Annual Community Meeting

TWEED
NEW HAVEN
AIRPORT

June 16, 2026

Agenda

Review: 2025-26	▪ General Updates ▪ What We Heard & Improvements ▪ Additional Information
Memorandum of Understanding	▪ Overview & Key Details
What's Ahead: 2026-27	▪ Milestones ▪ Planned Investments ▪ Opportunities for Public Input
Q&A	

Review: 2025-26

Improvements & Operations

+30
destinations

+780
employees at HVN

+1.5m
passengers (2025/26)

5m
total pax served (2021)

General Updates

Current Statistics

- 780 employees across 25 separate tenant companies at HVN.
- +30 destinations on Avelo Airlines and Breeze Airways – CLE and IND launching mid-June.
- Projected 1.5 million passengers over the next year; served 5 million since 2021
- From 2021 to 2025, passenger counts grew by 23x – making HVN one of the fastest growing airports in the U.S.
- ***Ranked #40 Best Airport in the U.S. by The Washington Post (2025)!***

Your Feedback Shapes Our Priorities

From investments in traffic and rideshare management to additional law enforcement— your feedback has shaped our priorities over the last year.

What We Heard: Challenges & Concerns

- Traffic congestion on Dean and Burr Streets
- Uber pick-up and drop offs on residential streets
- Vehicles idling and waiting in residential areas
- Insufficient airport staffing managing traffic flow
- Clustered flights causing neighborhood disruption

The Improvements We Made Together

Increased TSA Capacity

- ✓ Increased TSA speed and capacity by +50%
- ✓ Avg. TSA wait times are 7-8 minutes
- ✓ Keeps passengers moving and congestion down

Improved Traffic Management

- ✓ Installed Dean/Burr traffic circle and internal pattern change
- ✓ Reduced vehicle congestion, separated Arrivals + Departures traffic

Increased HVN Staffing

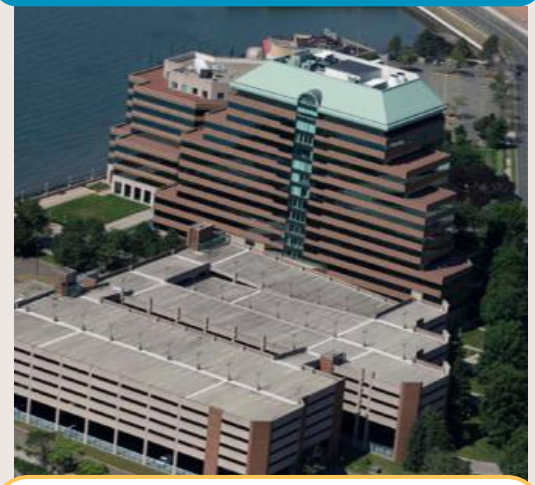
- ✓ Hired additional Avports staff to support traffic management
- ✓ More employees across all departments, safety & operations -- +50% increase

Decompressed Flight Schedules

- ✓ Flight schedule changes have improved previous challenges, especially during peak periods
- ✓ From 15 min to 25-30 min increments for departing flights

The Improvements We Made Together

Opened Off-Site Parking Option



- ✓ +40% more parking capacity — located off-site at Long Wharf Garage
- ✓ Shuttle service to the terminal means fewer cars on Townsend Ave. and Ft. Hale

Launched Air Purifier Program

- ✓ 850 eligible households have been contacted
- ✓ 500+ air purifiers distributed to date
- ✓ Phase II will expand eligibility to +400 more homes.

Uber Service Begins June 17

Uber

- ✓ Requires pickups and drop-offs to occur in designated airport areas.
- ✓ Drivers receive automatic notifications routing them to airport zones when they approach HVN

Created Monthly Airport Working Group

- ✓ Monthly coordination meetings established between the City, Avports, and TNHAA — including Fire, Police, and EMS
- ✓ Dedicated to resolving operational issues before they become community concerns

The Improvements We Made Together

Additional law enforcement

- ✓ Increased NHPD presence during regular and peak periods
- ✓ Deter pickups and active waiting on Dean St., Burr St. Ft Hale

Increased traffic enforcement

- ✓ Increased parking enforcement presence, resulting in 220 citations issued thus far in 2026.
- ✓ Expanded residential parking zone: Burr Street between Ft. Hale and Hall St

Prioritized School Safety

- ✓ Hired 2x traffic guards for Nathan Hale School
- ✓ Implemented variable messaging to reroute traffic during school pick-up/drop off

Additional Updates & Information

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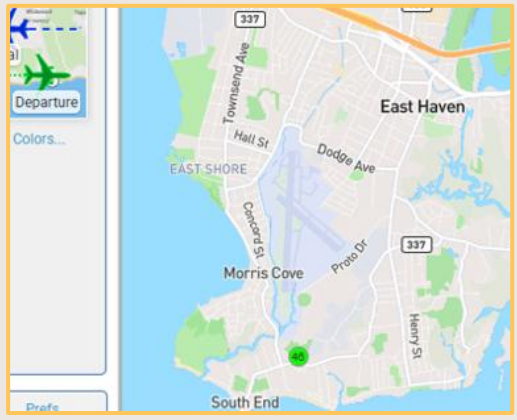


Webtrak & Portable Noise Monitoring

- View aircraft activity and noise monitoring data online in near real time.
- HVN operates portable noise monitors that can be deployed throughout the community to better understand local noise conditions.

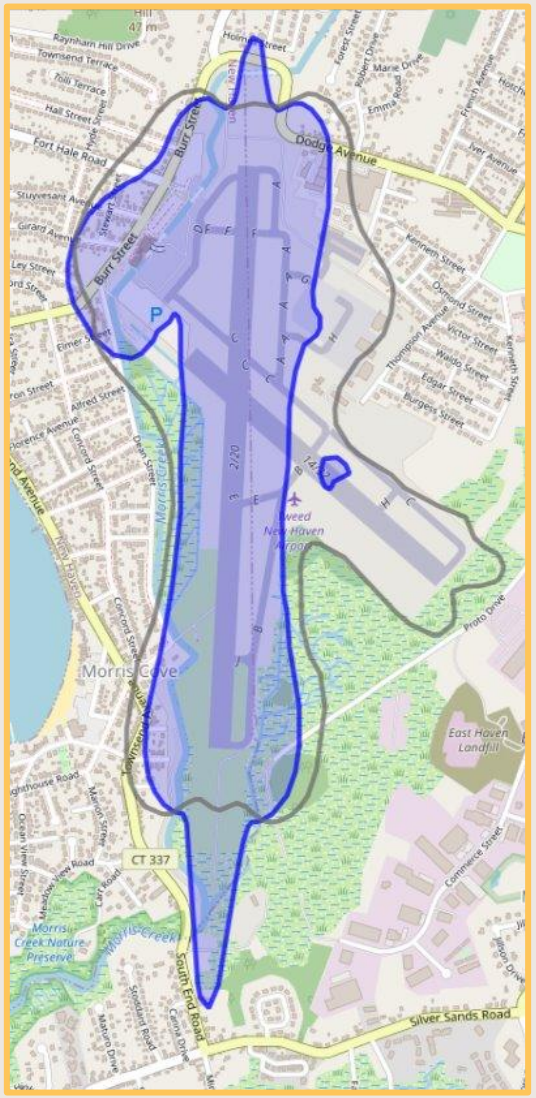
All noise reports are publicly available at: *https://flytweed.com/about/public-documents/*

Avelo Fleet Transition

- Avelo plans to transition to newer Embraer E2 aircraft, which are designed to operate more quietly than the Boeing 737s currently in service
- The E2 uses more efficient engines and technology that reduce fuel consumption and emissions.

Targeting transition to quieter, more efficient aircraft in 2028.

Additional Updates & Information



Residential Sound Insulation Program (RSIP)

- Since 2014, HVN has allocated +$12 million and treated 181 homes, most recently in 2023
- Approximately 8 eligible homes are scheduled to receive sound treatment during Spring 2027. This will complete the current RSIP phase.
- Future noise studies will be completed in conjunction with the runway extension, changing contour maps and eligibility.
- RSIP is a federally regulated program, dependent on available funding and schedules
- All eligible households will be contacted directly

Future noise studies will be completed in conjunction with the runway extension, changing contour maps and eligibility. For more information visit hvnsound.com

Additional Updates & Information

APU vs. GPU Usage

- Availability and use of the GPU can be dependent on staffing, equipment availability and other factors. APUs are required for the aircraft to start their engines, and are used *only when necessary*, with preference to the GPUs - which may not be an available option 100% of the time. GPUs also produce less emissions.

Vegetation Buffer

- Vegetation buffers have been evaluated and determined there are few meaningful areas where it would be practical or feasible as a mitigation measure.

Repositioning Flights

- Flight repositioning remains relatively uncommon, occurring 13 times over the past 12 months. Airlines make every effort to minimize these movements whenever operationally feasible.

Memorandum of Understanding (MOU)

MEMORANDUM OF UNDERSTANDING

Concerning the Proposed Development of a New East Terminal and Related Improvements at Tweed-New Haven Airport

1. Parties and Purpose

This MOU is entered into by and among the City of New Haven, Connecticut ("New Haven"), the Town of East Haven, Connecticut ("East Haven" or the "Town"), The New HVN LLC ("Avports"), and the Tweed-New Haven Airport Authority (the "Authority"). New Haven, East Haven, Avports, and the Authority are referred to collectively as the "Parties" and individually as a "Party."

The purpose of this MOU is to set forth a shared framework of principles, process commitments, and anticipated future definitive agreements intended to facilitate the proposed construction and operation of a new terminal and related facilities on the East Haven side of Tweed-New Haven Airport, designed to support scheduled and charter commercial airline flights and including not fewer than two thousand one hundred (2,100) parking spaces (the "East Terminal Project") while seeking equitable treatment of the Parties, community benefits, and safe, efficient, and sustainable airport operations.

2. Nature of This MOU

Except as expressly provided in Section 8 (Non-Waiver of Legal Positions), Section 11 (Confidentiality and Public Communications), Section 12 (Cooperation), Section 13 (Municipal and Regulatory Discretion; No Unlawful Contracting Away of Authority), Section 14 (No Third-Party Beneficiaries), Section 15 (Governing Law), Section 16 (Termination), and Section 17 (Miscellaneous), this MOU is intended only as a statement of present intention and a framework for continued cooperation, and does not create enforceable obligations to consummate any transaction, issue any approval, adopt any legislation, or enter into any later definitive agreement.

The Parties nevertheless intend to proceed in good faith and with commercially reasonable and diligent efforts to carry out the understandings reflected in this MOU, subject at all times to applicable law, required approvals, and the limitations stated herein.

All obligations contemplated in this MOU are dependent on the satisfaction of applicable conditions and timing requirements described herein.

The Parties intend to reach future definitive agreements among one another and with other parties (including the State of Connecticut) as needed to effectuate the terms of this MOU. To the extent Avports is a Party to any such definitive agreement, Avports shall structure commitments that are later embodied in definitive binding agreements so that such commitments bind Avports' successors and permitted assigns.

3. Joint Commitments of All Parties

Upon execution of this MOU, the Parties intend to work cooperatively as follows:

a. Jointly advocate for legislation substantially reflecting the draft attached to this MOU as Exhibit A (the "Legislation"), including by advocating for the Legislation to the Governor and legislature urging adoption of such Legislation.

b. Jointly advocate for the Connecticut Department of Transportation ("CDOT") to address the flooding issue experienced at Hemingway Avenue and Coe Avenue in accordance with the letter from CDOT attached as Exhibit B and confirmation that a final plan will require the approval of East Haven, and a commitment from CDOT to fund that plan without regard to whether federal funding is made available either through formula or discretionary grants.

c. Jointly support and participate in federal grant applications, including providing necessary documentation and advocacy, to secure funding for the East Terminal Project in a manner consistent with the objectives of this MOU.

Why the MOU?

Creates the framework, process, protections and funding both towns need to evaluate and support this project.

What is the MOU?

A framework for how this project moves forward — not a permission slip to build.

WHAT IT IS

A commitment to process

Signed April 25, 2026 by Avports, TNHAA, New Haven, and East Haven. Sets the rules for how decisions get made — not what those decisions are.

Legally binding on procedure

Locks in East Haven P&Z approval as a required step. The project cannot proceed without it — that guarantee did not exist before this document.

A negotiated agreement

The parties reached this framework after years of negotiation and in light of litigation. All sides worked to find common ground.

KEY PROVISIONS

Enter via East Haven; Exit via New Haven

Airport traffic shared equally between New Haven and East Haven access routes.

Board composition

Increases East Haven representation on the Authority Board from 5 to 7 seats. New Haven retains a majority with 8 seats.

Board governance

Provides for supermajority voting requirements for major airport actions. Requires broader board approval for specified airport decisions.

What the MOU is not

Some things are settled, but not everything.

Not a done deal

No construction permit has been issued. No ground has been broken. Multiple regulatory approvals — each with public components — are still required.

Not a bypass of local authority

East Haven P&Z retains full jurisdiction. The MOU explicitly requires P&Z approval and preserves the Commission's ability to impose conditions.

Not the end of public engagement

Every remaining regulatory step has a public moment attached to it. Those are guaranteed by law — not by goodwill.

What’s Ahead: 2026-27

Where we are, where we're going, and how your voice stays part of the process.

Milestones

2021	Expansion Announced
2023	FAA FONSI Issued
2024	3 Million Total Passengers
2025	60% Terminal; 90% Runway Design
2025	CT DEEP Application Submitted
2026	100% Terminal Design
2026/27	East Haven Planning & Zoning Process
2027	CT DEEP Determination
2027	Tentative Construction Start
2029	Tentative New Terminal Opening

Planned Investments

Expansion of Air Purifier Program

- ✓ Expansion of the Residential Indoor Air Program by a minimum of +400 new homes
- ✓ Phase II launch planned for August 2026

Expansion of Residential Zoning

- ✓ Additional streets can be added to the RPZ by petition.

Roadway Paving & Improvements

- ✓ Paving Ft. Hale Road between Townsend & Burr (Summer 2026)
- ✓ Additional affected streets scheduled for paving in subsequent paving cycles

Roadway Safety

- ✓ City working with DOT to install more speed tables on Townsend Avenue (Main to Ft. Hale section)
- ✓ Main/Townsend intersection signal improvement for traffic flow

Opportunities for Public Input

Every remaining step has a public moment. Not formalities — real opportunities to be heard.

*Public **Input***

CT DEEP Permitting	Public comment period on tidal wetland and environmental permits. Expert testimony accepted. Shapes construction scope and mitigation.	*Comment Period: Date TBD*
U.S. Army Corps of Engineers	Federal public comment period on Section 404 wetland impacts. Independent federal review with binding authority over fill and mitigation.	*Comment Period: Date TBD*
East Haven Planning & Zoning	Full public hearings. Commission can approve, deny, or impose conditions. Real regulatory authority — not advisory.	*Comment Period: Date TBD*

*Public **Information***

Tweed New Haven Airport Authority Board Meetings	Open to the public. Ongoing forum through the entire project lifecycle.	*Third Wednesday of every month.*
Public Information Sessions	Expert sessions on 100% terminal/runway design and the final Environmental Mitigation Plan. Dates to be announced.	*Date: TBD*

Q&A

Thank you!