

To: Thomas Rafter  
Executive Director  
Tweed Airport Authority

cc: All Tweed Authority Board Members  
Mayor Joseph Carfora

From: East Haven Appointed Members of the Tweed Authority Board:  
Kenneth Dagliere  
Joseph Ginnetti  
Linda Hennessey  
Raymond Pompano  
Mark Scussel, Sr.

Date: February 14, 2024

Re: Tweed Airport Authority Board Review and Consideration of  
Capital Improvement Program

Tom,

At the January Board meeting of the Airport Authority Board (the “Board”), there was limited discussion of the Five-Year Capital Improvement Plan (the “CIP”) proposed by Avports. As you know, the Lease Agreement between the Authority and Avports provides for Board discussion and review of the CIP and also provides for the Authority to object and seek clarification regarding the CIP. In the case of any objection, any objected to project contained in the CIP will be deferred for one year during which time the Authority and Avports will consult to resolve the objection. We hereby request that the CIP discussion be added to the agenda for the February Board meeting.

We seek clarification on the following matters related to the CIP:

1. The scope of the proposed projects in the CIP continues to change. We note that the CIP now calls for a parallel taxiway, additional noise abatement and land acquisition to remove obstructions. We also note that the CIP contemplates additional funds for a “scope change” to the environmental assessment. **We need to understand the complete and current plan for the planned airport expansion**, including how these individual projects relate to each other.

2. Why was the additional expansion plan discussed in the CIP, particularly including the parallel taxiway, not included in the just-completed environmental assessment (the “EA”)? What is the timeframe for the additional expansion and when should we expect a second environmental assessment?

3. The CIP contemplates updating the Noise Exposure Maps under Part 150. What is the anticipated schedule for updating those maps and **why is there no plan to update the Noise Compatibility Program**, which is now more than 10 years old?

4. The new CIP mentions land acquisition for obstruction removal, but the narrative description is not clear whether obstruction removal is connected to the proposed expansion of Runway 2/20. This is concerning because the just-completed EA is premised on no additional land being added to the Airport for expansion purposes. When is the land acquisition and obstruction removal expected to occur? Will the Authority exercise condemnation powers to acquire property?

5. The cost of the planned expansion keeps increasing. What is the total cost of the entire planned expansion? How were the estimated costs calculated?

6. How much of the cost of expansion is expected to come from the FAA? 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, and how realistic is it that the Airport would secure over \$50 million of that funding? What is the backup funding plan in the event this level of support is not available through the BIL?

7. How much of the expansion cost does Avports plan to fund? The CIP spreadsheet estimates less than \$40M in “other local funding,” which we presume is the contribution from Avports. The Board has previously been told that Avports would be contributing \$70M-\$100M of private funding. Does the Agreement require Avports to make up any shortfall in funding if, for example, federal grants are unavailable, or does Avports decide how much to contribute? How will any funding shortages affect the proposed project schedule?

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

9. 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?

We believe that all of the questions raised above should be considered and reviewed by the Board before the Board acts on the CIP. Please confirm that the CIP discussion will be added to the agenda for the February Board meeting.

Thank you.