

TWEED-NEW HAVEN REGIONAL AIRPORT (HVN)
Land Exchange between the Mr. Robert Celentano and the City of New Haven at HVN

Background:

At Tweed-Haven Regional Airport (HVN), Taxiways A, F and G comprise the network that connects the East Apron to Runway 2-20. Taxiway F connects the East Apron with Taxiway A and then crosses over to runway 2-20. Taxiway G gives access from the East Apron to the intersection of Taxiways A and C. Currently the pavement of the parallel taxiway A is in fair to poor condition and is at a non-standard centerline distance from runway 2-20.

The intersection of Taxiway F with Taxiway A, and the intersection of Taxiway G with Taxiways A and C, as well as the separation distance of Taxiway A from Runway 2-20, were cited as non-standard by FAA. Accordingly, modifications of design standards (MOS) were filed for these non-standard items and the MOS were conditionally approved on May 6, 2016. The conditions included: Redesign and Reconstruction of Taxiway A and Taxiway F, including Realignment of Taxiway A to meet Federal Design Standards prior to May 6, 2021; and, Redesign and Reconstruction of the Taxiway A, Taxiway C and Taxiway G intersection prior to May 6, 2021.

In 2016, the Airport Authority engaged the firm of Hoyle Tanner & Associates, Inc. (HTA), with AIP funding (#3-09-0013-045-2016) to undertake the Planning, Environmental Assessment (EA) and Permitting for the Reconstruction of Runway 14-32 and Taxiways A, F and G. That project was completed and the EA FONSI was issued on January 3, 2020.

The program objectives being pursued are: to design and construct a relocated taxiway A at centerline separation distance of 400 feet from runway 2-20 in accordance with the requirements of AC 150/5300-13A for the airport's Airport Reference Code (ARC) of C-III; and to reconfigure/reconstruct Taxiways F and G which intersect taxiway A in accordance with the recommendations of FAA Advisory Circular 150/5300-13A – Airport Design.

Currently, there is insufficient space within the boundaries of the airport property for the full build-out of the realignment program. Consequently, the realignment is planned in two phases. See attached drawings – *Realign Twys A, F & G at Tweed-New Haven Regional Airport*.

- a. Phase One:
 - i. Taxiway A is relocated to standard separation distance of 400' from Runway 2-20, to the extent possible within the current airport boundary.
 - ii. Intersections of taxiways F and G with taxiway A are reconfigured.
 - iii. Adjust of the East Apron
- b. Phase Two:
 - i. Will proceed after necessary land acquisitions are completed.
 - ii. Extension of relocated Taxiway A northwards to end of Runway 2-20. Relocation of perimeter road.

Acquisition of a portion of land parcel owned by Robert Celentano via Land Exchange:

Accordingly, Phase One is in design phase in preparation for construction. Phase Two requires the acquisition of land contiguous to the airport in the northeast corner. The first of these parcels belongs to Robert Celentano. A portion of the airport (City) property that is not required for aeronautical use is being exchanged for a portion his property of similar size and value. See attached drawing *Property Transfer*. Both parcels are located in designated wetlands. Appraisals of the two parcels determined that the parcels, each measuring 0.64 Acres, were of equal value, although the value differed with the Appraiser depending on his method of appraising land which is in a designated wetland.

The Airport Authority has sought release of that portion of airport property from aeronautical use and has received approval. The parcel is shown on the current *Airport Layout Plan* (attached) as not required for future development.