

# Tweed New Haven Regional Airport Runway Extension & Terminal Expansion

Public Informational Meeting  
February 25, 2026



# Contents

- Project Overview
- Permitting Process
- Application Overview
- Public Process
- Questions

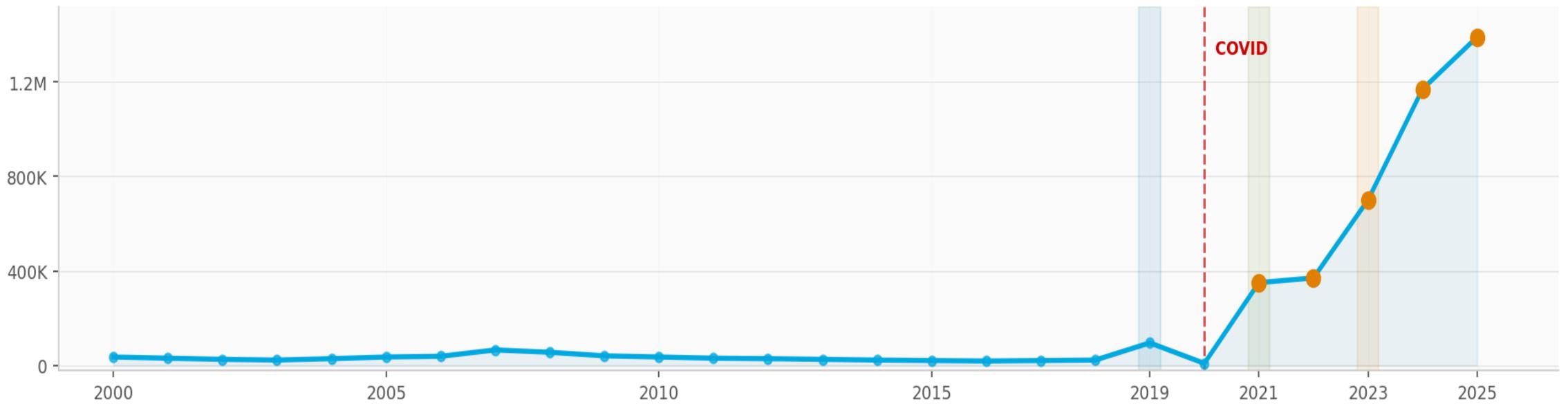


# How We Got Here

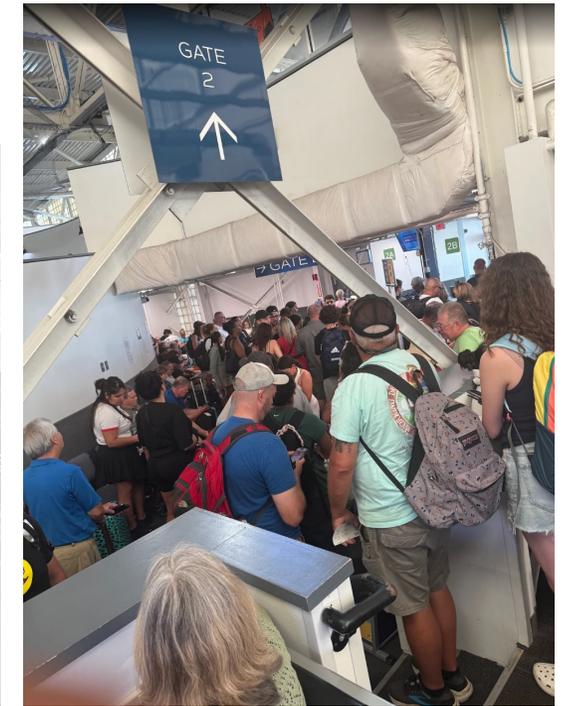


2019	2020–2021	2022–2023	2025 – Now
<p><b>Master Plan → FAA</b></p> <p>Airport submits long-range Master Plan to the FAA. Planning for future growth. Passenger numbers still flat — most residents had no reason to be watching.</p>	<p><b>Public Votes. Deal Made.</b></p> <p>Lease &amp; Development Agreement approved by the New Haven Board of Alders and TNHAA board. Public votes. Commercial development of the airport enabled.</p>	<p><b>Federal Review Complete</b></p> <p>FAA Environmental Assessment completed. Alternatives analyzed, design modified to reduce wetland impacts. FAA issued FONSI/ROD December 2023.</p>	<p><b>State Review: CT DEEP</b></p> <p>Federal approval in hand. Now in Connecticut's independent environmental permitting process — DEEP and Army Corps. This is where we are tonight.</p>

Annual Passengers 2000-2025 (FAA Data)



# New Terminal and Parking Needed



Existing building (“West Terminal”) is outdated and severely undersized for future growth.

Layout flow path from check in to the gate is confusing for passengers and not efficient.

# New Terminal and Parking Needed



Passengers queue in hallways and outside in order to get to security.



Parking area undersized for current and future use.

# What Happens If We Do Nothing?

*Growth continues. The terminal fills. And the airport remains legally obligated to keep operating — for every passenger who walks through those doors.*

## The terminal keeps overflowing

Passengers already queue in hallways, outside, and on the tarmac. A facility built for a fraction of current demand is operating above capacity every single day. Without a new terminal, this is the permanent condition.

## Neighborhood parking gets worse every season

Overflow parking already spills onto residential streets surrounding the airport. Without structured parking expansion, every increase in passenger volume pushes more cars into East Haven and New Haven neighborhoods.

## Traffic on residential streets compounds with no fix in sight

No terminal reconfiguration means no improved traffic flow, no separated arrivals and departures, no relief for the chokepoints that already affect daily life for neighbors and surrounding streets.

## The airport cannot legally stop it

Federal grant assurances require the airport to remain open and serve all comers. It cannot cap flights, turn away airlines, or limit demand. Doing nothing is not a stable choice — it is a slow deterioration with no legal exit.

## The bottom line:

Doing nothing is not a neutral choice. It means more passengers, more cars, more congestion — in a terminal and neighborhood that can't absorb any of it — with no legal mechanism to turn the dial down.

# What's Proposed

## Runway Extension

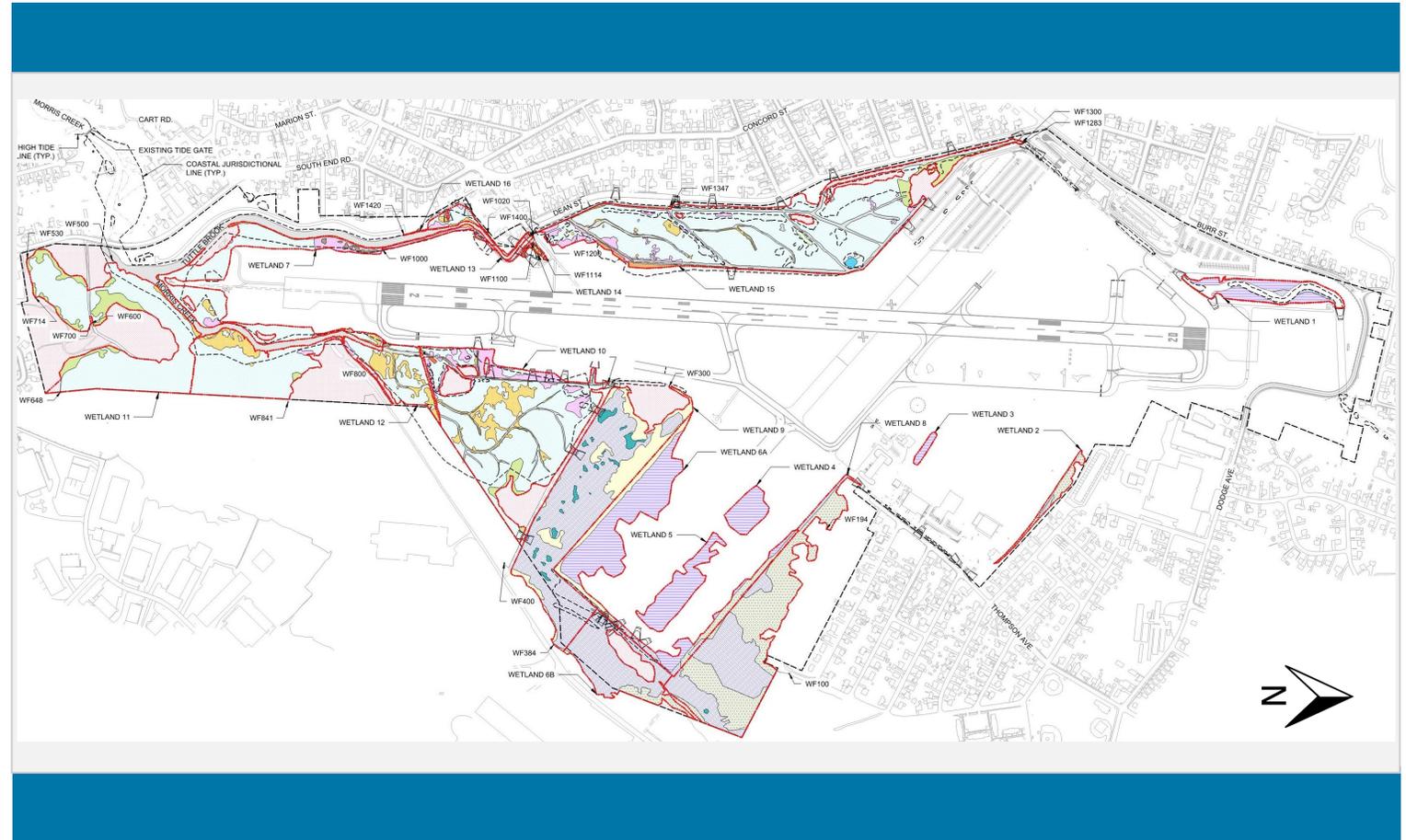
Runway 02-20 extended from 5,600 ft to 6,575 ft — enabling larger aircraft (A320/737 family) to operate fully loaded to more destinations. Length reduced from ideal to avoid tidal wetland impacts.

## New East Terminal

New terminal building on the east side of the airfield. Modern, code-compliant facility sized for current and future passenger volumes — replacing the severely undersized West Terminal.

## Parking & Access

Expanded structured parking and reconfigured curbside access to separate arrivals and departures, improve traffic flow, and reduce spill into surrounding neighborhood streets.



# East Terminal Site Conceptual Renderings



# Three Independent Layers of Review

Federal approval does not override state review — each layer applies its own regulations independently.

✓ COMPLETE

## FAA / NEPA

### Federal Environmental Assessment

- Environmental Assessment 2022–2023
- Alternatives analyzed; design modified
- Runway shortened to avoid wetlands
- Terminal location chosen to reduce impacts
- FONSI & Record of Decision: December 2023

*FAA has determined the project can proceed. Federal review is closed.*

▶ ACTIVE

## CT DEEP

### State Environmental Permitting

- Tidal Wetland Permit filed April 2025
- Inland Wetland Permit filed April 2025
- Water Quality Certificate filed April 2025
- Additional info submitted December 2025
- Review ongoing — no decision yet

*DEEP reviews independently of FAA. Can approve, modify, condition, or deny.*

▶ ACTIVE

## US Army Corps

### Federal Wetland Permit (§404)

- Individual Permit filed November 2025
- Public notice issued November 23, 2025
- Public comment period: 30 days
- 404(b)(1) alternatives analysis required
- Review ongoing — no decision yet

*Corps applies Clean Water Act independently. Public interest review required.*

Tonight's meeting focuses on the CT DEEP and Army Corps processes — the two active reviews where public comment still matters.

# Meet CT DEEP: Connecticut's Independent Environmental Watchdog

*"To conserve, improve and protect the air, water and other natural resources of Connecticut — while fostering sustainable development."*

— DEEP Official Mission, CGS Title 22a

## THE AIRPORT CAN'T JUST BUILD — DEEP'S JOB IS TO PUSH BACK IF NEEDED



### They are independent of the airport

DEEP doesn't work for Tweed, the FAA, or the developer. They work for the State of Connecticut and its residents. Their job is to say no if the project doesn't meet environmental standards.



### They apply Connecticut's own laws

Even after the FAA approved the project federally, Connecticut has separate, stricter state laws protecting wetlands, water quality, wildlife, and flood control. DEEP enforces those independently.



### The public has a legal seat at the table

DEEP is required by law to notify neighbors, publish applications in local newspapers, hold public hearings, and weigh every public comment before making a permit decision.

### A bit of history worth knowing:

DEEP's predecessor was created in 1971 after Connecticut — like the rest of the country — watched wetlands, rivers, and coastlines get destroyed by unregulated development. The legislature declared that Connecticut's wetlands were being "lost or despoiled" and that the public interest demanded protection. That mandate is the legal foundation for every permit DEEP reviews today.

### So what does this mean for YOUR neighborhood?

- ▶ DEEP is your state's referee. They can require changes, add conditions, or deny the permit entirely if the project doesn't protect you.
- ▶ You live here. DEEP's job — by law — is to protect your air, water, and natural environment from exactly this type of large construction project.
- ▶ The public comment process isn't just a formality. DEEP formally responds to every substantive concern raised before issuing any decision.

# What Specifically Does DEEP Protect in This Project?

CT Tidal Wetlands Act · Inland Wetlands Act · Coastal Management Act · Clean Water Act §401

DEEP reviews the airport's permits under four distinct areas of Connecticut law, each protecting something specific in your community:

## T Tidal Wetlands (Salt Marsh & Coast)

*CGS §22a-28–35 prohibits filling, dredging, or disturbing saltwater wetlands without a permit. These areas border Morris Creek and the East Haven shoreline.*

>> Salt marshes reduce storm surge. Without them, flooding reaches further into East Haven neighborhoods during nor'easters and hurricanes.

## I Inland Wetlands (Freshwater Marshes)

*CGS §22a-36–45 protects freshwater wetlands that filter stormwater and groundwater. Tuttle Brook runs through the airport footprint.*

>> Tuttle Brook drains East Haven neighborhoods. If its wetlands are degraded, heavy rain has nowhere to slow down — basements flood faster.

## W Water Quality (Rivers, Groundwater & the Sound)

*CWA §401 requires DEEP to certify the project won't degrade state waters. This covers de-icing fluid, stormwater runoff, and construction sediment.*

>> Long Island Sound shellfish beds and public beaches — including those in East Haven — depend on clean stormwater management upstream.

## N Wildlife, Fish & Habitat

*CGS §22a-33 requires DEEP to weigh impacts on marine fisheries, shellfisheries, and wildlife. The airport area includes mapped bird habitat and coastal species corridors.*

>> Grassland birds, wading birds, and fish that use Morris Creek are part of the broader ecosystem that connects your neighborhood to the Sound.

### So what does this mean for YOUR neighborhood?

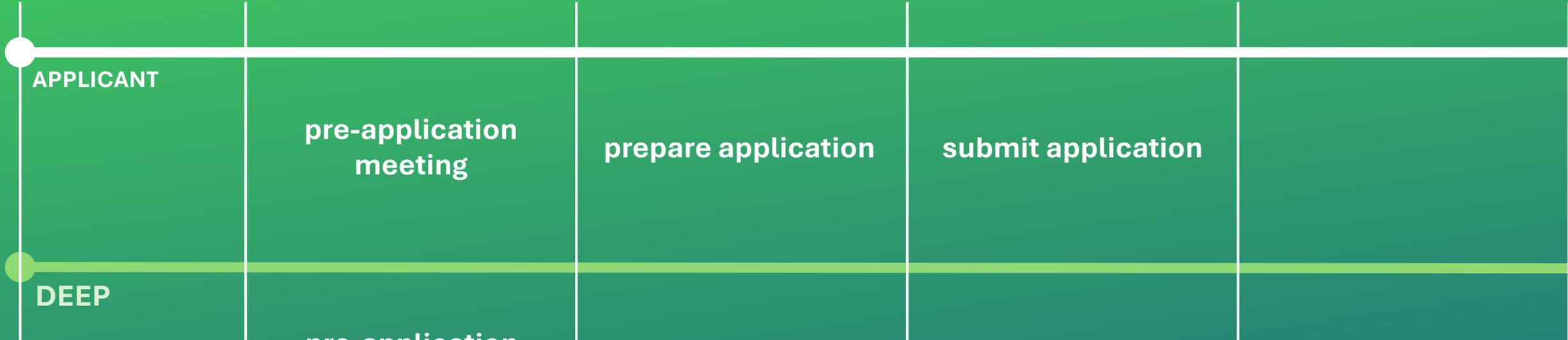
- ▶ These four areas of law are the reason the airport already shortened the runway and moved the terminal — DEEP's framework forced those design changes before a single permit was filed.
- ▶ If DEEP finds the project violates any of these protections, they can deny the permit, require the design to change, or impose binding conditions the airport must meet for years after construction.
- ▶ Your ability to comment — and DEEP's response — is your lever. Comments go on the formal record and will be addressed before any final decision.

Connecticut Department of Energy and Environmental Protection

# Permitting Process

Eliza Heins, Staff Attorney





APPLICANT

pre-application meeting

prepare application

submit application

DEEP

pre-application meeting

review for sufficiency



**submit additional  
information**

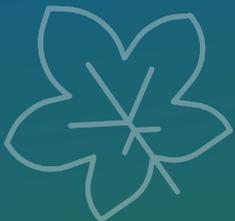


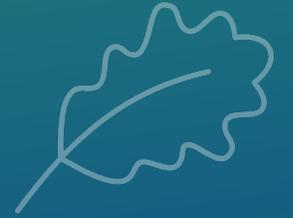
**technical review**

**draft permit**

**prepare notice of  
tentative  
determination (NTD)**

**publish NTD**



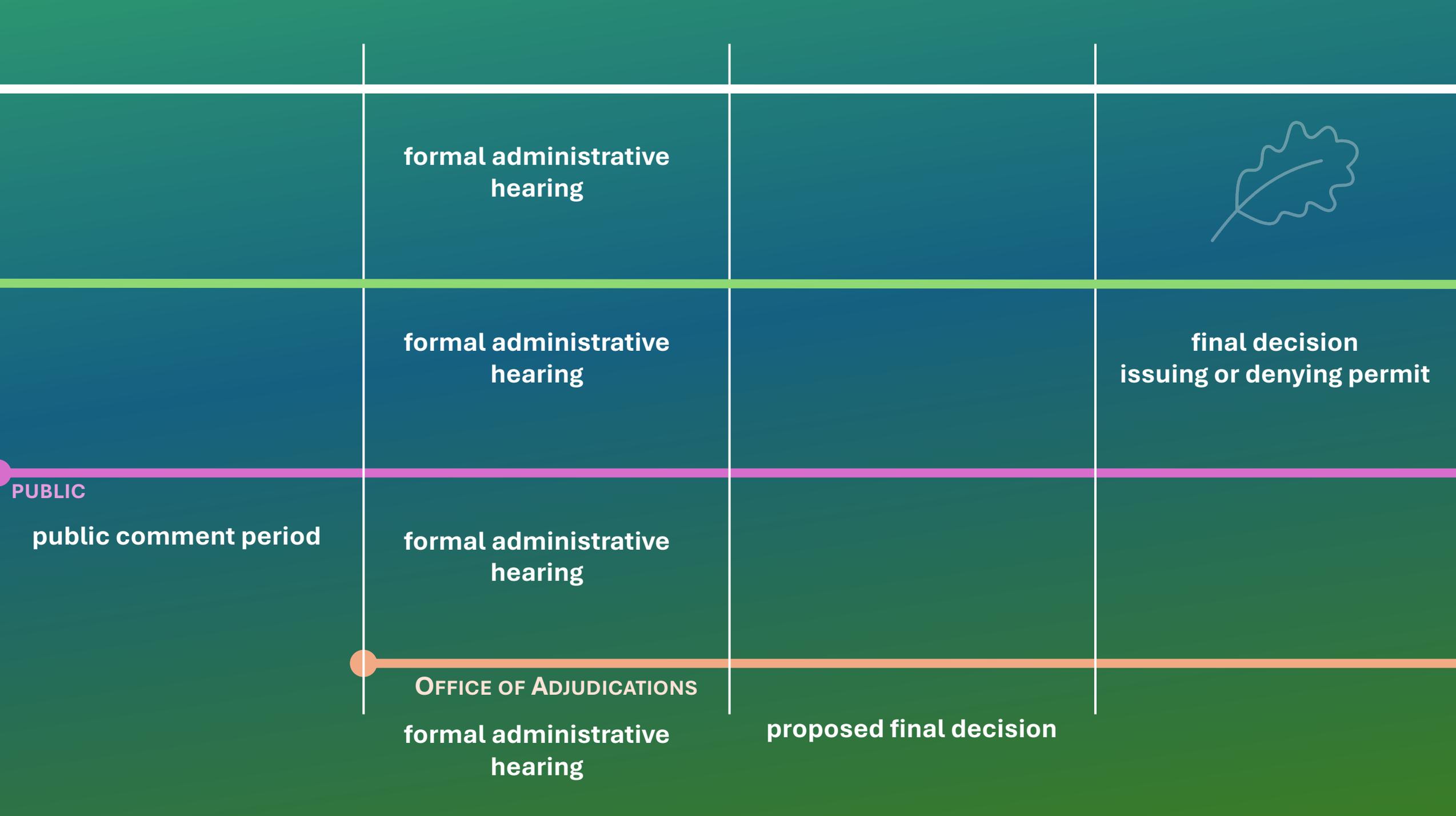


**review public comments,  
possibly modify decision or  
permit**

**issue or deny permit**

**PUBLIC**

**public comment period**



formal administrative hearing



formal administrative hearing

final decision  
issuing or denying permit

PUBLIC

public comment period

formal administrative hearing

OFFICE OF ADJUDICATIONS

formal administrative hearing

proposed final decision

# Connecticut Department of Energy & Environmental Protection



- Applicants: Tweed New Haven Airport Authority & The New HVN, LLC.
- Wetland and Water Quality Permit Applications Submitted April 2025:
  - Tidal Wetland #202503729-SDFTW
  - Inland Wetland #202503918-IW
  - Water Quality #202504054-WQC
- Included Mitigation Plan.
- Request for More Information Received August 2025.
- Submitted Additional Information December 2025.
- Review with CTDEEP ongoing.



# What Questions Does the CT DEEP Application Have to Answer?



CT Tidal Wetlands Act (CGS §22a-28–35) · Inland Wetlands Act (CGS §22a-36–45) · CWA Section 401

Before CT DEEP can approve work in or near wetlands, the application must answer these questions — drawn directly from the state statutes and regulations:

## 1 Will wildlife, fish, and shellfish be harmed?

The law requires DEEP to weigh the effect on marine fisheries, shellfisheries, and wildlife. Destroying wetland habitat removes nursery grounds for fish and nesting habitat for birds.

CGS §22a-33 | Tidal Wetlands Act

## 2 Will flooding get worse for nearby homes?

DEEP must consider flood control and protection of life and property from natural disasters. Wetlands act as natural sponges — damage them and flood risk rises downstream.

CGS §22a-33 | Tidal Wetlands Act

## 3 Is there a less-harmful way to do this?

The regulations require showing there is no technically feasible alternative with fewer impacts. The airport already shortened the runway to avoid more wetlands — this question proves it.

RCSA §22a-30-11 | Alt. Analysis

## 4 Will the water quality of rivers & the Sound stay clean?

Section 401 of the Clean Water Act requires CT DEEP to certify the project won't violate state water quality standards — protecting the drinking water, fishing, and swimming that residents rely on.

CWA §401 | CT Water Quality Standards

## 5 How much wetland is being disturbed — and will it be replaced?

Any draining, dredging, filling, or removal of soil in tidal or inland wetlands is a regulated activity. The airport must include a mitigation plan to offset wetland losses.

CGS §22a-32 | Inland Wetlands Act §22a-42

## 6 Will stormwater and runoff pollute local waterways?

Construction and ongoing airport operations must prevent stormwater, de-icing chemicals, and drainage from reaching rivers and Long Island Sound.

NPDES CGP | CWA §401 WQC



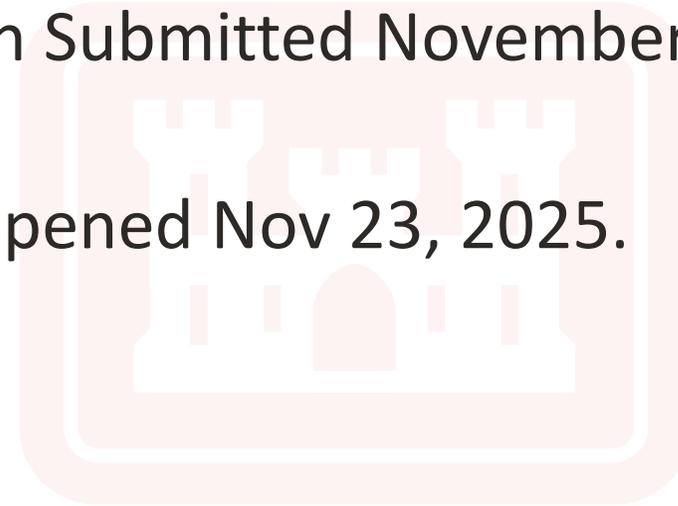
## So what does this mean for YOUR neighborhood?

- ▶ If wetlands are damaged, stormwater has fewer places to go — flooding risks increase in East Shore neighborhoods.
- ▶ Long Island Sound water quality affects shellfish beds, swimming beaches, and property values for all of New Haven.
- ▶ The mitigation plan means any lost wetlands must be restored or created elsewhere — holding the airport accountable.

# US Army Corps of Engineers



- Applicants: Tweed New Haven Airport Authority & The New HVN, LLC
- Individual Wetland Permit Application Submitted November 2025:
  - Permit #NAE-2022-00290-TREC
- Public Notice and Comment Period Opened Nov 23, 2025.
- Public Comments open for 30 days.
- Review ongoing.



US Army Corps  
of Engineers®

# What Questions Does the Army Corps Application Have to Answer?



Clean Water Act Section 404 — 404(b)(1) Guidelines · Public Interest Review (33 CFR 320.4)

Section 404 says no fill or dredged material can enter US waters unless the Corps approves it — after answering every one of these questions:

## 1 Is this the least-damaging option available?

Under the 404(b)(1) Guidelines, the Corps cannot issue a permit if a practicable alternative exists that causes less damage to wetlands. The airport must prove no better option was feasible.

40 CFR §230 | 404(b)(1) Guidelines

## 2 Will the water's physical, chemical, & biological health survive?

The goal of the Clean Water Act is to 'restore and maintain the chemical, physical, and biological integrity of the nation's waters.' Any permit must show this goal is not compromised.

33 USC §1251(a) | CWA Purpose

## 3 Will the wetlands still do their job after construction?

Wetlands filter pollution, store floodwater, and shelter wildlife. The Corps evaluates whether the affected wetlands — both tidal and inland — will retain these functions, or whether they'll be lost.

33 CFR §320.4 | Wetland Functions

## 4 Is it in the public interest — for ALL of us?

The public interest review weighs the benefits (jobs, air travel) against harms (flood risk, habitat loss, water quality). The Corps must balance competing interests of the whole community.

33 CFR §320.4(a) | Public Interest Review

## 5 Is any endangered species or its habitat at risk?

The Corps must consult the US Fish & Wildlife Service. If any state or federally listed species use these wetlands, the project cannot jeopardize their survival.

ESA §7 | Fish & Wildlife Coordination Act

## 6 Will all unavoidable wetland damage be compensated for?

Even if a permit is granted, the applicant must first avoid impacts, then minimize them, then provide compensatory mitigation — replacing what's lost, acre for acre.

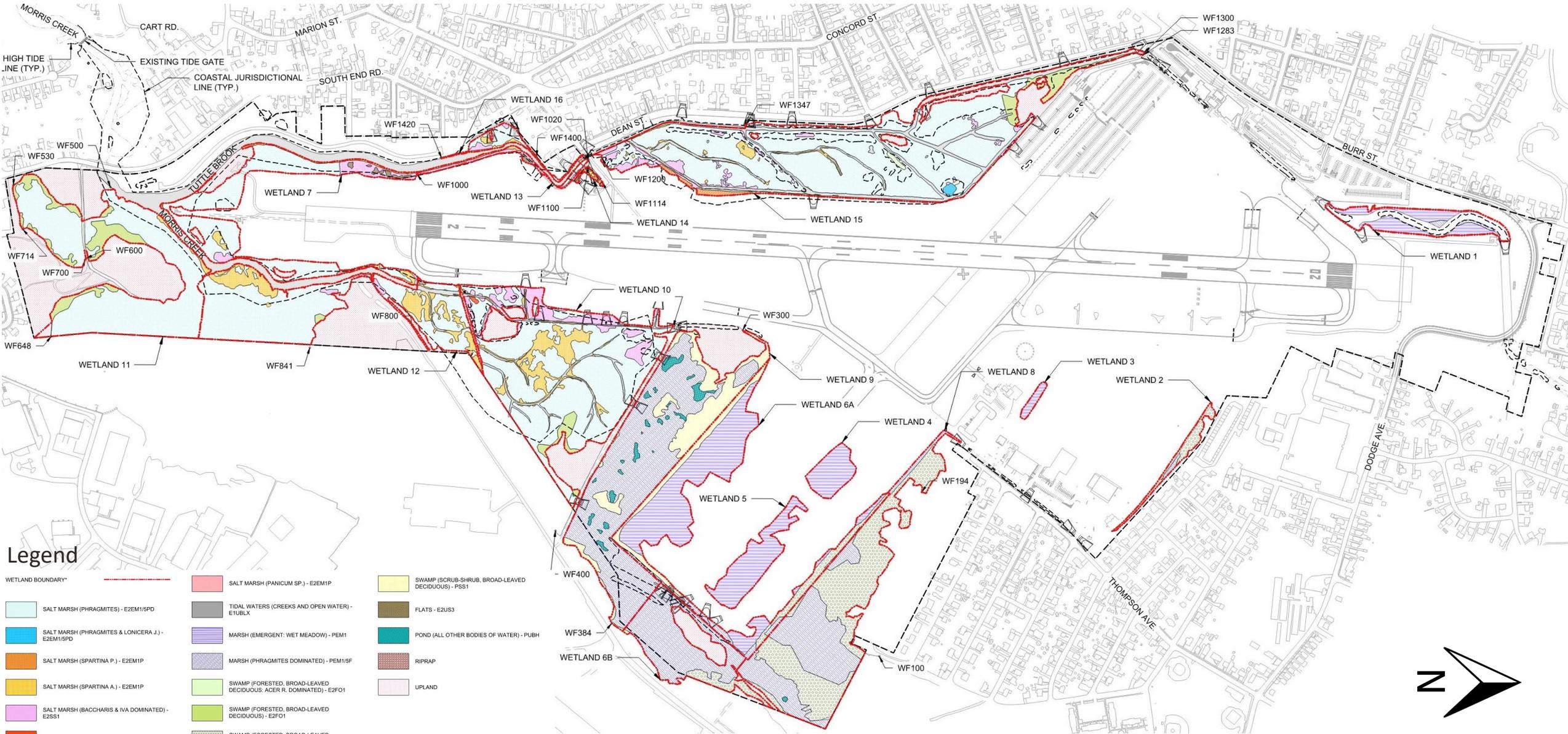
33 CFR §332 | Mitigation Sequencing



## So what does this mean for YOUR neighborhood?

- ▶ The 'public interest review' means YOUR concerns about flooding, wildlife, and water quality are legally required to be weighed — this is your window to comment.
- ▶ The airport already shortened the runway and moved the terminal to avoid more wetlands — the regulations drove those changes.
- ▶ If a permit is issued, the mitigation plan locks in wetland restoration commitments that agencies can enforce if the airport doesn't follow through.

# Wetland Resources – Airport Boundary



# Wetland Resources – Project Location



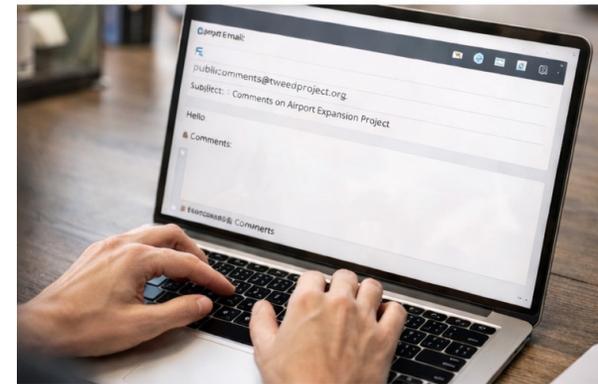
## Legend

WETLAND BOUNDARY*			SALT MARSH (PANICUM SP.) - E2EM1P		SWAMP (SCRUB-SHRUB, BROAD-LEAVED DECIDUOUS) - PSS1
	SALT MARSH (PHRAGMITES) - E2EM1/SPD		TIDAL WATERS (CREEKS AND OPEN WATER) - E1UBLX		FLATS - E2US3
	SALT MARSH (PHRAGMITES & LONICERA J.) - E2EM1/SPD		MARSH (EMERGENT: WET MEADOW) - PEM1		POND (ALL OTHER BODIES OF WATER) - PUBH
	SALT MARSH (SPARTINA P.) - E2EM1P		MARSH (PHRAGMITES DOMINATED) - PEM1/5F		RIPRAP
	SALT MARSH (SPARTINA A.) - E2EM1P		SWAMP (FORESTED, BROAD-LEAVED DECIDUOUS: ACER R. DOMINATED) - E2FO1		UPLAND
	SALT MARSH (BACCHARIS & IVA DOMINATED) - E2SS1		SWAMP (FORESTED, BROAD-LEAVED DECIDUOUS) - E2FO1		
	SALT MARSH (DISTICHLIS S.) - E2EM1P		SWAMP (FORESTED, BROAD-LEAVED DECIDUOUS) - PFO1		

# Public Engagement to Date



- Notice Published as part of CT DEEP application process in The New Haven Register April 18, 2025
- Notices Mailed to Abutters (Nearby Property Owners) April 25, 2025
- US Army Corps of Engineers Issued Notice of Application November 21, 2025
  - Public Comment Period Open November 21, 2025 through December 22, 2025



# Public Information Meetings



## HVN & The New HVN, LLC Holding Public Informational Meetings

General Overview of Project and  
Permitting – February 25, 2026

Future:

Overview of Grasslands, Wetlands  
and Bird Habitat – TBD

Flood Management and Hydrology  
– TBD

*Ensuring neighborhood and  
Long Island Sound Protection*



# Questions

HVN Community Email:

[hvncommunity@avports.com](mailto:hvncommunity@avports.com)

