



TWEED NEW HAVEN AIRPORT AUTHORITY BOARD OF DIRECTORS REGULAR BOARD MEETING MINUTES OF MAY 21, 2025

BOARD MEMBERS IN ATTENDANCE

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

BOARD MEMBERS ABSENT

Ray Pompano, Jesse Phillips, Kevin Rocco, and John Picard.

OTHERS IN ATTENDANCE

Tom Rafter, Malena Zanjani, Jeremy Nielson, Jeremiah Wilhite, Felipe Suriel, Hugh Manke, Tom Cavaliere, Peter Gunther, Abby, Anthony Camposano, Brian Courtney, Bryan Hoffman, Dean Plummer, Fred Carstensen, Fumika Mizuno, Gloria Bellacicco, Peter Leonardi, Jorge Roberts, Kaity Arango, Katherine Bennett, Leland Moore, Lisa Waring, Lorena Venegas, Michael Giordano, Sandra Reiners, Steven Wight, Tim Sullivan, Vincent Perrelli, Eliot Jameson, Toni Lorenti, Matthew Hoey, Ana Juarez, Mark Zaretsky, Bill Wade, and Aaron Goode.

BOARD MINUTES OF MAY 21, 2025

Chairman Robert Reed officially opened the meeting at approximately 4:13 PM.

1. MINUTES OF APRIL 16, 2025

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

Chairman Reed provided an update on the state aviation fuel tax, noting that the current moratorium is set to expire on July 1, at which point the tax would shift to a flat rate of \$0.15 per gallon. The Authority is working to clarify the distribution of these funds with a focus on equitable allocation.

3. EXECUTIVE DIRECTOR'S REPORT

Mr. Rafter shared key updates, including the upcoming Annual Alder Meeting on June 10, 2025; completion of an economic impact study with UCONN; and recent discussions with the FAA on capital improvement planning. A Passenger Facility Charge (PFC) application totaling \$184.5 million has been submitted, with public comment due by June 2 and a consultation meeting on June 3. Passenger traffic continues to rise, with enplanements up 51% in February and 28% year-to-date.

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4. FINANCE COMMITTEE REPORT

MARCH 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 March 31, 2025. Mr. Rafter provided an overview of the report.

For the Airfield Fund, March revenues were \$100,788, aided by a state-funded foam credit, with expenses of \$78,911, resulting in no need for a subsidy. Year-to-date, revenues exceeded budget by \$481,757, and expenses were \$648,489 under budget.

For the Administrative Fund, March revenues fell below budget by \$16,640, while expenses exceeded the monthly budget by \$24,830. Despite this, year-to-date expenses remain under budget by over \$208,000, though the net result shows a YTD deficit of \$59,439.

The overall fund balance stood at \$322,848. Mr. Scussel raised questions about the foam credit and Admin Fund deficit, and Mr. Rafter explained that pending reimbursements and legal costs are being closely tracked by Finance Consultant Brett Simon.

ADMIN BUDGET FY26

Mr. Rafter presented the proposed administrative budget, which was shared with the Board in advance, highlighting that the primary driver for both revenue and expenses are the reimbursable costs tied to the terminal bond issuance, with approximately \$170,000 anticipated for the upcoming fiscal year. Other expense increases are minimal, and revenue projections are based on recent actuals. A motion to adopt the administrative budget was made by Mr. Fimiani, seconded by Mr. Scussel, and approved unanimously.

AIRFIELD BUDGET FY26

Mr. Nielson presented the proposed Airfield Budget, also shared with the Board in advance, highlighting key updates and plans, including the development of a dedicated Emergency Operations Center (EOC). The EOC will be independent from daily operations and developed in collaboration with New Haven and East Haven, with initial setup targeted for late fiscal year 2025.

Following the presentation, Mr. Scussel thanked staff for the improved clarity. A motion to adopt the budget was made by Mr. Dagliere, seconded by Mr. White, and approved unanimously.

5. AIRPORT MANAGER'S REPORT

AIRFIELD OPERATIONS

Mr. Nielson provided the Airside Operations Report, highlighting that the FAA annual safety inspection was conducted from April 22–24. The Authority is working with the FAA to address corrections and will close out the process in the coming weeks. Airfield painting and sign replacements are underway and expected to be completed by June, with associated costs planned in the current fiscal year.

Mr. Nielson also addressed a minor taxiway excursion on May 18 involving a Breeze aircraft that veered slightly off the pavement due to wet ground. The aircraft was safely recovered with no damage or injuries, and no external vendor was required.

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Updates were also provided on the runway project, which is at 95% design, with a permit application submitted to CT DEEP on April 28. The Authority is awaiting further updates and public involvement opportunities.

In response to Board questions, Mr. Nielson confirmed that the airport conducts random drug testing in accordance with federal requirements and that any employees suspected of substance use are immediately tested. Concerns previously raised by the public were addressed, and it was confirmed that the individuals involved are no longer employed.

6. LESSEE'S REPORT – THE NEW HVN LLC

THE NEW HVN LLC

Mr. Nielson presented the Lessee Report, highlighting two key projects moving forward. First, TSA screening capacity will be expanded with the addition of a third screening lane in the departures terminal, scheduled to begin Memorial Day weekend. This enhancement will increase throughput to 450 passengers per hour and reduce wait times, with strong support and staffing commitments from TSA. A future project will also automate baggage transfer from ticketing to screening, eliminating the current manual drop-off process.

Second, traffic flow improvements at the arrivals terminal will begin on June 3, with restriping and reconfiguration designed to reduce congestion. The updated layout introduces a one-way traffic pattern with a dedicated roundabout exit, easing pressure on Fort Hale Road. Commercial traffic and private vehicles will be routed separately, and full-time staff and police support will help manage flow. The reconfiguration will open once the city completes related work on the roundabout, expected within a few weeks.

Both projects aim to enhance passenger experience, safety, and operational efficiency as HVN continues to grow.

COMMUNITY ENGAGEMENT REPORT

Mr. Cavaliere shared recent community outreach efforts, including hosting the East Haven Royal Rangers for an airport tour, participation in East Haven Chamber of Commerce events, and representation at statewide tourism and business advocacy days. HVN also held its annual career fair in partnership with Workforce Alliance and New Haven Works, welcoming over 100 job seekers and highlighting the airport's economic footprint, which includes over 500 on-site employees and more than 1,000 badged individuals.

He noted the recent submission of the DEEP permit application for terminal and runway projects, with a series of public meetings (primarily in East Haven) being planned to support transparency and community input throughout the review process. The annual Ward 18 community meeting is scheduled for June 10 at Nathan Hale School, per the Authority's agreement with New Haven, and will cover airport expansion, traffic, noise, and air quality. Mr. Cavaliere reaffirmed HVN's commitment to full community engagement in both municipalities.

ECONOMIC IMPACT OVERVIEW

Mr. Cavaliere presented findings from a new UConn economic impact study, showing the airport could generate over 9,000 jobs and \$2.1 billion in statewide economic output under future growth scenarios. Even conservative projections show strong job creation in New Haven County through 2060. In response to questions from Board members, Mr. Cavaliere and Mr. Rafter reaffirmed the airport's commitment to engaging East Haven, noting that local impacts are detailed in the report, and future discussions with East Haven's Economic Development Committee will be considered to explore additional opportunities.

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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 raised concerns about potential traffic issues if flooding on nearby roads diverts vehicles to Thompson Avenue. He also recommended that the new terminal's signage reflect the airport's regional role by saying "New Haven County Airport" and suggested including visual elements that represent all surrounding towns, not just New Haven.

Mr. Hoey and Mr. Rafter supported the feedback, with Mr. Rafter encouraging Board members to submit additional comments before the next meeting to gain concurrence on moving forward with the 60% terminal design phase. Chairman Reed confirmed that experts will be consulted on traffic and flooding concerns.

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.

JACEY WYATT – BRANFORD, CT [IN-PERSON]

Commenter expressed support for the airport's growth and expansion. Suggested that nearby property be evaluated for potential future employee parking. Suggested "Twin Harbors Airport" as an alternative to the current name. Asserted that ongoing public discourse may be creating a divide between East Haven and New Haven, and claimed that the airport should be viewed as a shared regional asset rather than divided by municipal lines. Commenter also questioned the apparent absence of jet bridges in terminal design renderings and urged consideration of jet bridges for all carriers as part of long-term modernization efforts.

MICHAEL GIORDANO – JUNO BEACH, FL [VIRTUAL]

Commenter expressed support for renaming the airport to reflect its regional significance, suggesting "Southern Connecticut Regional Airport" as a preferred option. Also complimented recent improvements in terminal operations, referencing a prior public comment made in January regarding overcrowding during the holiday season. Commenter added that airport staff responsiveness and improved passenger management have reduced missed flights and wait times. Expressed appreciation for efforts to manage the current terminal during the transition to a new facility.

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

Commenter shared concerns regarding Avelo Airlines' involvement in ICE deportation flights and claimed this has resulted in reduced passenger interest and tour activity at the airport. Also expressed disappointment that these issues were not discussed by the Board and criticized the Authority's neutral stance. Commenter urged the Authority to reconsider its relationship with Avelo.

KATHERINE BENNETT – EAST HAVEN, CT [VIRTUAL]

Commenter expressed agreement with prior concerns raised about Avelo Airlines and opposed the use of Thompson Avenue as an alternative airport route, claiming it would negatively impact the residential

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neighborhood due to its narrow structure and limited access. Additional concerns were raised about the Passenger Facility Charge (PFC) application, specifically questioning whether proposed projects align with previous environmental assessments and alleging that updates may be needed. Requested that more public information be made available regarding the PFC process and its potential environmental impact.

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

Commenter raised concerns and questions regarding the airport's stance on Avelo Airlines' involvement in ICE removal flights. Claimed to have been told that federal regulations prevent the Authority from commenting on private airline operations and questioned the validity of this assertion. Also questioned claims that the federal government mandates which airlines must operate at the airport. Criticized the Authority's position of neutrality. Recommendations included adding the issue to a future agenda, evaluating potential financial impacts, hosting a community forum, collecting data, and creating an anonymous hotline for airline employees to report concerns.

FUMIKA MIZUNO [VIRTUAL]

Commenter called on the Authority to oppose Avelo Airlines' involvement in deportation flights. Urged the Authority to take a public stance, host a town hall, and gather data to better understand the issue. Emphasized that Tweed's role as a hub for Avelo gives the Authority influence.

TATE LIPCHACK – HAMDEN, CT [IN-PERSON]

Commenter strongly opposed Avelo Airlines' involvement in deportation flights, referring to operations out of Mesa, Arizona. Called on the Board to publicly denounce and demand an end to such flights. Commenter recommended hosting a public input session and accused the Authority of moral complicity if action is not taken. Also suggested random drug testing for Board members as a broader critique of leadership accountability.

DEAN PLUMMER – MADISON, CT [VIRTUAL]

Commenter expressed interest in flying from Tweed again but raised concerns about Avelo Airlines' financial stability, alleging that participation in ICE flights may be linked to financial difficulties. Commenter further speculated that public backlash and boycotts could weaken the airline and asked whether the airport has a contingency plan in place regarding the expansion, should Avelo fail.

TONI LORENTI – MERIDEN, CT [IN-PERSON]

Commenter urged the Board to prioritize operational safety and efficiency, particularly as it relates to runway length, aircraft approach procedures, and coordination among tenant airlines. Called for increased engagement with airport stakeholders, especially those directly involved in flight operations, to address technical and safety matters in a collaborative setting. Expressed overall support for the airport's progress and noted that if Avelo were to exit, other airlines could fill the gap, describing Tweed as a proven market.

GLORIA BELLACICCO – NEW HAVEN, CT [VIRTUAL]

Commenter made several logistical and community-focused suggestions. Requested additional seating at the upcoming Nathan Hale meeting and asked that future meetings avoid conflicting with the East Shore Management Team schedule. Expressed support for Avelo and raised concerns about traffic flow through the new roundabout. Encouraged keeping the upcoming meeting focused on local community matters.

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

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Commenter expressed support for Tweed's success but claimed that its growth is intertwined with Avelo Airlines, which has reportedly acknowledged financial reliance on ICE deportation contracts. Argued that the airport's position cannot be considered neutral under such circumstances. Commenter urged the Authority to acknowledge its influence, take a public stance, and add the issue to a future agenda. Noted a recent protest involving 24 religious congregations, emphasizing that concerns come from a broad base within the community.

LORENA VENAGAS – EAST HAVEN, CT [VIRTUAL]

Commenter disputed the accuracy of previous meeting minutes and requested verbatim minutes. Alleged financial instability and poor planning related to Avelo Airlines and the airport expansion. Criticized airport leadership and oversight. Asserted the need for more inclusive representation on the Board and claimed current decisions disproportionately impact East Haven and women. Also criticized the 43-year lease agreement with Avports.

10. ADJOURNMENT

With no further business to discuss, Mr. Reed called for a motion to adjourn the meeting. Mr. White proposed the motion, and Mr. Fimiani seconded it. The meeting was adjourned at approximately 6:13 PM. The next meeting will be held on June 18, 2025, at 4:00 PM.

MINUTES PREPARED AND SUBMITTED BY

Malena Zanjani

5/28/25

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New Study Shows Expansion of Tweed-New Haven Airport (HVN) Will Bring Continued Economic Opportunity to Region

Developed five years apart and using different models, CCEA and FLARE Aviation both highlight the strong, long-term economic benefits of a growing HVN

Overview

A new economic impact study by the University of Connecticut's Center for Economic Analysis (CCEA) reaffirms what a previous study by FLARE Aviation Consulting showed five years ago: Tweed-New Haven Airport (HVN) is a powerful engine for regional job creation and economic development.

The new report from CCEA evaluates the potential economic impacts of expanding Tweed-New Haven Airport through two scenarios. The first—a more conservative projection—focuses on planned airport expansions supported by current airline operations. The second (Tweed+) incorporates additional, complementary drivers of growth, such as the construction of a new hotel, the emergence of eVTOL air taxi service, and medical tourism.

Results

Metric	FLARE Aviation (2020)	CCEA Study, Tweed+ (2025)
Jobs (Total)	11,000 jobs	9,700 jobs
Economic Output (Annual)	\$474 million	\$2,100 million
Construction Impact (Annual)	\$209 million	\$278 million

Even under the conservative scenario, CCEA finds that:

- HVN is projected to support 2,281 jobs in 2026, growing to 2,465 by 2029—and **reaching 5,187 annual jobs in New Haven County by 2060.**
- Construction activity tied to HVN is expected to **generate \$100 million in impact by 2030**, contributing to a total of \$277 million by 2060.
- By 2027, **HVN will drive \$444 million in total economic output statewide**, including \$368 million in New Haven County alone.
- Looking ahead to 2032, conservative estimates show **state-level economic impact rising to \$480 million**, with \$390 million concentrated in New Haven County. By 2060, those figures **increase to over \$1.3 billion statewide and \$1.15 billion within the county.**

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Background

Both studies provide validated, complementary data showing that the expansion of HVN—and the resulting increase in air travel—will generate substantial long-term economic benefits for local residents, municipalities, and the State of Connecticut.

Key differences between the studies highlight the complementary strengths of each model:

- **FLARE Aviation Consulting (2020)** uses a **static model** based on **1 million enplanements**, and includes all jobs created.
- **CCEA's 2025 report** uses a **dynamic model** based on **current enplanement levels (>669,000)**, and focuses only on jobs held by **New Haven County and Connecticut residents**.
- The **CCEA model also accounts for additional future impacts** such as the construction of a new hotel, the emergence of eVTOL air taxi service, and increases in medical tourism.

Together, these studies show that building the New HVN will help unlock the region's full economic potential. The revitalization of the airport and the induced benefits it brings, will enable a thriving tourism economy, attract new industries, create quality jobs, and drive investment in local infrastructure, healthcare, and innovation.



From visitors exploring our communities to businesses investing in our future, HVN is and will continue to be a catalyst for sustainable, long-term growth across Southern Connecticut.

***FLARE Aviation Consulting:** This management consulting boutique firm specializes in the aviation and airports sector. It assists in the implementation of strategies for sustainable growth, optimization and value generation.*

***Connecticut Center on Economic Analysis:** University of Connecticut institute specializing in economic impact and policy analysis studies, as well as advising clients regarding business strategy, market analysis, and related topics.*