



50 F St. NW, Suite 750
Washington, D.C. 20001

T. 202-737-7950
F. 202-273-7951

www.aopa.org

July 20, 2016

Senator John W. Fonfara
Co-Chair
Legislative Program Review and Investigations Committee

Representative Christie M. Carpino
Co-Chair
Legislative Program Review and Investigations Committee

RE: Use of Hartford-Brainard Airport's Site Study

Good afternoon Co-Chairman Fonfara, Co-Chairman Carpino and members of the Program Review and Investigations Committee. The Aircraft Owners and Pilots Association (AOPA) represents 350,000 pilots, aircraft owners, and aviation enthusiasts, of which over 3,400 reside in the State of Connecticut. AOPA is committed to ensuring the continued viability, growth, and development of airports across the United States. Please accept this as written testimony from AOPA for the July 20 PRI committee hearing.

Economic Contributions of Hartford-Brainard Airport

Airports are an economic multiplier. A study of the economic impact of Hartford-Brainard Airport in 2010 revealed the many benefits provided by the airport to the community. The operation of Hartford-Brainard was sustaining 368 jobs, over \$21 million in labor income, and resulted in \$1.4 million in state tax revenue. The total positive economic impact of the airport was over \$44 million. According to the Connecticut Airport Authority, about 15 percent of flight operations at the airport are for business. The advantageous location of Hartford-Brainard enables rapid transit when time is critical such as medical flight services or law enforcement. The public safety role of Hartford-Brainard cannot be overstated.

Grant Assurances

Since 2006, the State has received over \$4.5 million in Airport Improvement Program (AIP) grants. Acceptance of these grants binds the Connecticut Airport Authority to a set of obligations known as grant assurances pursuant to Title 49 USC § 47107. Among these grant assurances is a requirement to obtain FAA approval before permanently closing all or part of the airport.

Grant History Report for Hartford-Brainard (HFD) in CT, 2005 - 2015							
Fiscal Year	Service Level (or State Project)	State	Location Identifier	Airport Name	Grant Seq. No.	AIP Federal Funds	Work Description
2006	R	CT	HFD	Hartford-Brainard	12	\$1,436,315	Rehabilitate Apron
2011	R	CT	HFD	Hartford-Brainard	14	\$470,250	Acquire Snow Removal Equipment
2011	R	CT	HFD	Hartford-Brainard	15	\$628,520	Update Airport Master Plan Study
2012	R	CT	HFD	Hartford-Brainard	16	\$1,910,704	Construct Snow Removal Equipment Building
2015	R	CT	HFD	Hartford-Brainard	17	\$99,321	Install Perimeter Fencing

Source: faa.gov

In the interim update provided by committee staff, the factors which determine the possibility of closing an airport are described. FAA approval for closure is unlikely and if approved the cost of closure would be charged to the taxpayers of Connecticut.

Designated Reliever

The airport represents a substantial public investment as part of our national airport system plan. Hartford-Brainard is a designated reliever airport. In addition to all of the aforementioned benefits, the airport relieves congestion at nearby commercial service airports such as Bradley International. This helps to reduce air traffic delays experienced by passengers leading to a better travel experience. If Hartford-Brainard becomes closed, then an additional 80,000 operations per year would be introduced at Bradley International. This would nearly double the annual operations at Bradley International and place a tremendous strain on airport resources.

We urge this committee to recognize that keeping Hartford-Brainard Airport open is the only reasonable option. We thank the members of the PRI committee for considering our comments

on this important matter. If I may be of further assistance, please contact me at 202-609-9702 or adam.williams@aopa.org.

Sincerely,

A handwritten signature in cursive script, appearing to read "Adam Williams", is positioned above a light gray rectangular background.

Adam Williams
Manager, Airport Policy
AOPA