



15 March 2018

Joint Committee on Energy & Technology  
Legislative Office Building, Room 3900  
Hartford, CT 06106

**RE: H.5350, Sec. 2 provision to permanently close Tweed-New Haven (HVN) Runway, 14 – 32.**

Honorable Co-Chairs, and esteemed members of the Joint Committee on Energy and Technology,

The Aircraft Owners and Pilots Association (AOPA) is the world's largest aviation organization, representing the general aviation interests of pilots and aircraft owners, including more than 3,000 of our members in the state of Connecticut. On behalf of these members, **AOPA opposes H.5350, an act concerning shared solar facilities and municipal airports.**

Section 2 of H.5350 calls for the repeal of subsection (c) of section 15-120j of the general statutes – a limitation of HVN Runway 2-20 to a maximum length of five thousand six hundred linear feet and replaces it with statutory language for the permanent closure of HVN crosswind runway 14-32. AOPA supports removal of the limitation on HVN Runway 2 -20 and opposes permanent closure of Runway 14 – 32.

Aircraft generally always takeoff and land into the wind; meaning the direction of airflow moves straight-back over the nose and wings of the aircraft—this is as much true for airliners as it is smaller general aviation aircraft. When the airflow comes at an angle (or diagonally as viewed from the pilot's perspective) it is known as a crosswind. Aircraft performance is greatly affected by the direction of airflow around the aircraft and smaller aircraft tend to experience the greatest adverse effects of such conditions. Due to these aerodynamic effects, the Federal Aviation Administration (FAA) recommends development of crosswind runways when the primary runway orientation provides less than 95.0 percent wind coverage, [Ref: Advisory Circular 150 / 5300 – 13A, Airport Design Appendix 2 – Wind Analysis]. Having such a runway increases the utility of an airport by providing additional options and greater level of safety when conditions do not favor the primary runway; in this case when conditions do not favor HVN Runway 02 – 22.

Removal of the statutory limitation on HVN Runway 2 – 22 is an important step toward future development of the Tweed-New Haven (HVN) Airport. Extending the primary runway allows for increased safety and greater utility, affording aircraft of greater size and capacity the opportunity to land at the airport. Conversely, the permanent closure of HVN crosswind Runway 14 – 32, for which the FAA is actively reviewing plans to return the runway to active use, is shortsighted and dangerous. The HVN Airport Master Record, an official report of based aircraft and operational data, indicates 56 based general aviation aircraft and approximately 32,000 annual operations (take offs and landings). Of those, nearly 12,000 (more than one-third of all flight operations) are attributed to transient (non-based) aircraft—those less familiar with local conditions. Closure of the secondary runway removes an important alternative, allowing for safer takeoffs and landings that are in better alignment with existing wind conditions at that time.

Reviewing the 25 publicly-operated coastal airports from New York City to the tip of Cape Cod, there are only two such airports designed with a single runway—Block Island State Airport (located on an island) and Province Town Municipal airport (located on a peninsula). The combination of continually changing weather conditions, improved utility and safety, and dependence on smaller general aviation aircraft necessitated the construction of crosswind runways. Any statutory limitation resulting in the permanent closure of HVN's crosswind Runway 14 – 32 would result in loss of an important safety asset, reduced utility and inhibit future growth opportunities at HVN.

AOPA supports development of solar technologies that are shown to be compatible with airport operations and future airport development needs. We also support the removal of any statutory limitation on the use of runways or future growth of the HVN airport. For these reasons, AOPA opposes the H.5350 provision to permanently close HVN crosswind runway 14 – 32. We respectfully request the Committee to strike this provision from the legislation in furtherance of safety and the future development needs of the HVN airport. Please consider AOPA to be a resource on any matters impacting general aviation and airports.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sean M. Collins".

Sean M. Collins, AOPA  
Eastern Region Manager