

Proposal to Pave the Safety Areas at Tweed New Haven Regional Airport

April 2018



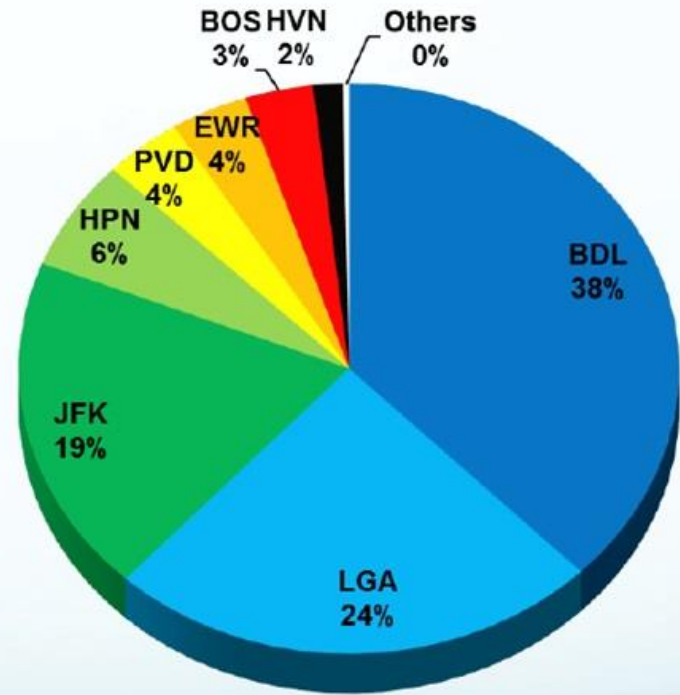
2009
Memorandum of
Agreement

Town of East
Haven & City of
New Haven

Purpose of the MOA

1. Develop a plan to provide essential air service for Greater New Haven
2. Address concerns regarding airport utilization including noise control, traffic calming and environmental considerations

Air Service Development Targets



HVN Catchment Area
Excluding Philadelphia (PHL)
Domestic True Market Passengers
3,131,742 (4,290 PDEW*)

- Main leakage from HVN catchment area goes outside of Connecticut
- Improving infrastructure at Tweed keeps more passengers, taxes and dollars in the State of Connecticut versus leaking to other states
- Overwhelming majority of passengers in our catchment area use NYC area airports
- A two-airport strategy with BDL and HVN best positions our State to retain the majority of our own passengers

2009 MOA Key Points

- Limit the number of commercial flights to 30 per day
- Cap annual enplanements at 180,000 passengers per year
- Restrict active runway length to 5,600 feet with 500 feet unpaved safety zones at both the north and south ends of the main airport runway (2-20) for a total of 1,000 feet of unpaved area
- No restrictions were placed on General Aviation usage

2018 Proposed Update to MOA

Proposal:

Pave the existing safety areas to the north and south of the main runway to provide 6,600 feet of usable runway to accommodate standard commercial aircraft

Purpose:

To allow additional commercial air carriers to provide service to more destinations in alignment with business and leisure travel needs

Details

Paving the Safety Areas

- The land is currently used by airport operations for safety areas
- The amount of land included in the current safety areas is 1000' x 150'. This amounts to approximately 3.44 acres of Tweed's 394 total acres (less than 1%)
- The paving would not expand the current boundaries of the airport as it is simply replacing unpaved safety areas with paved runway areas
- The paving would not expand into currently unused airport property

Continued
Adherence to the
MOA

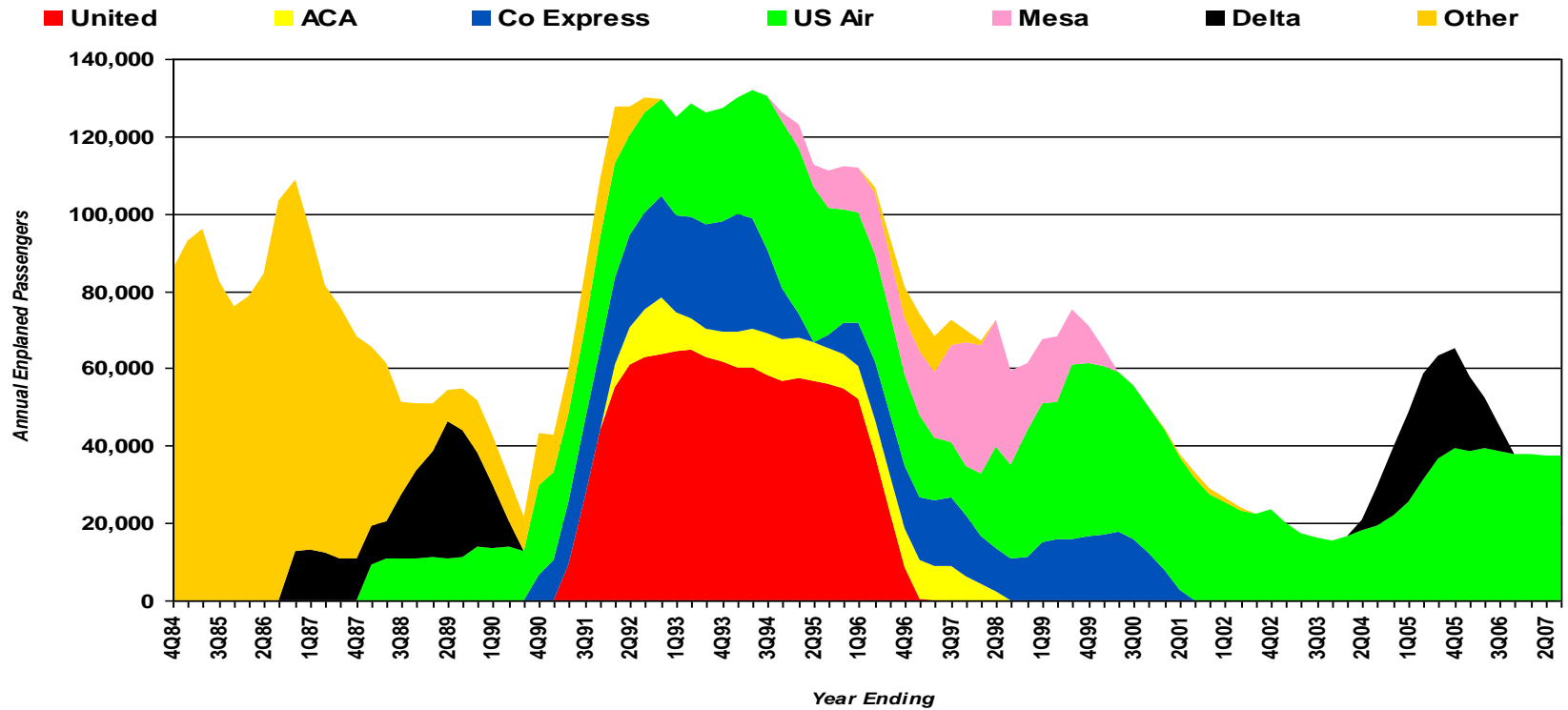
With the 6,600 Foot Runway Paving Proposal:

- There will not be additional flights beyond the 30 maximum flights per day as agreed upon in the 2009 MOA
- There will not be additional passengers beyond the 180,000 maximum per year as agreed upon in the 2009 MOA*
- The paved area will remain within the existing footprint of the airport

*In 1994, there were 130,000 enplanements

Tweed Airport Air Service Over Time

1984-2007



Benefits

Additional Air Service

- Provides convenient access to high-demand destinations by residents
- Offers a vital asset when attracting businesses, employees and visitors
- Supports the air travel needs of a wide-range of current local businesses

