



TWEED NEW HAVEN AIRPORT AUTHORITY BOARD OF DIRECTORS REGULAR BOARD MEETING MINUTES OF SEPTEMBER 17, 2025

BOARD MEMBERS IN ATTENDANCE

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

BOARD MEMBERS ABSENT

Mark Sklarz, Jesse Phillips, and John Picard.

OTHERS IN ATTENDANCE

Tom Rafter, Malena Zanjani, Jeremy Nielson, Felipe Suriel, Katherine Bennett, Jean Perry Phillips, Jeremiah Wilhite, Lisa Brandes, Lorena Venegas, Michael Giordano, Salvatore DeCola, Tim Sullivan, Gloria Bellacicco, Eliot Jameson, Peter Leonardi, Mark Zaretsky, Anthony Camposano, Hugh Manke, Andrew King, Jack Davidson, Lynne Bonnett, Toni Lorenti, Matt Hoey, Sebastian Ward, and Vincent Perrelli.

1. CALL TO ORDER

Chairman Reed officially called the September 17, 2025, TNHAA Regular Board of Directors meeting to order at approximately 4:00 PM.

2. APPROVAL OF MINUTES

Mr. Reed moved to approve the minutes from the regular Board Meeting held on August 20, 2025. The motion was supported by Mr. Fimiani and seconded by Ms. Hennessey. With no further questions or comments, the Board unanimously approved the minutes.

3. CHAIRMAN'S REPORT

Chairman Reed reported no items for discussion.

4. EXECUTIVE DIRECTOR'S REPORT

Executive Director Rafter provided updates on the following matters:

- Action Item Follow-Up: Mr. Cavaliere will report on comparative employment figures for the airport.
- Resolutions: The following resolutions on this meeting's agenda were summarized.
 - Resolution #624 – Granting Limited Blanket Permission for Execution of Federal Grant Agreements. Enables timely execution of grant offers.

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- Resolution #625 – Approval of Legal Services Agreements. Three firms selected by the committee for their varied expertise and cost efficiencies.
- Resolution #626 – Approval of Auditing Services Agreement. Solakian and Company was re-engaged.
- Resolution #627 – Creation of an Executive Director Search Committee to initiate the process of identifying a new Executive Director.
- ZEV Grant Update: The Authority was not awarded the Zero Emission Vehicle grant, as the project did not align with current federal administration priorities. Staff will reevaluate options.
- Capital Improvement Plan (CIP): A meeting with the FAA is scheduled for Monday, September 22, to begin discussions on the CIP. Avports has submitted the Facility Condition Assessment in accordance with existing agreements.
- State Audit Report: Preparation is underway for submission by the end of September.
- Air Service Development: Avelo Airlines recently announced an order for 50 new Embraer aircraft. An air service update has been requested from Avports for the next meeting. Avelo also launched new service to Key West prior to the last meeting.
- Airport Statistics: HVN continues to experience significant growth. June 2025 enplanements increased by 25% year-over-year (12,652 additional passengers). Year-to-date enplanements are up 35%, totaling 181,318 passengers. For the 12-month period ending June 2025, the airport served 692,686 enplaned passengers.

5. FINANCE COMMITTEE REPORT

JULY 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 July 31, 2025. Mr. Rafter provided an overview of the report.

- Airfield Fund
 - Revenues: Total revenues (excluding a \$150,944 Lessee subsidy) were \$103,458. The actual subsidy required was under budget by \$169,165. Revenues exceeded budget projections by \$6,934.
 - Expenses: Total expenses were \$254,402, which is under budget by \$162,230.
- Administrative Fund
 - Revenues: July revenues totaled \$60,967, over budget by \$2,384.
 - Expenses: Administrative expenses were \$72,044, resulting in a YTD budget underrun of \$1,465.
 - Net Result: The administrative fund posted a net loss of \$11,077, which is better than budget by \$3,849.
- Balance Sheet
 - Fund Balance: \$350,836
 - Total Liabilities and Fund Balance: \$1,551,289

Overall, the Authority began the fiscal year with favorable variances in both revenues and expenses across the Airfield and Administrative funds.

6. AIRPORT MANAGER'S REPORT

AIRFIELD OPERATIONS

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Mr. Nielsen provided the Airport Manager's Report with the following updates:

- Winter Preparation: Snow equipment is being serviced and inventoried. Staff training is underway, and the annual snow plan review with tenants is scheduled for October.
- Taxiway Improvements: Plans are in place to expand the turning radius ("fillet") at the Taxiway Bravo/Charlie intersection. This modification will better accommodate larger aircraft, including the Avelo 737-800 and Breeze A220, and is expected to ease congestion near the terminal during adverse weather. The project is fully designed, with logistics currently being finalized.
- Emergency Pavement Repairs: A bid for emergency airport pavement repair is expected to go out within the next week.
- Ongoing Projects: Work continues on the Aircraft Rescue and Firefighting (ARFF) building and the Snow Removal Equipment (SRE) facility. No new updates were reported at this time.

Additional clarification noted that the taxiway expansion will involve adding paved surface, expected to be completed in about one week of daytime construction. The project is anticipated to reduce the need for aircraft to back-taxi.

7. LESSEE'S REPORT – THE NEW HVN LLC

THE NEW HVN LLC

Mr. Nielsen provided the Lessee's Report with the following updates:

- Work continues on the baggage connector project linking the ticketing trailer to the passenger screening and baggage screening areas. The design is being refined to balance operational efficiency with cost effectiveness. The project remains on track for completion and operation by November 2025, in advance of the holiday travel season.

COMMUNITY ENGAGEMENT REPORT

Mr. Cavaliere reported several updates in recognition, environmental programs, and community outreach:

- Noise Monitoring Report: The second installment of the Noise Monitoring Report has been prepared, following the initial release in April. It is included later in the report.
- Business Engagement: HVN has joined the Amity Chamber of Commerce, adding to memberships in the East Haven and New Haven Chambers, as well as CBIA. The airport also participated in the East Haven Fall Festival Business Showcase, providing an opportunity to connect with residents and share updates.
- Residential Indoor Air Program (RIAP): Of 838 eligible households, 355 applications have been received. Eligible applicants are being contacted to receive a free Alen Flex air purifier, with direct home shipping and manufacturer customer support. Program details and a map of eligible homes remain available at HVNsound.com.
- New Air Service: Avelo Airlines will begin nonstop service to Key West, FL, starting November 19, 2025, operating twice weekly. This will be Connecticut's only direct connection to Key West.
- Airport Employment Growth: HVN now supports approximately 780 employees across 25 tenant companies, up from 210 employees in 2020—a 270% increase over five years. Further updates on job growth related to the new terminal will be provided at a future meeting.

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- Board Discussion: Members noted the importance of publicizing HVN's job growth milestones. Questions were raised about resident support for Residential Indoor Air Program units. Mr. Cavaliere confirmed the devices are easy to use and that the manufacturer will provide ongoing customer support.

NOISE MONITOR REPORT UPDATE

Mr. Cavaliere presented the updated Noise Monitoring Report, building on the first installment released in April. Two portable monitors and the WebTrak dashboard continue to provide transparent access to aircraft activity and noise data. The full presentation is included at the end of these minutes.

Members asked how HVN's noise levels compare with similar airports and suggested sharing benchmarking data and examples of other airports using WebTrak for public reference. Questions were also raised about the schedule for upcoming CT DEEP community meetings; staff confirmed details are being finalized and that at least one month's notice will be provided.

8. REPORTS AND ACTION ITEMS

RESOLUTION #624: GRANTING LIMITED BLANKET PERMISSION FOR EXECUTION OF FEDERAL GRANT AGREEMENTS

Chairman Reed introduced Resolution #624. Board Secretary Linda Hennessey proceeded to read the resolution in its entirety.

A brief discussion followed, during which it was clarified that the resolution is intended solely to address timing issues related to the execution of federal grant agreements. Specifically, it allows for the acceptance and execution of such grants without the need to convene a special meeting should the timing of grant offers not align with the regular Board meeting schedule.

Following the discussion, a motion to approve Resolution #624 was made by Mr. White and seconded by Mr. Fimiani. The resolution was unanimously approved by the Board.

RESOLUTION #625: APPROVAL OF LEGAL SERVICES AGREEMENT

Chairman Reed introduced Resolution #625. Board Secretary Linda Hennessey read the resolution in full aloud.

There was no discussion. Chairman Reed called for a motion. A motion to approve Resolution #625 was made by Mr. Dagliere and seconded by Ms. Neal-Sanjurjo.

The resolution was unanimously approved by the Board.

RESOLUTION #626: APPROVAL OF AUDITING SERVICES AGREEMENT

Chairman Reed introduced Resolution #626 and read the resolution in full aloud.

There was no discussion. Chairman Reed called for a motion. A motion to approve Resolution #626 was made by Mr. White and seconded by Mr. Scussel.

The resolution was unanimously approved by the Board.

RESOLUTION #627: CREATION OF AN EXECUTIVE DIRECTOR SEARCH COMMITTEE

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Chairman Reed introduced Resolution #627 and read the resolution in full aloud.

During discussion, Mr. Dagliere noted that he had previously expressed interest to Chairman Reed in serving on the committee referenced in the resolution.

Chairman Reed then called for a motion. A motion to approve Resolution #627 was made by Mr. White and seconded by Ms. Hennessey.

The resolution was unanimously approved by the Board.

9. OTHER BUSINESS

There was no additional business to report.

10. 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.

LISA BRANDES – NEW HAVEN, CT [VIRTUAL]

Commenter expressed support for HVN and congratulated the Authority on reported employment growth, suggesting a public celebration once employment reaches 1,000. The commenter proposed highlighting New Haven pizza in future concessions, including options such as vending machines. The commenter encouraged engagement with the Eastern Connecticut Chamber of Commerce to strengthen ties to the tourism sector. Additional comments included interest in parking data, revenues, and employee parking planning; questions regarding VIA Haven microtransit service to the airport; and a request for a clear Authority contact for public inquiries.

REV JACK PERKINS DAVIDSON – HAMDEN, CT [VIRTUAL]

Commenter raised concerns about Avelo Airlines involvement in deportation activities. The commenter urged the Authority to consider these issues more proactively and referenced other entities, including the City of New Haven, Yale University, and local organizations, that have reportedly distanced themselves from Avelo. The commenter also cited the example of Salem, Oregon, where Avelo reportedly ended service following community opposition, and questioned the airline's loyalty to the region.

PETRINA YOXALL – NEW HAVEN, CT [IN-PERSON]

Commenter, a nearby resident, expressed difficulty understanding portions of the Noise Monitoring Report and sought clarification on how noise and odor complaints are factored into reporting. Concerns were raised about aircraft idling near residential areas, resulting in noise and odor impacts, and about the lack of natural buffers. The commenter questioned the validity of comparing HVN's noise levels to airports without nearby residential neighborhoods and stated the view that the airport is not currently being a good neighbor.

TONI LORENTI – MERIDEN, CT [VIRTUAL]

Commenter, identifying as an airline pilot, emphasized that airports inherently involve aircraft noise from idling and takeoff operations. The commenter argued that comparisons with other airports are valid and important,

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noting that aviation is highly regulated compared to other sources of noise such as street traffic. The commenter expressed support for the availability of noise data and for ongoing leadership at the airport.

KATHERINE BENNETT – EAST HAVEN, CT [VIRTUAL]

Commenter expressed concern about aircraft operations at HVN, citing low flight paths, braking on the runway, and potential environmental impacts from residue entering wetlands. Additional concerns included aircraft and vehicle idling near residential areas. The commenter stated the view that the airport is too small, located in a sensitive ecological area, and should not be expanded.

GLORIA BELLACICCO – NEW HAVEN, CT [VIRTUAL]

Commenter objected to another speaker's remarks that were perceived as dismissive of community questions. The commenter requested that portable noise monitors remain deployed on public property during the winter months to capture data during peak travel periods. The commenter also congratulated the Executive Director on his retirement.

LORENA VENEGAS – EAST HAVEN, CT [VIRTUAL]

Commenter raised concerns regarding public access to information, and that records related to the Residential Indoor Air Program were not provided under a Freedom of Information request. The commenter requested that the full Connecticut DEEP application be made available in printed form for public review. Additional concerns included the presentation of employment and noise data, the qualifications of staff reporting on noise, and references to past and potential legal actions related to noise and safety issues at the airport.

MICHAEL GIORDANO – JUNO BEACH, FL [VIRTUAL]

Commenter expressed strong support for HVN, commending airport leadership and operations. The commenter stated enthusiasm for the planned terminal expansion and runway extension and encouraged the Authority to continue its current course despite criticism.

11. ADJOURNMENT

With no further business to discuss, Mr. Reed called for a motion to adjourn the meeting. Mr. Flmiani proposed the motion, and Mr. White seconded it. The meeting was adjourned at approximately 5:20 PM. The next meeting will be held on October 15, 2025, at 4:00 PM.

MINUTES PREPARED AND SUBMITTED BY

Malena Zanjani

9/22/2025



NOISE MONITOR — UPDATE —

September 17, 2025

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AIRPORT

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✈ NOISE MONITORS

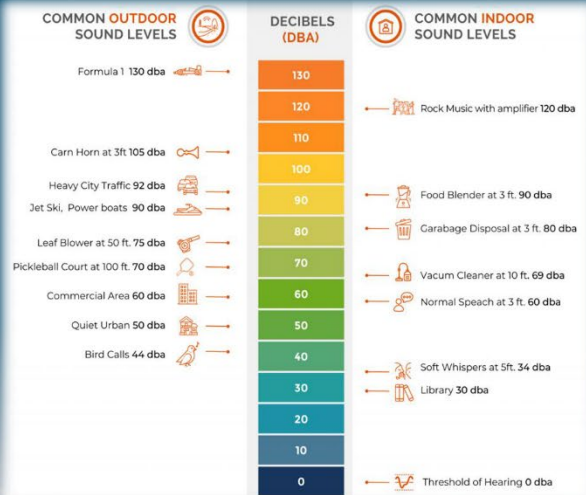
- HVN purchased 2 portable noise monitors.
- Monitors are currently deployed on airport property to collect baseline data.
- The objective is to deploy portable monitors to nearby public or private properties (with property owner's consent) to collect further data.
- Data is helpful in determining actual 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.



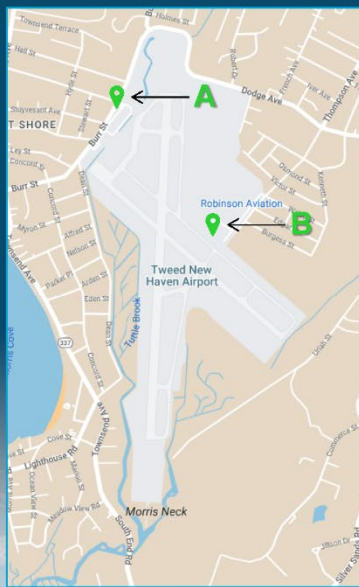
HVN TWEED
NEW HAVEN
AIRPORT

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
III	A	Main Entrance	5/1-8/20
	B	Robinson Aviation/Ops	

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RESULTS

✈ All data captured from 5/1/2025-8/20/2025

Location	Location Name		Aircraft Noise Events				Community Noise Events
		Time on Site	Average # of Daily Events	Average Event Duration	Cum. Average Daily Duration	Peak (LMax)	Peak (LMax)
Phase IV	A – Main Entrance	~111 days	31	20 seconds	10 minutes	102 dB	105 dB
	B – Robinson / Ops	~111 days	42	20 seconds	14 minutes	93 dB	109 dB



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

✈ Data gaps may exist due to temporary outage of Monitor B near Robsinon/Ops.

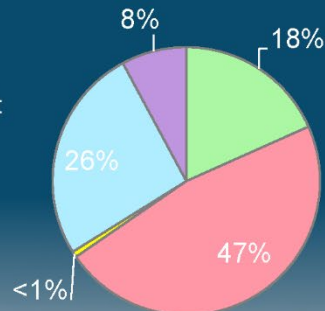


TOTAL RESULTS

✈ All data captured from 5/1/2025-8/20/2025

Aircraft noise events by aircraft category

- Business Jet
- Commercial Jet
- Helicopter
- Piston
- Turboprop



✈ Of all total aircraft-related noise events registered between 5/1-8/20, approximately 47% were related to commercial aircraft, with the remaining 53% a combination of business jets, helicopters, pistons and turboprops.

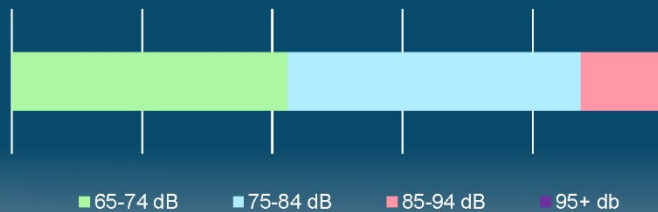


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✈ TOTAL RESULTS

✈ All data captured from
5/1/2025-8/20/2025

Aircraft noise events by
decibel range



✈ A slight majority of aircraft-related noise events registered between 75-84 dB Lmax.

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✈ TOTAL RESULTS

✈ All data captured from
5/1/2025-8/20/2025

Average aircraft noise events by time of day
(2hr blocks)



✈ On average, aircraft noise events peak between 2:00PM – 4:00PM daily.

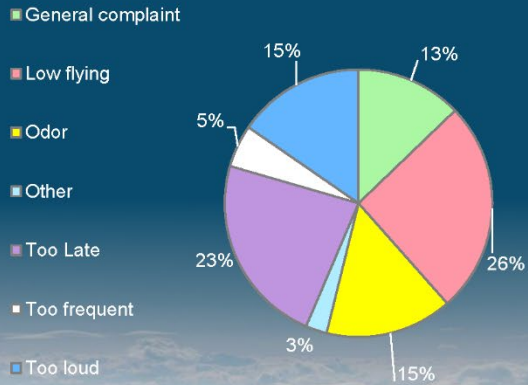
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✈️ NOISE INQUIRIES

✈️ All data captured from
5/1/2025-8/20/2025

Noise inquiries by reason
(unique users)



✈️ There were 30 unique inquirers which generated 69 total inquiries.

✈️ Most inquiries were related to low flying aircraft (10x), followed by too late (9x).

HVN TWEED NEW HAVEN AIRPORT

✈️ 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 and repositioned flights.

HVN TWEED NEW HAVEN AIRPORT

✈️ WHAT'S NEXT

- ✓ HVN will continue to collect and analyze noise data.
- ✓ HVN's next report will include new data from residential home deployments.
- ✓ HVN will pause noise monitoring during the winter months.
- ✓ HVN will continue to update the TNHAA and TNHAA Board on results and community interest.



✈️ How is aircraft noise measured?

According to the Federal Aviation Administration (FAA), aircraft noise is measured in A-weighted decibels (dBA). This scale most closely approximates the way humans hear sound.

Here are three noise measurements to understand:

- **L_{max}**: For noise sources in motion, like aircraft, noise levels can change over time. For example, the sound level of a plane increases as it approaches, and then as it flies away the sound level decreases. Measuring the maximum sound level, abbreviated as L_{max}, can be useful for measuring a particular noise 'event'. While L_{max} notes the moment of maximum sound level, it does not account for the duration of a sound event. To account for the differences in duration and loudness of sounds, different metrics are used, including SEL.
- **Sound Exposure Level (SEL)**: SEL represents all the acoustic energy (a.k.a. sound pressure) of an individual noise event as if that event had occurred within a one-second time period. SEL captures both the level (magnitude) and the duration of a sound event in a single numerical quantity, by "squeezing" all the noise energy from an event into one second. This provides a uniform way to compare noise events of various durations.
- **Day-Night Average Sound Level (DNL)**: The DNL noise metric measures a person's cumulative exposure to sound over a 24-hour period, expressed as the noise level for the average day of the year based on annual aircraft operations. The DNL noise metric provides a mechanism to describe the effects of environmental noise in a simple and uniform way. DNL is the standard noise metric used for all FAA studies of aviation noise exposure in airport communities.

Maximum sound level, but does not adjust for duration

Compressed to 1-second, adjusts for duration – better for comparing noise events.

Cumulative noise exposure over 24-hours, expressed as noise level for average day of the year based on annual aircraft operations.

