



TWEED
NEW HAVEN
AIRPORT

Airport Capital Improvement Plan Q&A

This document is intended to be a live document to answer questions by the airport board and the community. It may be updated from time to time as warranted.

UPDATED February 23, 2024

ACIP Q&A

ABOUT ACIP

Q. What is the Airport Capital Improvement Plan (ACIP)?

The national Airports Capital Improvement Plan (ACIP) is an internal FAA document that serves as the primary planning tool for identifying and prioritizing critical airport development and associated capital needs for the National Airspace System. It also serves as the basis for the distribution of grant funds under the Airport Improvement Program (AIP). ACIP guidance is available in the Formulation of the NPIAS and ACIP, Order 5090.5 (September 3, 2019).

The FAA Airports AIP Program Branch prepares the national ACIP annually on the basis of nine Regional ACIPs. Each FAA Regional Airports Office prepares its Regional ACIP from information provided by individual airports or state airport planning agencies on anticipated development needs over the next 3 to 5 years.

<https://www.faa.gov/airports/aip/acip>

Q. How are CIP projects determined?

A. CIP projects are guided by the Master Plan and Operational Agreements.

Q. When will the CIP be finalized?

A. The FAA uses the CIP to fund projects across the entire National Plan of Integrated Airport System (NPIAS). As such, it is a dynamic process where the timelines can change as various projects across that national network either move forward, are cancelled/delayed, or funding allocations change. These changes are governed by the FAA.



ACIP Q&A

TAXIWAY PROJECT

Q. Is the parallel taxiway a new addition and does it need an EA?

A. The project that is identified in the current CIP is a continuation of a prior taxiway project known as A,F and G, which was covered under a prior EA. The referenced parallel taxiway has always been part of that project and therefore does not require an additional/separate EA.

Q. Why does the CIP consider a parallel taxiway project if that project was not included in 2023 EA?

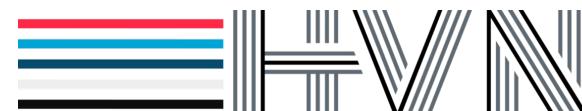
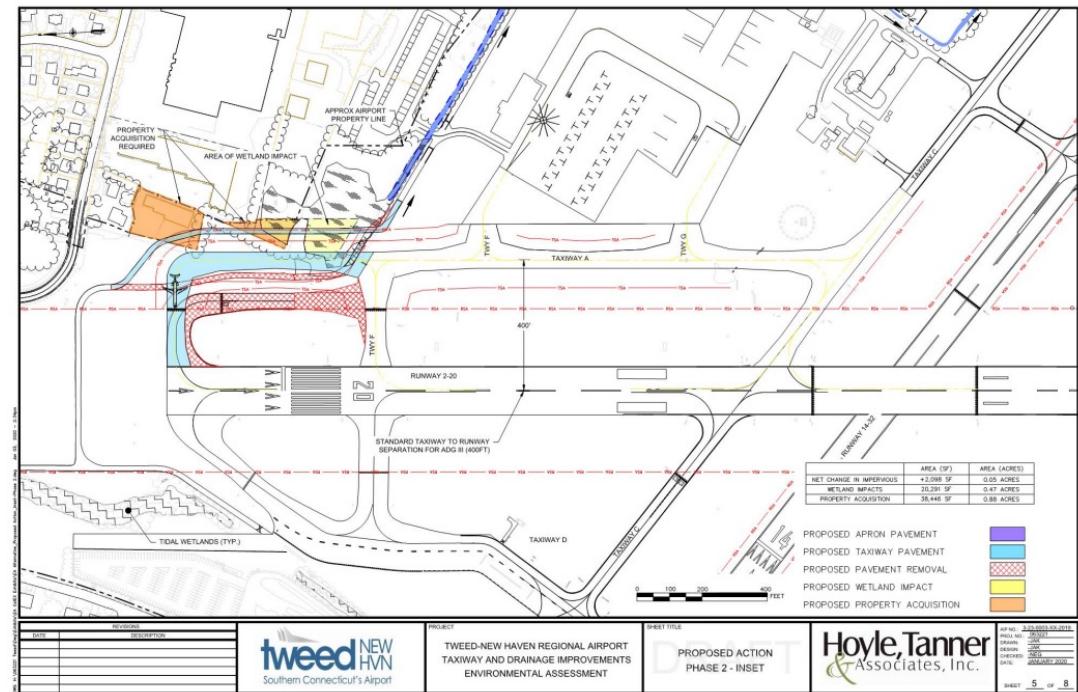
A. The approval for this project was included in a prior EA for the taxiway A, F & G project. This project will include relocating a portion of the existing east side taxiway (from approximately taxiway G to the approach of runway 20).

The EA for this project is available for download on the airport website under the heading “Environmental Assessment Taxiway and Drainage Improvement Project” <https://flytweed.com/about-airport/airport-studies/>

*Tweed-New Haven Regional Airport
Taxiway and Drainage Improvement Project*

Environmental Assessment

**Figure 2-4: Phase 2, Proposed Action,
Tweed New Haven Regional Airport, Taxiway and Drainage Improvement Project**



TWEED
NEW HAVEN
AIRPORT

ACIP Q&A

NOISE

Q. Why is noise abatement in the CIP?

A. Noise abatement is an ongoing effort under multiple programs. The current 2018 program is a Part 150 program, which is a voluntary program funded by the FAA. With the expansion project, we expect to participate in a separate noise mitigation program. After the project is complete, we anticipate a renewed Part 150 program.

Q. The CIP contemplates updating the Noise Exposure Maps (NEM) under Part 150. What is the anticipated schedule for updating those maps.

A. As a result of the noise study in the EA, the noise contours have been updated. We have submitted the new noise contours to the FAA and are awaiting a decision.

Q. The Noise Compatibility Program is 10 years old. Is there a plan to update?

A. Based on the results of the 2023 EA noise contour maps, we are consulting with the FAA to understand whether the NCP will need to be updated and are awaiting a decision.



ACIP Q&A

OBSTRUCTION REMOVAL

Q. Does the airport anticipate land acquisition to remove approach obstructions?

A. No, land acquisition for obstruction removal is not contemplated in the CIP and not in line with airport policy. Removal of obstructions, however, is required for safety purposes and is a normal part of any airport's operation, including HVN. An ongoing plan is being developed that may require some a small number of tree acquisitions or aviation easements. (Page 4-5)

Q. Does the CIP obstruction removal cover the expansion?

A. The CIP will address current obstructions and future obstructions, including post runway extension. Obstruction removal at airports is a continuous process to ensure safety.

Q. When is obstruction removal expected to occur?

A. An Obstruction study is being scoped currently to look at the landscape and establish future planning/timing.

Q. Will the Authority exercise condemnation powers to acquire property?

A. The Authority does not have condemnation powers.

ACIP Q&A

EXPANSION COSTS

Q. Are the estimated costs for expansion finalized?

A. To date, all costs have been estimated according to the level of study available. Original estimations were very high level and based on approximate costs of labor and materials at the time of estimation. While the costs estimates will become more accurate with each phase of design and build, the costs will not be finalized until the project is complete.

Q. What is the total cost of the entire planned expansion?

A. There are no costs contemplated for the Authority. However, projected total costs for each project are indicated in column K of the CIP and totaled by year.

Q. How were the estimated costs calculated?

A. Costs were determined using information on other recently completed projects and other relevant data within the airport industry and from technical consultants.

Q. How much of the cost of expansion is expected to come from the FAA?

A. Total anticipated Federal Funds can be found in column C of the CIP.



ACIP Q&A

EXPANSION COSTS

Q. Why does the CIP contemplate additional funds for a change in scope to the environmental assessment?

A. Due to significant public outreach by the Authority, including multiple public meetings, and to adequately address over 900 comments solicited on the draft EA, a second grant was requested to cover the cost of the additional public engagement.

Q. The CIP spreadsheet projects \$56.1M for 2024 expenses under the “BIL Terminal and [Tower]” grant program. How much FAA funding is available for small airports nationwide in 2024?

A. For BIL information, please visit <https://www.faa.gov/bil/airport-terminals>. It's worth noting, due to passenger traffic growth, HVN transitions from a non-hub to a small hub airport designation in 2024. As indicated, funding allocations change by designation of the airport.

Q. How realistic is it that the Airport would secure over \$50 million of that funding?

A. It is impossible to know or guess on the FAA's internal decision-making policy. Some airports are granted more than others with many factors influencing that outcome. HVN serves the second most underserved market in the country with an undersized terminal that has long outlived its original purpose as an airport hangar.

Q. Is an alternative source of funding possible in the event the BIL grant is less than \$50M?

A. Yes. The New HVN (Avports) has accepted this responsibility under the lease and development agreement, which allows terminal funding through PFC and equity/debt for anything that is not covered by a grant.

ACIP Q&A

EXPANSION COSTS

Q. How much of the expansion cost does Avports plan to fund?

A. The New HVN (Avports) has accepted full funding responsibility under the lease and development agreement, which allows funding through PFC and equity/debt for anything that is not covered by a grant.

Q. How will the CIP be implemented if there is a change in ownership of the Airport operator?

A. This is addressed in the Lease and Development Agreement in Section 17. The lease terms remain the same, independent of the owner of the New HVN LLC or Avports.

ACIP Q&A

EXPANSION COSTS

Q. What is the expected schedule for construction of all expansion related projects? The CIP schedule contemplates that the work will commence in September, 2024 and be completed by December 2025. The schedule seems aggressive given: the expected appeal of the Town of East Haven of the Finding of No Significant Impact; additional approvals needed for the expansion from the FAA; approvals needed from the State Department of Transportation regarding traffic and off-site roadway improvements; approvals needed from the Army Corps of Engineers and the State Department of Energy and Environmental Protection relating to flooding, wetlands and other environmental concerns; and local land use and related approvals required from the Town. What is the status of the final plans and specifications for the various aspects of the planned expansion? What is the schedule for seeking the various permits that are required?

A. It's important to note that the project schedule is not affected by an appeal, and that the FAA does not require additional approvals beyond the already issued FONSI/ROD. While the schedule is subject to permits and approvals, design is expected to be ready for the permit process by July of 2024. The original project completion date was estimated to be December 2025. According to the 2023 EA, it is "projected to be constructed and (in) operation by 2026." (FONSI/ROD December 2023).