,645	\$3,815,323	\$750,000	\$0	\$2,500,000	\$7,065,322



Eastside Passenger Terminal Program (Design and Permitting - Building, Apron, Taxiway, Roadway Access, and Utilities)

Project 9-06
Noise Mitigation Measures for Residences - Phase I

Tweed-New Haven Airport
Passenger Facility Charge
Project Information

Project Title: Noise Mitigation Measures for Residences - Phase I

Type of Approval Requested: Impose and Use

Level of Collection: \$4.50

Estimated Project Implementation Date: September 2024

Estimated Project Completion Date: January 2027

Description: The Environmental Assessment (EA) conducted at Tweed-New Haven Airport (HVN) and funded under the FAA’s Airport Improvement Program (AIP) Project No. 3-09-0013-066-2022, indicates that with the increased aircraft operations at HVN and the types of aircraft flown currently, the area enclosed within the 65 to 69 DNL contour increased and thereby increased residential land use incompatibility within this noise contour. The attached graphic from the 2023 Environmental Assessment (EA)² identifies the incompatible areas in red. The FAA allows for the mitigation of the incompatibility by sound insulation of the residences within the 65 DNL to be eligible for Federal Financial Assistance through AIP.

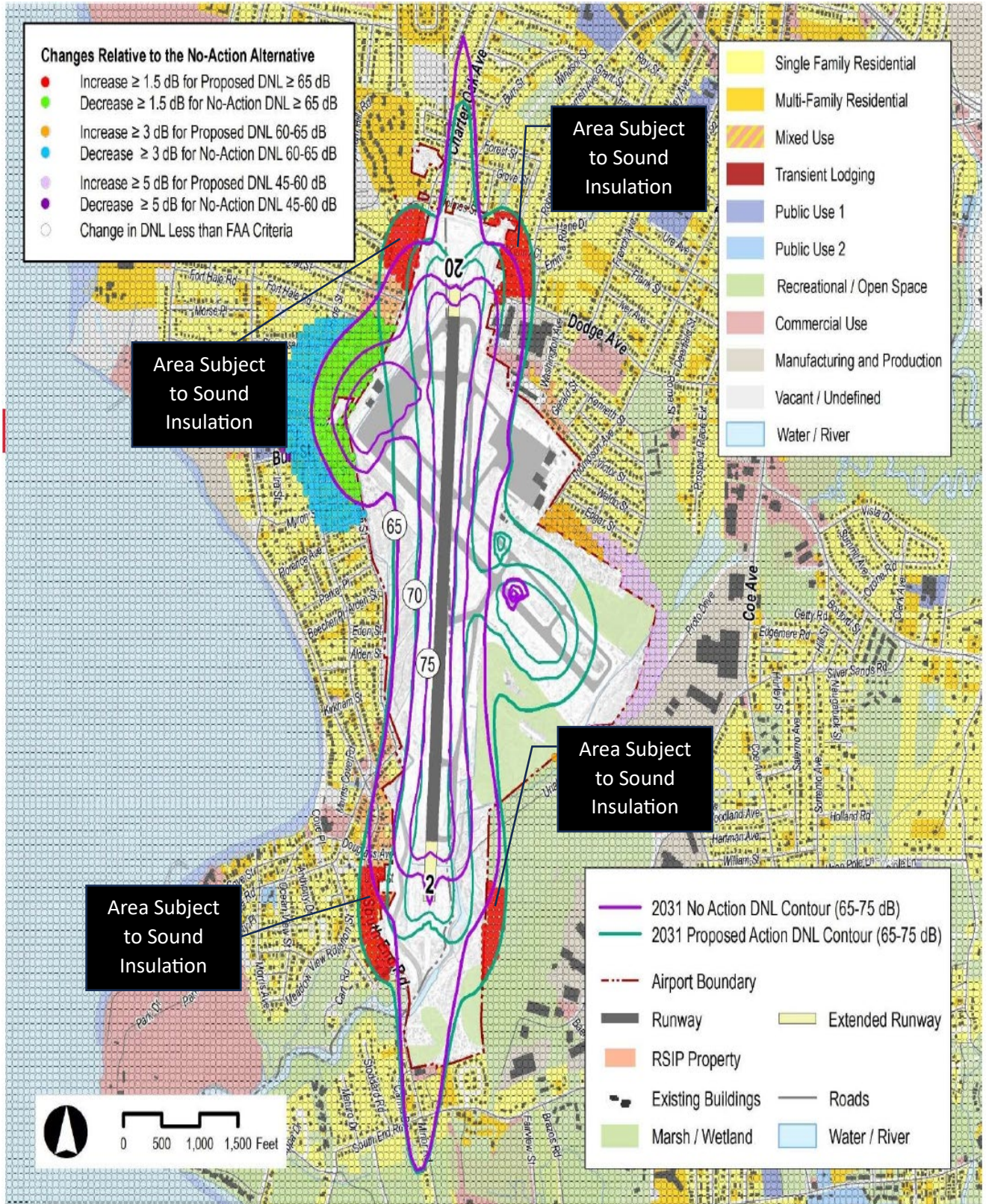
The project involves the application of sound attenuation measures to residences located within the 65 – 69 DNL noise contour. Preconstruction acoustic testing of homes will be performed to determine eligibility under the FAA sound insulation regulations and to assist in identifying potential sound attenuating measures. Proposed sound attenuation measures include, but are not limited to, replacement of windows and doors, the addition of sound insulating materials in walls and ceilings, and provisions for mechanical ventilation. Post construction acoustic testing will be performed to determine the effectiveness of the different sound attenuation measures, and the level of sound reduction achieved.

Justification: The Airport has an ongoing Residential Sound Insulation Program (RSIP) that is based on the Noise Compatibility Plan (NCP) contained in the FAA Approved 2012 Part 150 study. The Airport has measures in place in its existing NCP to address noise/land use non-compatibilities shown on its Noise Exposure Map. This project will fund the RSIP in compliance with the Part 150 NCP.

Project Costs:

Pay-Go	Financing	Total PFC	Existing AIP	Anticipated AIP	Other Funds (BIL)	Total Project Costs
\$59,990	\$0	\$59,990	\$539,910	\$0	\$0	\$599,900

² Tweed New Haven Airport, *NEPA Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program*, December 2023, Appendix I: *Noise and Air Quality Technical Report*, Figure 18 Grid Point Differences Between No-Action and Proposed Action for Forecast Year 2031, page 52.



Project 9-07
Acquire Snow Sweeper

**Tweed-New Haven Airport
Passenger Facility Charge
Project Information**

Project Title: Acquire Snow Sweeper

Type of Approval Requested: Impose and Use

Level of Collection: \$4.50

Estimated Project Implementation Date: October 2024

Estimated Project Completion Date: December 2027

Description: This project involves the acquisition of one (1) rotary snow broom with a 22’ long, 48-inch diameter bristle broom, equipped with a vehicle blower. This Snow Removal Equipment (SRE) is replacing existing equipment owned by the Airport. This equipment will be acquired in accordance with the requirements set forth in Advisory Circular 150/5220-20 and will be added to the Airport’s SRE inventory.

HVN’s Airport Operating Certificate issued by the FAA in accordance with 14 CFR Part 139, mandates that Tweed-New Haven Airport maintain all Air Operations Area (AOA) paved surfaces free of accumulated snow and ice. Additionally, the Airport must maintain sufficient SRE to meet the snow clearance times cited in HVN’s Snow and Ice Control Plan (SICP). Replacement of existing equipment that has reached the end of its useful life is required to ensure the ability to meet these requirements in a timely manner. Replacement of this vehicle will also help reduce maintenance costs of the Airport’s aging SRE fleet, while preserving airfield safety and keeping airport closures to a minimum during snow events.

Justification: In a continuing effort to provide safe operation during snow events, additional equipment and materials are required to meet Federal Aviation Administration standards and to minimize airfield closures during snowstorms. The addition of the snow broom will provide the Airport with added capability to ensure the airfield pavements are cleared of snow efficiently in order to support scheduled airline service.

Project Costs:

Pay-Go	Financing	Total PFC	Existing AIP	Anticipated AIP	Other Funds (BIL)	Total Project Costs
\$650,000	\$0	\$650,000	\$0	\$0	\$0	\$650,000

Project 9-08
Runway 2-20 Extension

**Tweed-New Haven Airport
Passenger Facility Charge
Project Information**

Project Title: Runway 2-20 Extension

Type of Approval Requested: Impose and Use

Level of Collection: \$4.50

Estimated Project Implementation Date: September 2025

Estimated Project Completion Date: December 2028

Description: This project will provide design, permitting, wetland and grassland mitigation, and construction for an extension of 975 feet to the existing Runway 02-20, to bring the total length of the runway to 6,575 feet. The southern end of the runway (Runway 02 end) would have an approximate 639-foot extension with a 245-foot displaced threshold. The northern end of the runway (Runway 20 end) would have an approximate 336-foot extension with a 336-foot displaced runway end threshold. The 6,575 feet of runway length is recommended, both for commercial and general aviation operations, to reduce existing weight penalties and accommodate anticipated near-term fleet mix changes as defined in the EA. In addition to the pavement extension, the project will adjust the runway elevation and profile according to runway design requirements contained in the FAA’s Airport Design standards. The project will include costs related to project and construction management, construction supervision, inspections, change orders, utility relocations, other design adjustments needed to support construction activities, and related soft costs. The project will also include the following:

- Modification of the existing approach lighting system
- Incidental grading, stormwater drainage, runway stripes and markings for runway extension.
- Tie-ins with taxiway system
- Relocate, adjust, and calibrate navigational aids as needed.
- Install runway edge lighting, guidance signs, and other accessory features.
- Comply with current FAA design standards.

The project will be constructed in one period but funded multiyear over three periods as shown in the ACIP:

Funding Source	AIP³	PFC⁴	Total
Phase 1 (FY25)	\$1,700,187	\$936,550	\$2,636,737
Phase 2 (FY26)	\$5,382,860	\$0	\$5,382,860
Phase 3 (FY27)	\$1,345,903	\$0	\$1,345,903
Total	\$8,428,950	\$936,550	\$9,365,500

³ There are no BIL funds associated with this project.

⁴ PFC estimate does not include financing. For financing cost estimates, see “Project Costs” table.

Justification: As described in the *Final Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program* (December 2023), the runway length will safely accommodate aircraft with 150-200 seats (such as the Boeing 737 and Airbus A320 aircraft families) serving primarily domestic U.S. markets. A runway length of 6,575 feet is the recommended feasible length that meets the operational performance of aircraft using HVN within the physical constraints at HVN and would accommodate expected commercial service aircraft operations and destinations while complying with FAA design and safety standards.

Project Costs:

Bond Capital	Financing	Total PFC	Existing AIP	Anticipated AIP	Other Funds (BIL)	Total Project Costs
\$936,550	\$1,084,883	\$2,021,433	\$1,700,187	\$6,728,763	\$0	\$10,450,383



Project Area = 

Runway 2-20 Extension

Project 9-09
Runway 2-20 Rehabilitation

Tweed-New Haven Airport
Passenger Facility Charge
Project Information

Project Title: Runway 2-20 Rehabilitation

Type of Approval Requested: Impose and Use

Level of Collection: \$4.50

Estimated Project Implementation Date: September 2025

Estimated Project Completion Date: December 2030

Description: This project will provide design, permitting, wetland and grassland mitigation, and construction for improvements to Runway 2-20 to bring the runway into compliance with current FAA design standards. Project elements include pavement design to support the current and projected aircraft fleet mix, adjustments to the runway pavement profile and cross sections, and runway safety area improvements. Additional project elements include the installation of improved drainage systems, new edge lighting, guard lights and signage, pavement markings and runway grooving.

Pavement at runway and taxiway intersections will be rehabilitated, and will include new taxiway lighting, signage and markings. Upgrades to the airfield lighting vault will include new constant current regulators, airfield lighting control system and a new emergency generator. The project will also include costs related to project and construction management, construction supervision, inspections, change orders, utility relocations, other design adjustments needed to support construction activities, and related soft costs. The project will be constructed in one period but funded over three periods depending on AIP discretionary funding as shown in the ACIP:

Funding Source	AIP⁵	PFC⁶	Total
Phase 1 (FY25)	\$0	\$2,470,150	\$2,470,150
Phase 2 (FY26)	\$10,700,000	\$0	\$10,700,000
Phase 3 (FY27)	\$10,630,000	\$0	\$10,630,000
Phase 4 (FY28)	\$901,350	\$0	\$901,350
Total	\$22,231,350	\$2,470,150	\$24,701,500

Justification: The purpose of this project is to preserve the capacity of the Runway to accommodate aircraft with 150-200 seats (such as the Boeing 737 and Airbus A320 aircraft families) serving primarily domestic U.S. markets. The current Pavement Condition Index (PCI) reflects localized failure demonstrating faster degradation due to changes in fleet mix and increased operations. Key areas of the runway are measuring at a PCI of 68. The Airport is in the process of updating the Pavement Condition Index (PCI) to gain more focused data in 2025.

⁵ There are no BIL funds associated with this project.

⁶ PFC estimate does not include financing. For financing cost estimates, see "Project Costs" table.

As a single runway airport, it is critical to maintain the pavement strength for safety and to avoid unnecessary runway closures and impacts to scheduled airline service.

Project Costs:

Bond Capital	Financing	Total PFC	Existing AIP	Anticipated AIP	Other Funds (BL)	Total Project Costs
\$2,470,150	\$2,861,377	\$5,331,527	\$0	\$22,231,350	\$0	\$27,562,877



Runway 2-20 Rehabilitation

Project 9-10

Eastside Passenger Terminal – Apron (Construction and Mitigation)

Tweed-New Haven Airport
Passenger Facility Charge
Project Information

Project Title: Eastside Passenger Terminal – Apron (Construction and Mitigation)

Type of Approval Requested: Impose and Use

Level of Collection: \$4.50

Estimated Project Implementation Date: October 2025

Estimated Project Completion Date: December 2027

Description: This project includes the mitigation and construction of an aircraft parking apron to serve the Eastside Passenger Terminal Development. The project will include costs related to project and construction management, construction supervision, inspections, change orders, utility relocations, other design adjustments needed to support construction activities, and related soft costs. This project includes the following elements:

- Construction of a new aircraft parking apron with eight (8) aircraft positions associated with the Eastside Passenger Terminal. The new apron will have an area of approximately 462,500 Square Feet (SF), including ancillary site elements such as shoulder areas, safety areas and equipment storage areas to serve the new Eastside Passenger Terminal. The aircraft apron would include two (2) Remain Overnight (RON) parking positions. The aircraft apron would include a collection system for spent aircraft deicing fluid. Incidental site work, including stormwater management system, lighting, signage, pavement marking and utilities.

As this project is part of the larger Eastside Passenger Terminal Development, it was planned to minimize potential impacts to regulated wetlands and avoid direct impacts to surface waters. The terminal area plans emphasized avoiding impacts to the less disturbed wetlands around the perimeter of the airfield. The overall design was dictated by avoiding wetland disturbance to the extent possible.

Compensatory mitigation would be implemented for all wetland and grassland impacts to achieve the overall policy goal of “no net loss” according to their ecological functions and values. Permitting would be obtained in accordance with applicable regulations. Additionally, impacts would be minimized through the use of best management practices including appropriate erosion and sedimentation control measures tailored to specific site conditions. The project will be constructed in one period but funded over three periods as shown in the ACIP:

Funding Source	AIP⁷	BIL	PFC⁸	Total
Phase 1 (FY25)	\$0	\$7,505,486	\$3,176,890	\$10,682,376
Phase 2 (FY26)	\$0	\$2,849,630	\$0	\$2,849,630
Phase 3 (FY27)	\$1,384,394	\$0	\$0	\$1,384,394
Total	\$1,384,394	\$10,355,116	\$3,176,890	\$14,916,400

⁷ There are no BIL funds associated with this project.

⁸ PFC estimate does not include financing. For financing cost estimates, see “Project Costs” table.

Justification: The Apron is needed to provide aircraft parking to support the new Eastside Passenger Terminal. As described in the *Final Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program* (December 2023), the apron will be sized to safely accommodate aircraft with 150-200 seats (such as the Boeing 737 and Airbus A320 aircraft families) serving primarily domestic U.S. markets.

Project Costs:

Bond Capital	Financing	Total PFC	Existing AIP	Anticipated AIP	Other Funds (BIL)	Total Project Costs
\$3,176,890	\$3,680,052	\$6,856,942	\$0	\$1,384,394	\$10,355,116	\$18,596,452



Eastside Passenger Terminal – Apron (Construction and Mitigation)

Project 9-11
Eastside Passenger Terminal – Taxilane/Taxiway
(Construction and Mitigation)

**Tweed-New Haven Airport
Passenger Facility Charge
Project Information**

Project Title: Eastside Passenger Terminal – Taxilane/Taxiway (Construction and Mitigation)

Type of Approval Requested: Impose and Use

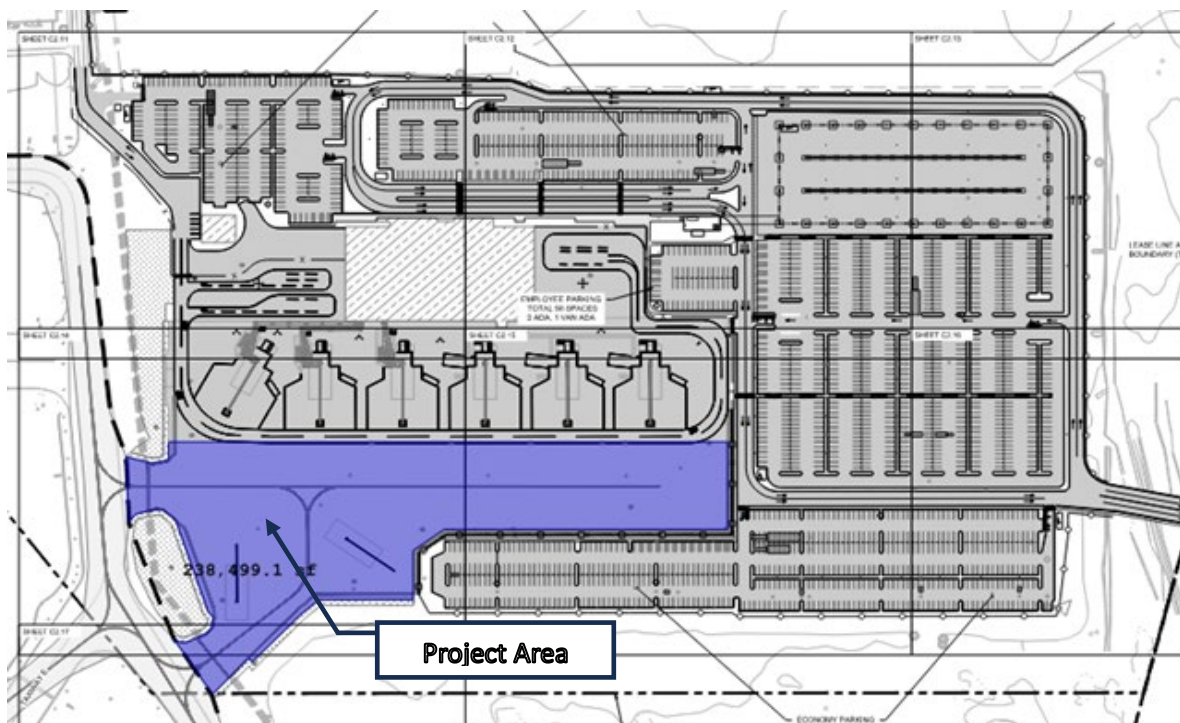
Level of Collection: \$4.50

Estimated Project Implementation Date: October 2025

Estimated Project Completion Date: December 2027

Description: This project includes wetland and grassland mitigation and construction of taxilane/taxiway access to serve the Eastside Passenger Terminal Development. The project will also include costs related to project and construction management, construction supervision, inspections, change orders, utility relocations, other design adjustments needed to support construction activities, and related soft costs. This project includes the following:

- Construction of an access taxiway from the proposed Eastside Passenger Terminal apron to the existing Taxiway B. Incidental site work includes grading, stormwater management system and utilities, lighting, signage and pavement marking. There is an existing VHF Omnidirectional (VOR) and Distance Measuring Equipment (DME) that was previously decommissioned by the FAA and this project will remove the VOR and DME equipment and shelter. The taxiway pavement will be constructed in accordance with FAA design standards to support the aircraft currently operating and projected to operate at the Airport. The proposed project area is shown in blue shading in the graphic below.



As this project is part of the larger Eastside Passenger Terminal Development, it was planned to minimize potential impacts to regulated wetlands and avoid direct impacts to surface waters. The terminal area plans emphasized avoiding impacts to the less disturbed wetlands around the perimeter of the airfield. The overall design was dictated by avoiding wetland disturbance to the extent possible.

Compensatory mitigation would be implemented for all wetland impacts to achieve the overall policy goal of “no net loss” according to their ecological functions and values. Permitting would be obtained in accordance with applicable regulations. Additionally, impacts would be minimized through the use of best management practices including appropriate erosion and sedimentation control measures tailored to specific site conditions.

The project will be constructed in one period but funded over six periods as shown in the ACIP:

Funding Source	AIP ⁹	PFC ¹⁰	Total
Phase 1 (FY25)	\$0	\$1,430,610	\$1,430,610
Phase 2 (FY26)	\$1,761,137	\$0	\$1,761,137
Phase 3 (FY27)	\$697,703	\$0	\$697,703
Phase 4 (FY28)	\$3,561,000	\$0	\$3,561,000
Phase 5 (FY29)	\$3,811,000	\$0	\$3,811,000
Phase 6 (FY30)	\$3,044,650	\$0	\$3,044,650
Total	\$12,875,490	\$1,430,610	\$14,306,100

Justification: The taxiway/taxilane is needed to provide aircraft access to support the new Eastside Passenger Terminal. As described in the *Final Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program* (December 2023), the apron will be sized to safely accommodate aircraft with 150-200 seats (such as the Boeing 737 and Airbus A320 aircraft families) serving primarily domestic U.S. markets.

Project Costs:

Bond Capital	Financing	Total PFC	Existing AIP	Anticipated AIP	Other Funds (BIL)	Total Project Costs
\$1,430,610	\$1,657,193	\$3,087,803	\$0	\$12,875,490	\$0	\$15,963,293

⁹ There are no BIL funds associated with this project.

¹⁰ PFC estimate does not include financing. For financing cost estimates, see “Project Costs” table.



Eastside Passenger Terminal – Taxiway/Taxiway (Construction and Mitigation)

Project 9-12
Eastside Passenger Terminal – Terminal Building
(Construction and Mitigation)

Tweed-New Haven Airport
Passenger Facility Charge
Project Information

Project Title: Eastside Passenger Terminal – Terminal Building (Construction and Mitigation)

Type of Approval Requested: Impose and Use

Level of Collection: \$4.50

Estimated Project Implementation Date: October 2025

Estimated Project Completion Date: December 2027

Description: This project includes wetland and grassland mitigation and construction of the Eastside Passenger Terminal Building. The project will also include costs related to project and construction management, construction supervision, inspections, change orders, utility relocations, other design adjustments needed to support construction activities, and related soft costs. The project includes the following elements:

- Replacement of existing West Terminal Buildings with the construction of a new terminal building (“Eastside Passenger Terminal”) on the east side of the Airport with an approximate gross square footage (SF) of 80,000 SF, with four (4) gates and two (2) additional boarding positions (6 total).
- The existing West Terminal Buildings would be closed to commercial air traffic. Future use is to support airport administration and operations.
- Security fencing and access gate relocation/installation.
- Incidental site work, including grading, stormwater management system and connection to existing on-site utilities such as electricity, water, wastewater, telephone and internet, and site work activities.

As this project is part of the larger Eastside Passenger Terminal Development, it was planned to minimize potential impacts to regulated grasslands and wetlands and avoid direct impacts to surface waters. The terminal area plans emphasized avoiding impacts to the less disturbed wetlands around the perimeter of the airfield. Compensatory mitigation would be implemented for all grassland and wetland impacts to achieve the overall policy goal of “no net loss” according to their ecological functions and values. Permitting would be obtained in accordance with applicable regulations. Additionally, impacts would be minimized through the use of best management practices including appropriate erosion and sedimentation control measures tailored to specific site conditions.

The project will be constructed in one period but funded over two periods as shown in the ACIP:

Funding Source	Cash¹¹	BIL	PFC¹²	Total
Phase 1 (FY25)	\$15,521,675	\$4,000,000	\$46,565,025	\$66,086,700
Phase 2 (FY26)	\$0	\$20,000,000	\$0	\$20,000,000
Total	\$15,521,675	\$24,000,000	\$46,565,025	\$86,086,700

¹¹ These are funds provided by the developer.

¹² PFC estimate does not include financing. For financing cost estimates, see “Project Costs” table.

Justification: This project will provide the required infrastructure to support immediate and foreseeable needs for commercial service. HVN proposes the replacement of the existing West Terminal Buildings with a new Eastside Passenger Terminal (“East Terminal”) on previously disturbed land on the east side of the Airport property (“Proposed Action”), as described in the *Final Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program* (December 2023).

Project Costs:

Bond Capital	Financing	Total PFC	Existing AIP	Other (Developer)	Other Funds (BIL)	Total Project Costs
\$46,565,025	\$53,940,082	\$100,505,107	\$0	\$15,521,675	\$24,000,000	\$140,026,782




Project Area =

Eastside Passenger Terminal – Terminal Building (Construction and Mitigation)

Project 9-14
Eastside Passenger Terminal - Bridge and Roadways
(Construction and Mitigation)

**Tweed-New Haven Airport
Passenger Facility Charge
Project Information**

Project Title: Eastside Passenger Terminal - Bridge and Roadways (Construction and Mitigation)

Type of Approval Requested: Impose and Use

Level of Collection: \$4.50

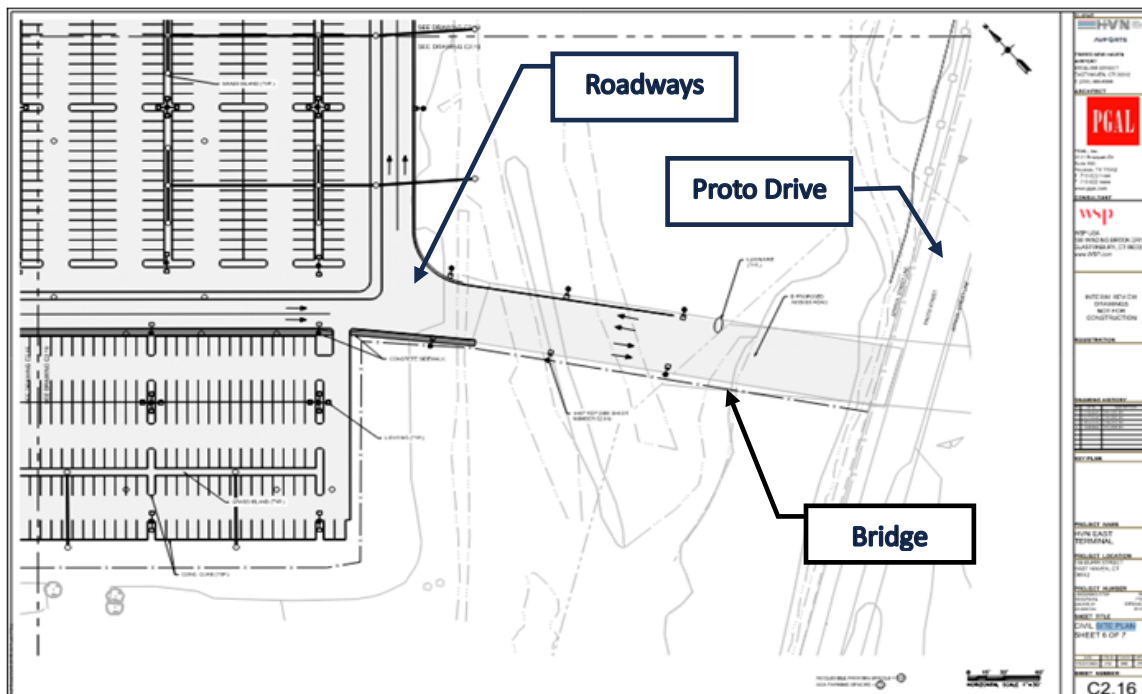
Estimated Project Implementation Date: October 2025

Estimated Project Completion Date: December 2027

Description: To provide vehicle access to the Eastside Passenger Terminal, Roadways and a Bridge will be constructed to accommodate the anticipated vehicular traffic. The Bridge and Roadways will include the following:

- Construction of a four lane (two-lanes in each direction) airport access road from Proto Drive and associated improvements.
- Off-site traffic mitigation improvements.
- Construction of a bridge from Proto Drive onto the Airport. The Bridge will be approximately 270-foot in length with two lanes and will be located on the southeast corner of the Airport.
- Installation of electrical lighting, wayfinding, signage, landscaping associated with roadway.
- Associated site work, including grading, stormwater management system, and utilities.

The graphic below provides an approximate overview of the proposed bridge and roadway.



The project will include costs related to project and construction management, construction supervision, inspections, change orders, utility relocations, other design adjustments needed to support construction activities, and related soft costs.

This project will require mitigation of grassland and wetlands that occur on the Airport on and adjacent to the project site. The Eastside Passenger Terminal Development was planned to minimize potential impacts to regulated wetlands and avoid direct impacts to surface waters. The terminal area plans emphasized avoiding impacts to the less disturbed wetlands around the perimeter of the airfield. The overall design was dictated by avoiding wetland disturbance to the extent possible.

Justification: The road and bridge will provide passenger vehicle access to the new Eastside Passenger Terminal. The new access road would connect with the existing Proto Drive and will provide a direct access route avoiding residential neighborhoods. The roads and bridge will be designed and constructed to support the projected traffic demands by providing standard roadway sizing for the existing and expected peak hour traffic demand. The project will include guidance signage to and from the Airport that will comply with Connecticut Department of Transportation (CTDOT) safety and design standards.

Project Costs:

Bond Capital	Financing	Total PFC	Existing AIP	Anticipated AIP	Other Funds (BIL)	Total Project Costs
\$11,405,600	\$13,212,040	\$24,617,640	\$0	\$0	\$0	\$24,617,640



Eastside Passenger Terminal - Bridge and Roadways (Construction and Mitigation)

Project 9-15
Eastside Passenger Terminal – Utilities (Construction and Mitigation)

**Tweed-New Haven Airport
Passenger Facility Charge
Project Information**

Project Title: Eastside Passenger Terminal – Utilities (Construction and Mitigation)

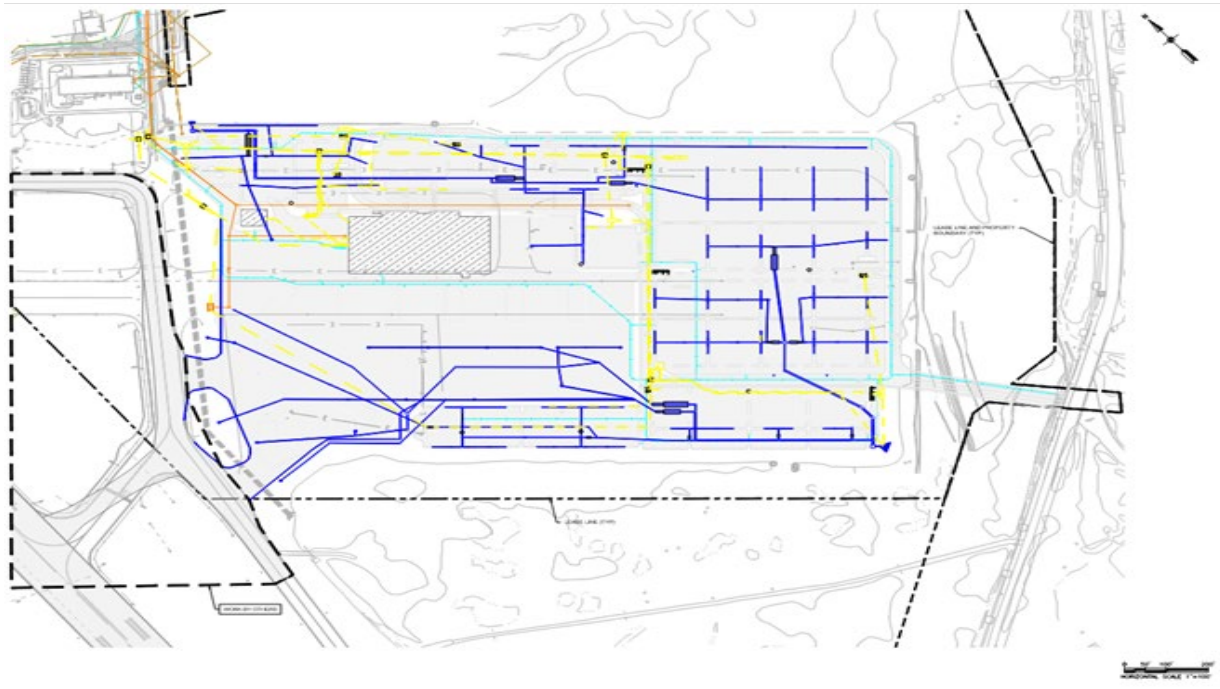
Type of Approval Requested: Impose and Use

Level of Collection: \$4.50

Estimated Project Implementation Date: September 2024

Estimated Project Completion Date: December 2027

Description: As part of the overall Eastside Passenger Terminal Development project, this project will bring all required site utilities to the project and will include all connections to the main services. These utilities include but are not limited to electrical service, communications, domestic water and fire mains and services; natural gas; sanitary sewer; and storm water piping and pump stations. The scope of work will include design, permitting and construction. The project will include costs related to project and construction management, construction supervision, inspections, change orders, utility relocations, other design adjustments needed to support construction activities, and related soft costs.



Justification: Expanded airport utility system is required to support the proposed development.

Project Costs:

Bond Capital	Financing	Total PFC	Existing AIP	Anticipated AIP	Other Funds (BIL)	Total Project Costs
\$13,000,000	\$15,058,965	\$28,058,965	\$0	\$0	\$0	\$28,058,965

Project 9-16
Acquire Snowplow

**Tweed-New Haven Airport
Passenger Facility Charge
Project Information**

Project Title: Acquire Snowplow

Type of Approval Requested: Impose and Use

Level of Collection: \$4.50

Estimated Project Implementation Date: September 2024

Estimated Project Completion Date: September 2026

Description: This project involves the acquisition of one (1) high-speed runway snowplow. The plow will have a 24' wide plow blade and will be equipped with a six cubic yard solid material spreader, replacing existing equipment owned by the Airport. This equipment will be acquired in accordance with the requirements set forth in Advisory Circular 150/5220-20 and will be added to the Airport's Snow Removal Equipment (SRE) inventory.

HVN's Airport Operating Certificate issued by the FAA in accordance with 14 CFR Part 139, mandates that the Airport maintain all airfield paved surfaces free of accumulated snow and ice to all safe aircraft operations. Additionally, the Airport must maintain sufficient SRE to meet the snow clearance times cited in HVN's Snow and Ice Control Plan (SICP). Replacement of existing equipment that has reached the end of its useful life is required to ensure the ability to meet these requirements in a timely manner. Replacement of this vehicle will also help reduce maintenance costs of the Airport's aging SRE fleet, while preserving airfield safety and keeping airport closures to a minimum during snow events.

Justification: In a continuing effort to provide safe operation during snow events, additional equipment and materials are required to continually meet FAA standards and to minimize airfield closures during snowstorms. The addition of the snowplow will provide the Airport with added capability to ensure the airfield pavements are cleared of snow efficiently in order to support scheduled airline service.

Project Costs:

Pay-Go	Financing	Total PFC	Existing AIP	Anticipated AIP	Other Funds (BIL)	Total Project Costs
\$650,000	\$0	\$650,000	\$0	\$0	\$0	\$650,000

Project 9-25
Part 150 Noise Exposure Map Update

**Tweed-New Haven Airport
Passenger Facility Charge
Project Information**

Project Title: Part 150 Noise Exposure Map Update

Type of Approval Requested: Impose and Use

Level of Collection: \$4.50

Estimated Project Implementation Date: October 2026

Estimated Project Completion Date: March 2027

Description: The Tweed-New Haven Airport Authority (TNHAA) is undertaking a 14 CFR Part 150 Noise and Land Use Compatibility Update to evaluate opportunities to improve the compatibility of HVN with the surrounding communities in consideration of the current operational environment. The 14 CFR Part 150 is a process that includes the development of Noise Exposure Maps (NEMs), preparation of a Noise Compatibility Program (NCP), and public involvement. TNHAA’s goals include receiving FAA acceptance of the NEMs and approval of the NCP noise mitigation and abatement measures that address community concerns, while preserving safety and the operational capabilities of the Airport, and to conduct a public outreach process that not only meets 14 CFR Part 150 requirements but achieves the TNHAA’s objective of conducting an open and transparent study process. The Part 150 Study will consider measures that may reduce the amount of non-compatible land uses within the 65 DNL contour.

Justification: In accordance with the Finding of No Significant Impact for the *Final Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program* (December 2023), the Tweed-New Haven Airport Authority has committed to updating the Part 150 Study after the Proposed Action is completed.

Project Costs:

Pay-Go	Financing	Total PFC	Existing AIP	Anticipated AIP	Other Funds (BIL)	Total Project Costs
\$25,000	\$0	\$25,000	\$0	\$225,000	\$0	\$250,000

Project 9-26
PFC Program Administration

**Tweed-New Haven Airport
Passenger Facility Charge
Project Information**

Project Title: PFC Program Administration

Type of Approval Requested: Impose and Use

Level of Collection: \$4.50

Estimated Project Implementation Date: January 2025

Estimated Project Completion Date: January 2027

Description: The TNHAA Capital Plan and Budget includes a host of eligible projects that the Airport is seeking to finance using PFC revenues that will be funded by PFCs. Under FAA guidelines, the TNHAA is required to perform ongoing oversight of the PFC program, including filing quarterly reports, provide administration for prior applications, managing PFC collection, reporting and other administrative tasks. The TNHAA staff are responsible for administering the PFC program. However, consultants will assist the TNHAA staff with documentation and administration of the approved PFC projects. The costs associated with the above-described items are included in this project.

Justification: This project supports the implementation of PFC-funded projects. The projects collectively improve safety and security, increase the competition among air carriers, improve passenger flow, enhance operations and reduce delays at HVN. This project is considered eligible under FAA 5500.1 – *Passenger Facility Charge Program*.

Project Costs:

Pay-Go	Financing	Total PFC	Existing AIP	Anticipated AIP	Other Funds (BIL)	Total Project Costs
\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$50,000

Project 9-27
PFC Application

**Tweed-New Haven Airport
Passenger Facility Charge
Project Information**

Project Title: PFC Application

Type of Approval Requested: Impose and Use

Level of Collection: \$4.50

Estimated Project Implementation Date: January 2025

Estimated Project Completion Date: January 2027

Description: The TNHAA Capital Plan and Budget includes a host of eligible projects that the Airport is seeking to finance using PFC revenues that are subject to the preparation and FAA approval of a PFC application. Under FAA guidelines, application and consultation with air carriers is required, and the FAA must approve the completed application. The TNHAA has retained consultants to prepare the financial plan based on enplaned passenger and associated PFC revenue projections, perform annual audit, as well as to provide an advisory role for the development of the information necessary for the PFC application.

Justification: This project supports the implementation of PFC-funded projects included in this application. The projects in this application collectively improve safety and security, increase the competition among air carriers, improve passenger flow, enhance operations and reduce delays at HVN. This project is considered eligible under FAA 5500.1 – *Passenger Facility Charge Program*.

Project Costs:

Pay-Go	Financing	Total PFC	Existing AIP	Anticipated AIP	Other Funds (BIL)	Total Project Costs
\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$50,000

Project 9-28
PFC Bond Closing Costs

**Tweed-New Haven Airport
Passenger Facility Charge
Project Information**

Project Title: PFC Bond Closing Costs

Type of Approval Requested: Impose and Use

Level of Collection: \$4.50

Estimated Project Implementation Date: January 2025

Estimated Project Completion Date: January 2027

Description: This project will fund the eligible closing costs associated with financing of the PFC eligible projects.

Justification: This project supports the implementation of PFC-funded projects included in this application. The projects in this application collectively improve safety and security, increase the competition among air carriers, improve passenger flow, enhance operations and reduce delays at HVN. This project is considered eligible under FAA 5500.1 – *Passenger Facility Charge Program*.

Project Costs:

Bond Capital	Financing	Total PFC	Existing AIP	Anticipated AIP	Other Funds (BIL)	Total Project Costs
\$4,067,325	\$4,677,112	\$8,714,737	\$0	\$0	\$0	\$8,714,737

Exhibit C

Financing Plan and Airport Capital Improvement Plan for Proposed Projects

Financing Plan

TWEED-NEW HAVEN REGIONAL AIRPORT							
PASSENGER FACILITY CHARGE							
FINANCING PLAN							
April 17, 2025							
Project Description	Year	I/U	Federal Funds	State Funds	Local Funds	PFC Funds	Total Project Costs
Review and Feasibility Support for Potential Impacts to FAA Facilities	2022	Impose/Use	\$ 27,617	\$ -	\$ -	\$ 3,068	\$ 30,685
Eastside Passenger Terminal Program (Design and Permitting - Building, Apron, Taxiway, Roadway Access, and Utilities)	2023	Impose/Use	\$ 2,500,000	\$ -	\$ 750,000	\$ 3,815,323	\$ 7,065,323
Noise Mitigation Measures for Residences within 65-69 DNL Phase I - Pilot Phase for Design of approx. 12 Homes	2024	Impose/Use	\$ 539,910	\$ -	\$ -	\$ 59,990	\$ 599,900
Acquire Snow Sweeper	2023	Impose/Use	\$ -	\$ -	\$ -	\$ 650,000	\$ 650,000
Runway 2-20 Extension	2025	Impose/Use	\$ 8,428,950	\$ -	\$ -	\$ 2,021,433	\$ 10,450,383
Runway 2-20 Rehabilitation	2025	Impose/Use	\$ 22,231,350	\$ -	\$ -	\$ 5,331,527	\$ 27,562,877
Eastside Passenger Terminal - Apron (Construction and Mitigation)	2025	Impose/Use	\$ 11,739,510	\$ -	\$ -	\$ 6,856,942	\$ 18,596,452
Eastside Passenger Terminal - Taxiway / Taxiway (Construction and Mitigation)	2025	Impose/Use	\$ 12,875,490	\$ -	\$ -	\$ 3,087,803	\$ 15,963,293
Eastside Passenger Terminal - Terminal Building (Construction and Mitigation)	2025	Impose/Use	\$ 24,000,000	\$ -	\$ 15,521,675	\$ 100,505,107	\$ 140,026,782
Eastside Passenger Terminal - Bridge & Roadways (Construction and Mitigation)	2025	Impose/Use	\$ -	\$ -	\$ -	\$ 24,617,640	\$ 24,617,640
Eastside Passenger Terminal - Utilities (Construction and Mitigation)	2024	Impose/Use	\$ -	\$ -	\$ -	\$ 28,058,965	\$ 28,058,965
Acquire Snow Plow	2024	Impose/Use	\$ -	\$ -	\$ -	\$ 650,000	\$ 650,000
Part 150 and Noise Exposure Map Update	2026	Impose/Use	\$ 225,000	\$ -	\$ -	\$ 25,000	\$ 250,000
PFC Program Administration	2025	Impose/Use	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
PFC Application	2025	Impose/Use	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
Bond Closing Costs	2025	Impose/Use	\$ -	\$ -	\$ -	\$ 8,714,737	\$ 8,714,737
TOTALS			\$ 82,567,827	\$ -	\$ 16,271,675	\$ 184,497,533	\$ 283,337,035

Airport Capital Improvement Plan

Airport Capital Improvement Plan																	Version date 4/28/25	
		1. Airport	0							2. State	Connecticut		3. NPIAS No.	4. LOCID				
		Tweed-New Haven Regional Airport												HVN				
Fiscal year	Project	5. Project Description	CIP Proj. Number	Funding Year	Total Federal Funds (b)	Entitlement	Discretionary	Part 150 Noise	BIL - AIG	BIL - ATP	State Funds (c)	PFC (d)	Other (e)	Total (f)	Environmental Impact (g)	Start Date (h)	Completion Date (i)	Notes
		(a)																
	068-2023	Conduct EA Phase II - Reimbursable Agreement for Planning/Design Review and Feasibility Support for Potential Impacts to FAA Facilities (22-NE-004918)		2023	\$ 27,617	\$ 27,617	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,068		\$ 30,685	C/E	May-22	May-23	
	PFC	West Apron Rehab (Design & Construction)		2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000	C/E	Jul-23	Dec-24	
	New HVN LLC	East Terminal - ALL (30% Design) - Phase 1		2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,982,323	\$ 4,982,323	FONSI	Jan-23	Dec-25	
		2023 Total			\$ 27,617	\$ 27,617	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,503,068	\$ 4,982,323	\$ 7,513,008				
		FY '23 Estimated ENTITLEMENT							\$ 1,031,303									
		Unused Entitlement from FY '22							\$ 1,031,683									
		AVAILABLE ENTITLEMENT FOR FY 2023							\$ 2,062,986									
		CARRYOVER FROM FY 2023 to 2024				\$ 29,458			\$ 2,062,986									
On Going Projects	PFC	Obstruction Analysis, Mitigation Plan, and Approach Minimum Evaluation		2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	C/E	Sep-24	Dec-25	moved to 2024
	070-2024	Acquire Aircraft Rescue and Fire Fighting Vehicle Class IV Vehicle with Ancillary Equipment		2024	\$ 938,979	\$ 938,979	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 104,331	\$ -	\$ 1,043,310	C/E	Apr-24	Sep-24	
	071-2024	Construct Eastside Terminal Bldg. Phase I – Design and Obtain Permit(s) for a Portion of the Eastside Passenger Terminal Bldg.		2024	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ 1,767,677	\$ 750,000	\$ 5,017,677	FONSI	Jan-23	Dec-25	FAA Grant total = \$3,545,475 FAA share = \$2,500,000 Local share = \$1,045,475
	072-2024	Noise Mitigation Measures for Residences within 65-69 DNL Phase I - Pilot Phase for Design of approx. 12 Homes		2024	\$ 539,910			\$ 539,910				\$ 59,990		\$ 599,900				
	PFC	Acquire Snow Sweeper		2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650,000	\$ -	\$ 650,000	C/E	Oct-23	Dec-24	
	New HVN LLC	East Fence relocation		2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000	\$ 700,000	C/E	Sep-23	Dec-24	
		2024 Total			\$ 3,978,889	\$ 938,979	\$ -	\$ 539,910	\$ -	\$ 2,500,000	\$ -	\$ 3,081,998	\$ 1,450,000	\$ 8,510,887				
			FY '24 Estimated ENTITLEMENT				\$ 2,609,708			\$ 2,849,630								
		Unused Entitlement from FY '23				\$ 29,458			\$ 2,062,986									
		AVAILABLE ENTITLEMENT FOR FY 2024				\$ 2,639,166			\$ 4,912,616									
		CARRYOVER FROM FY 2024 to 2025				\$ 1,700,187			\$ 4,912,616									

Airport Capital Improvement Plan																		Version date 4/28/25	
		1. Airport Tweed-New Haven Regional Airport			0					2. State		Connecticut		3. NPIAS No.		4. LOCID			
Fiscal year	Project	5. Project Description (a)	CIP Proj. Number	Funding Year	Total Federal Funds (b)	Entitlement	Discretionary	Part 150 Noise	BIL - AIG	BIL - ATP	State Funds (c)	Local Funds PFC (d)	Other (e)	Total (f)	Environmental Impact (g)	4. LOCID		Notes	
																Start Date (h)	Completion Date (i)		
2025	AIP/PFC	Runway 2-20 Extension - (Design and Permitting) (25-1)	25-1	2025	\$ 1,700,187	\$ 1,700,187	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 936,550	\$ -	\$ 2,636,737	FONSI	Sep-23	Dec-26	moved +1 year	
	PFC	Runway 2-20 Rehabilitation - (Design, Permitting, Benefit Cost Analysis {BCA} and Letter of Intent {LOI}) (25-2)	25-2	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,470,150	\$ -	\$ 2,470,150	FONSI	Sep-23	Dec-26	moved +1 year	
	New HVN LLC	Reimbursable Agreement No. 23-NE-006029	25-3	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,195	\$ 43,195	C/E	Jul-23	Jun-23	ineligible - moved to TNH	
	AIP	Runway 2-20 Extension - (Construction) - Phase 1	25-4	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FONSI	Apr-23	Dec-26		
	AIP	Runway 2-20 Rehabilitation - (Design and Construction) - Phase 1 (LOI)	25-5	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FONSI	Apr-23	Dec-26		
	BIL-AIG	Eastside Passenger Terminal - Taxiway & Apron (Design) - Phase 1	25-6	2025	\$ 7,505,486	\$ -	\$ -	\$ -	\$ 7,505,486	\$ -	\$ -	\$ -	\$ 3,176,890	\$ -	\$ 10,682,376	FONSI	Oct-25	Dec-26	
	BIL-AIG	Eastside Passenger Terminal - Apron (Construction & Mitigation) - Phase 1	25-7	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
	AIP	Eastside Passenger Terminal - Taxiway / Taxiway (Construction and Mitigation) - Phase 1	25-8A	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,430,610	\$ -	\$ 1,430,610	FONSI	Oct-25	Dec-26		
	BIL ATP	Eastside Passenger Terminal - Terminal Building (Construction and Mitigation)	25-8B	2025	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ -	\$ 46,565,025	\$ 15,521,675	\$ 66,086,700	FONSI	Sep-24	Dec-26		
	AIP	Environmental Assessment - Scope Change	25-9	2025	\$ 386,000	\$ 386,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,000	\$ 432,000	C/E	Sep-21	Sep-23	Revised to match FAA comments	
	BIL-AIG / PFC	ARFF Station One-Bay Expansion (Design and Construction)	25-10	2025	\$ 1,031,613	\$ -	\$ -	\$ -	\$ 1,031,613	\$ -	\$ -	\$ 2,590,058	\$ -	\$ 3,621,671	C/E	Jul-23	Jun-25	moved +1 year; requires PFC app review	
	New HVN LLC	Eastside Passenger Terminal - Vehicle Parking (Construction & Mitigation)	25-11A	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,547,900	\$ 35,547,900	FONSI	Sep-24	Dec-26		
	New HVN LLC	Eastside Passenger Terminal - Bridge & Roadways (Construction & Mitigation)	25-11B	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,405,600	\$ -	\$ 11,405,600	FONSI	Sep-24	Dec-26		
	BIL - ATP	Eastside Passenger Terminal - Utilities (Construction & Mitigation)	25-12	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000,000	\$ -	\$ 13,000,000	FONSI	Sep-24	Dec-26		
	TDB	Eastside Passenger Terminal - Offsite ConnDOT Traffic Mitigation Per EA (Construction) (TBD)	25-13	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FONSI	Sep-24	Dec-26		
	PFC	Acquire Snow Plow	25-14	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650,000	\$ -	\$ 650,000	C/E	Sep-24	Sep-25		
	PFC	Snow Removal Equipment Storage Facility Upgrades	25-15	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ -	\$ 800,000	C/E	Apr-25	Sep-25		
	PFC	Sand Shed	25-16	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	C/E	Apr-25	Sep-25		
	PFC	Land / Easement Acquisition for Taxiway A North Extension	25-17	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000	C/E	Jan-25	Jun-25		
	PFC	Land Acquisition/Obstruction Removal - Phase 1	25-18	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	C/E	Sep-24	Dec-25	moved +1 year	
PFC	PFC Program Administration		2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	C/E					
PFC	PFC Application		2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000						
PFC	Bond Closing Costs		2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,714,737	\$ -	\$ 8,714,737						
TBD	Environmental Review for Obstruction Removal	25-19	2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	C/E			project added		
		2025 Total			\$ 14,623,286	\$ 2,086,187	\$ -	\$ -	\$ 8,537,099	\$ 4,000,000	\$ -	\$ 92,889,620	\$ 51,158,770	\$ 158,671,676					
		FY '25 Estimated ENTITLEMENT				\$ 3,329,258			\$ 3,624,483										
		Unused Entitlement from FY '24				\$ 1,700,187			\$ 4,912,616										
		AVAILABLE ENTITLEMENT FOR FY 2025				\$ 5,029,445			\$ 8,537,099										
		CARRYOVER FROM FY 2025 to 2026				\$ 2,943,258			\$ -										
2026	AIP	Runway 2-20 Extension - (Construction) - Phase 2	26-1	2026	\$ 5,382,860	\$ 4,828,950	\$ 553,910	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,382,860	FONSI	Apr-23	Dec-26	moved + 1 year	
	AIP	Runway 2-20 Rehabilitation - (Construction) - Phase 2 (LOI)	26-2	2026	\$ 10,700,000	\$ -	\$ 10,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,700,000	FONSI	Apr-23	Dec-26	moved + 1 year	
	BIL - ATP	Eastside Passenger Terminal - Terminal Building (Construction) - Phase 2	26-3	2026	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ -	\$ -	\$ -	\$ 20,000,000	FONSI	Sep-24	Dec-26		
	BIL -AIG	Eastside Passenger Terminal - Apron (Construction) - Phase 3	26-4A	2026	\$ 2,849,630	\$ -	\$ -	\$ -	\$ 2,849,630	\$ -	\$ -	\$ -	\$ -	\$ 2,849,630	FONSI	Oct-25	Dec-26		
	AIP	Eastside Passenger Terminal - Taxiway / Taxiway (Construction) - Phase 2	26-4B	2026	\$ 1,761,137	\$ 1,342,364	\$ 418,773	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,761,137	FONSI	Oct-25	Dec-26		
	Part 150	Noise Soundproofing - Phase 1	26-6	2026	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	FONSI	Oct-24	Mar-27	moved + 1 year
			2026 Total			\$ 43,693,627	\$ 6,171,314	\$ 11,672,683	\$ 3,000,000	\$ 2,849,630	\$ 20,000,000	\$ -	\$ -	\$ -	\$ 43,693,627				
		FY '26 Estimated ENTITLEMENT				\$ 3,409,000			\$ 2,849,630										
		Unused Entitlement from FY '25				\$ 2,943,258			\$ -										
		AVAILABLE ENTITLEMENT FOR FY 2026				\$ 6,352,258			\$ 2,849,630										
		CARRYOVER FROM FY 2026 to 2027				\$ 180,944			\$ -										

Airport Capital Improvement Plan																	Version date 4/28/25		
		1. Airport	0							2. State	Connecticut		3. NPIAS No.	4. LOCID					
		Tweed-New Haven Regional Airport											HVN						
Fiscal year	Project	5. Project Description	CIP Proj. Number	Funding Year	Total Federal Funds (b)	Entitlement	Discretionary	Part 150 Noise	BIL - AIG	BIL - ATP	State Funds (c)	PFC (d)	Other (e)	Total (f)	Environmental Impact (g)	Start Date (h)	Completion Date (i)	Notes	
		(a)																	
2027	AIP	Runway 2-20 Extension - (Construction) – Phase 3	27-1	2027	\$ 1,345,903	\$ 1,345,903	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,345,903	FONSI	Apr-23	Dec-26	moved + 1 year	
	AIP	Runway 2-20 Rehabilitation – (Construction) – Phase 3 (LOI)	27-2	2027	\$ 10,630,000	\$ -	\$ 10,630,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,630,000	FONSI	Apr-23	Dec-26	moved + 1 year	
	BIL -AIG	Eastside Passenger Terminal – Apron (Construction) – Phase 4 (Reimbursement)	27-3A	2027	\$ 1,384,394	\$ 1,384,394	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,384,394	FONSI	Oct-25	Dec-26		
	AIP	Eastside Passenger Terminal Taxi lane / Taxiway (Construction) – Phase 3 (Reimbursement)	27-3B	2027	\$ 697,703	\$ 697,703	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 697,703	FONSI	Apr-23	Dec-26		
	Part 150	Noise soundproofing - Phase 2	27-5	2027	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	FONSI	Oct-24	Mar-27	moved + 1 year	
			2027 Total			\$ 17,058,000	\$ 3,428,000	\$ 10,630,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,058,000				
			FY '27 Estimated ENTITLEMENT				\$ 3,428,000			\$ 0									
		Unused Entitlement from FY '26				\$ 180,944			\$ -										
		AVAILABLE ENTITLEMENT FOR FY 2027				\$ 3,608,944			\$ -										
		CARRYOVER FROM FY 2027 to 2028				\$ 180,944													
2028	AIP	Runway 2-20 Extension – (Construction) – Phase 4	28-1	2028	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FONSI	Apr-23	Dec-26	moved + 1 year	
	AIP	Runway 2-20 Rehabilitation – (Construction) – Phase 4 (LOI)	28-2	2028	\$ 901,350	\$ -	\$ 901,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 901,350	FONSI	Apr-23	Dec-26	moved + 1 year	
	AIP	Eastside Passenger Terminal Taxi lane / Taxiway (Construction) – Phase 4 (Reimbursement)	28-3	2028	\$ 3,561,000	\$ 3,561,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,561,000	FONSI	Apr-23	Dec-26		
	Part 150	Noise soundproofing - Phase 3	28-4	2028	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 4,000,000	FONSI	Oct-24	Mar-27	moved + 1 year	
			2028 Total			\$ 7,462,350	\$ 3,561,000	\$ 901,350	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 8,462,350				
			FY '28 Estimated ENTITLEMENT				\$ 3,561,000												
		Unused Entitlement from FY '27				\$ 180,944													
		AVAILABLE ENTITLEMENT FOR FY 2028				\$ 3,741,944													
		CARRYOVER FROM FY 2028 to 2029				\$ 180,944													
2029	AIP	Eastside Passenger Terminal Taxi lane / Taxiway (Construction) – Phase 5 (Reimbursement)	29-1	2029	\$ 3,811,000	\$ 3,811,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,811,000	FONSI	Apr-23	Dec-26		
	Part 150	Part 150 and Noise Exposure Map Update	29-2	2029	\$ 225,000	\$ -	\$ -	\$ 225,000	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 250,000	C/E	Oct-26	Mar-27	Combined per FAA - Review Est.	
			2029 Total			\$ 4,036,000	\$ 3,811,000	\$ -	\$ 225,000	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 4,061,000				
			FY '29 Estimated ENTITLEMENT				\$ 3,811,000												
			Unused Entitlement from FY '28				\$ 180,944												
		AVAILABLE ENTITLEMENT FOR FY 2029				\$ 3,991,944													
		CARRYOVER FROM FY 2029 to 2030				\$ 180,944													
2030	AIP	Eastside Passenger Terminal Taxi lane / Taxiway (Construction) – Phase 6 (Reimbursement)	30-1	2030	\$ 3,044,650	\$ 3,044,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,044,650	FONSI	Apr-23	Dec-26		
	AIP	AIP Project #1	30-2	2030	\$ 986,350	\$ 986,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 986,350	FONSI	Apr-23	Dec-25		
	Part 150	Noise soundproofing Phase 4	30-3	2030	\$ 900,000	\$ -	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 1,000,000	FONSI	Oct-24	Mar-27		
			2030 Total			\$ 4,931,000	\$ 4,031,000	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 5,031,000				
			FY '30 Estimated ENTITLEMENT				\$ 4,031,000												
		Unused Entitlement from FY '25				\$ 180,944													
		AVAILABLE ENTITLEMENT FOR FY 2030				\$ 4,211,944													
		CARRYOVER FROM FY 2030				\$ 180,944													
Future Years					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
		20XX Total			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					

Exhibit D

Request to Exclude Class(es) of Air Carrier(s)

REQUEST TO EXCLUDE CLASS(ES) OF AIR CARRIER

Pursuant to 14 CFR Part 158.11, the Tweed-New Haven Airport Authority (TNHAA) is requesting that ATCO Non-Scheduled/On-Demand Air Carriers filing FAA Form 1800-31, be exempted from collecting a Passenger Facility Charge (PFC).

The number of passengers enplaned annually by ATCO Nonscheduled/On-Demand Air Carriers, as a class of air carriers, is less than one (1) per cent of the total number of annual enplanements. In 2023, ATCO Nonscheduled/On-Demand Air Carriers accounted for 152 enplanements or 0.03% of the total enplanements (490,255) at Tweed-New Haven Regional Airport.

The following is a list of ATCO Nonscheduled/On-Demand Air Carriers requested to be exempted from collecting a PFC. The number of passengers enplaned by each carrier as reported by the FAA in the Air Carrier Activity Information System Report for 2023 for Tweed-New Haven Regional Airport is shown below. The list of ATCO Nonscheduled/On-Demand Air Carriers is subject to change however; it is anticipated that no single operator or the combined number of operators in the class of air carrier will exceed one percent (1%) of the total passengers enplaned at Tweed-New Haven Regional Airport.

Carrier	2023 Enplanements
Aero Charter, Inc. (DGCA)	3
Cobalt Air LLC (6CBA)	125
M and N Equipment LLC (MY5A)	11
Northeastern Aviation Corp (AOYA)	4
Talon Air LLC (OZTA)	9
Total	152

Source: FAA DOT/FSC CY2023 ACAIS DATABASE, Report Generated: 3/4/2025

The Tweed-New Haven Airport Authority believes that the amount of PFC revenue to be collected from the designated class of air carrier does not justify the administrative burden that would be imposed on the air carriers and the TNHAA in collecting and accounting for the revenue.