

Legislative History for Connecticut Act

PA 15-192

HB6823

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Transcripts from the Joint Standing Committee Public
Hearing(s) and/or Senate and House of Representatives
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**CONNECTICUT
GENERAL ASSEMBLY
HOUSE**

**PROCEEDINGS
2015**

**VOL.58
PART 9
2795 – 3145**

/pt
HOUSE OF REPRESENTATIVES

386
May 14, 2015

House Calendar 302, Favorable Report of the Joint Standing Committee on Commerce, Substitute House Bill 6823 on Page 54, AN ACT CONCERNING THE CONNECTICUT AIRPORT AUTHORITY'S RECOMMENDATIONS REGARDING OPERATION OF THE AUTHORITY, AIRPORT DEVELOPMENT ZONE ADMINISTRATION AND THE AUTHORITY'S JURISDICTION OVER AERONAUTICS IN THE STATE.

SPEAKER SHARKEY:

Representative Guerrero, you have the floor, sir.

REP. GUERRERA (29th):

Good evening, Mr. Speaker. Mr. Speaker, I move acceptance of the Joint Committee's Favorable Report and passage of the bill.

SPEAKER SHARKEY:

The question is on acceptance of the Joint Committee's Favorable Report and passage of the bill. Will you remark, sir?

REP. GUERRERA (29th):

Thank you, Mr. Speaker. Mr. Speaker, this is a bill that just basically moves all the guidelines from DOT to the Connecticut Airport Authority and also coincides with all federal regulations.

And I just want to be perfectly clear for legislative intent also that nothing will change when

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it comes to collective bargaining agreements
throughout the Connecticut Airport Authority.

This bill passed the Transportation Committee 100
percent support and I urge all my colleagues to
support this. Thank you, Mr. Speaker.

SPEAKER SHARKEY:

Thank you, sir. Would you care to remark further
on the bill that's before us? Representative O'Dea.

REP. O'DEA (125th):

Thank you, Mr. Speaker. I rise in support of the
bill. I just have a few questions starting on Page 1
of 64.

SPEAKER SHARKEY:

Please proceed, sir.

REP. O'DEA (125th):

I'd ask my colleagues to support the bill. It's
a great bill. It's one of the best drafted in the
Chamber so far this year and I urge everybody to vote
for it. Thank you very much.

SPEAKER SHARKEY:

It's a shame, sir. I was looking forward to that
question. Would you care to remark further on the
bill? Would you care to remark further on the bill?

If not, Representative Guerrera.

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REP. GUERRERA (29th):

Thank you, Mr. Speaker. I saw my good friend Representative O'Dea stand up and started talking. Therefore, I had to stand up myself to make sure he did sit down, so with that, thank you, Mr. Speaker.

(laughter)

SPEAKER SHARKEY:

Thank you, sir. Would you care to remark further? If not, staff and guests to the Well of the House. Members take your seats. The machine will be opened.

CLERK:

The House of Representatives is voting by roll.

The House of Representatives is voting by roll.
Members please report to the Chamber immediately.

[pause]

SPEAKER SHARKEY:

Have all the members voted? Have all the members voted? Will the members please check the board to make sure your vote is properly cast.

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If all the members have voted, the machine will be locked. Will the Clerk please indicate the Speaker in the affirmative and the Clerk will take a tally.

Will the Clerk please announce the tally.

CLERK:

House Bill 6823.

Total Number Voting 146

Necessary for Passage 74

Those voting Yea 146

Those voting Nay 0

Absent and not voting 5

SPEAKER SHARKEY:

The bill is passed. [gavel] Will the Clerk please call Calendar 325?

CLERK:

On Page 21, House Calendar 325, Favorable Report of the Joint Standing Committee on Higher Education and Employment Advancement, AN ACT CONCERNING STUDENT MEMBERSHIP ON THE BOARD OF TRUSTEES FOR THE UNIVERSITY OF CONNECTICUT.

HB 6118

SPEAKER SHARKEY:

Representative Haddad, you have the floor, sir.

REP. HADDAD (54th):

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CONNECTICUT
GENERAL ASSEMBLY
SENATE**

**PROCEEDINGS
2015**

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SENATE

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June 3, 2015

Thank you, Madam President. On Calendar Page 16,
Calendar 595, House Bill 6820, like to place that item
on the Consent Calendar.

THE CHAIR:

Without objection, so ordered.

SENATOR DUFF:

Thank you, Madam President. On Agenda No. 1 today,
Calendar 655, House Bill 5707, I'd like to place that
item on Consent Calendar.

THE CHAIR:

So ordered.

SENATOR DUFF:

Thank you, Madam President. On Calendar Page 20,
Calendar 626, House Bill 7023, like to place that item
on the Consent Calendar.

THE CHAIR:

Without objection, so ordered.

SENATOR DUFF:

Thank you, Madam President. On Calendar Page 27,
Calendar 408, House Bill - I'm sorry Senate Bill 1030,
I'd like to place that item on the Consent Calendar.

THE CHAIR:

Without objection.

SENATOR DUFF:

Thank you, Madam President. On Calendar Page 11,
Calendar 529, House Bill 6823, I'd like to place that
item on Consent Calendar.

THE CHAIR:

So ordered.

/kc
SENATE

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June 3, 2015

SENATOR DUFF:

Thank you, Madam President. On Calendar Page 9, Calendar 503, House Bill 6117, I'd like to place that item on the Consent Calendar.

THE CHAIR:

Without objection, so ordered.

SENATOR DUFF:

Thank you, Madam President. On Calendar Page 8, Calendar 501, House Bill 6830, like to place that item on Consent Calendar.

THE CHAIR:

Without objection, so ordered.

SENATOR DUFF:

Thank you, Madam President. We have a number of other items on the Consent Calendar from earlier. If the Clerk can call those items and the ones I just added. And we may have a vote on the first Consent Calendar of the day.

THE CHAIR:

Thank you, sir. Mr. Clerk.

CLERK:

On Page 9, Calendar 508, House Bill 7048. On Page 8, Calendar 501, House Bill 6830. Also on Page 9, Calendar 503, House Bill 6117. Page 10, Calendar 523, House Bill 6849. Page 11, Calendar 529, House Bill 6823. Page 12, Calendar 545, House Bill 7029.

Also on Page 12, Calendar 540, House Bill 6919. And on Page 13, Calendar 567, House Bill 6921. Page 13, Calendar 561, House Bill 6907. Page 16, Calendar 598, House Bill 7003. Page 16, Calendar 595, House Bill 6820. On Page 17, Calendar 600, House Bill 6855.

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Page 18, Calendar 613, House Bill 6899. Page 18, Calendar 615, House Bill 6737. On Page 19, Calendar 616, House Bill 6856. Also on Page 19, Calendar 622, House Bill 6186. On Page 20, Calendar 628, House Bill 7027. Page 20, Calendar 626, House Bill 7023.

Page 21, Calendar 632, House Bill 6774. Page 22, Calendar 643, House Bill 5780. On Page 22, Calendar 646, House Bill 7021. On Page 23, Calendar 649, House Bill 5793. Page 24, Calendar 651, House Bill 6987. Page 27, Calendar 408, Senate Bill 1030.

On Page 28, Calendar 517, House Bill 6498. Also on Page 28, Calendar 436, House Bill 5903. And on Page 30, Calendar 432, Senate Bill 1105.

THE CHAIR:

The machine will be opened. Clerk will announce a pendency of roll call vote.

CLERK:

Immediate roll call has been ordered in the Senate.
Immediate roll call on Consent Calendar No. 1 has been ordered in the Senate.

[pause]

THE CHAIR: (The President in the Chair)

If all members voted, all members voted, the machine will be closed. Mr. Clerk, will you please call the tally.

CLERK:

On Consent Calendar No. 1

Total Number Voting	36
Necessary for Adoption	19
Those voting Yea	36
Those voting Nay	0
Absent/not voting	0

THE CHAIR:

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SENATE

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June 3, 2015

Consent Calendar passes. [gavel] Good afternoon,
Senator Duff.

SENATOR DUFF:

Thank you, Madam President. Madam President, I would ask that the Clerk now please call from Senate Agenda No. 1, Emergency Certified Bill, House Bill 7061, please.

THE CHAIR:

Mr. Clerk.

CLERK:

House Bill No. 7061, AN ACT CONCERNING THE STATE BUDGET FOR THE BIENNIUM ENDING JUNE 30, 2017, AND MAKING APPROPRIATIONS THEREFOR, AND OTHER PROVISIONS RELATED TO REVENUE, DEFICIENCY APPROPRIATIONS, TAX FAIRNESS AND ECONOMIC DEVELOPMENT.

THE CHAIR:

It will be a good afternoon and a good evening. But a good afternoon, Senator Bye.

SENATOR BYE:

Good afternoon, Madam President. Nice to see you today.

THE CHAIR:

It's good to be seen and good to see you, ma'am.

SENATOR BYE:

Madam President, I move acceptance of the Joint Committee's Favorable Report and passage of the bill in concurrence with the House.

THE CHAIR:

The motion's on acceptance and passage in conjunction with the House. Would you remark?

**JOINT
STANDING
COMMITTEE
HEARINGS**

**TRANSPORTATION
PART 3
1091 – 1611**

2015

about where we go with this. But again we do appreciate you coming here and your testimony.

ROSE MASON: Thank you. When they say it happens to a person around the corner or up the block, someone you talk to, a relative or a relative but it really hits home. And then when you start watching the TV and you see that it's a 19 year old or last week two in the car it really just makes you look at it in a completely view. But thank you.

REP. GUERRERA: Thank you for coming. Any other comments? Thank you. Kevin Dillon followed by Romeo Lafaive.

KEVIN DILLON: Good afternoon, Mr. Chair and members of the committee. My name's Kevin Dillon. I'm the Executive Director of the Connecticut Airport Authority. I'm here to testify in favor of House Bill number 6823. As you know this committee was instrumental in creating the Airport Authority. Since that time, since taking responsibility for the airports here in the State since July of 13 we've accomplished quite a bit. In fact in 2014 we've grown passenger traffic about 8.3 percent.

That's quite an extraordinary accomplishment within the aviation world. Our success at the airports is due primarily to a renewed focus on route development and new concession offerings at the airport, enhanced services and targeted marketing. We've also made significant progress in the restoration of transatlantic service at the airport. We're hopeful that we will have an announcement in 2015 potentially for a 2016 start. And we've made considerable progress on our capital developments plans at the airport.

If you've been to the airport you'll see that

the demolition of terminal B is underway. That's paving the way for a complete roadway realignment at the airport as well as construction of a new \$250 million transportation center. We've also made some significant investments in our general aviation airports through federal grants as well as with State and CAA funds. And then lastly we have commenced a statewide system plan study where we're taking a look at all of the airports in the state to determine the specific roles that they play.

That will lead to the development of a needs assessment as to what investments need to be made in those airports and then set a roadmap for the investment of our very limited state funds going forward. In regard to the bill, section one of the bill would amend the CAA advisory committee that was created by this -- by the Legislature last year and it would incorporate at least one representative from western Massachusetts. Considering about 20 percent of our passenger traffic comes from Massachusetts it makes sense to give that high level of constituency a voice in the future of Bradley Airport.

Section two would increase the nonbudgeted expenditure cap from \$5,000 to \$500,000. I'm sure the committee can realize that the complexity of the airport requires many unknowns to be undertaken on a daily basis. Today I'm limited to only expending \$5,000 if it wasn't budgeted and approved by the board. This provision would take that dollar amount to -- dollar amount up to \$500,000 but would also require me to notify the board chair or the vice chair within 24 hours of making an expenditure of that magnitude.

Section three through six as well as section 64

would shift the administration of the airport development zones from the CAA to DECD. While we've had a lot of success in terms of promoting the airport development zones both at Bradley as well as Waterbury Oxford Airport we have unfortunately received a ruling from the FAA that the airports continued involved in the administration of those zones would constitute revenue diversion.

So we are suggesting that that responsibility be transferred over to DECD. They already have a unit in place that administers other economic development zones throughout the State so it's a logical transfer to put it into that section. And then lastly sections four through 63 would clarify the CAA's jurisdiction over aeronautics of the State. We believe this is more of a technical correction.

We believe the original enabling statute for the CAA contemplated the transfer or the aeronautics responsibility from the DOT to the new airport authority. So this simply goes through the statute and makes that technical correction. I think to demonstrate the intent was always there. You can look at the fact that the DOT no longer has any aeronautics folks on their staff. They've all been transferred to the CAA so it's logical that we were to take over that responsibility.

So I do believe these proposals are crucial to the continued effective management of the CAA and I would urge you to pass House Bill 6823. I'd be happy to handle any questions that you might have.

SENATOR LEONE: Thank you, Mr. Dillon. Appreciate the testimony. I'm sure we'll have a couple questions but I have one or two for you just to start the ball rolling. As you mentioned in

section two you would like an increase from 5,000 to 500,000 without approval from the board. I guess my initial question is why such a large jump from 5,000 to 500,000. Is -- has there been issues in the past to where it has hindered business in order to proceed getting recommendation from your -- from the board?

KEVIN DILLON: Yeah. I guess two examples I'll throw out. Even if you look at this winter season we have had to make unbudgeted acquisitions of chemical for treatment of the airfield. To -- in order to do that timely under the existing statute we'd have to wait the 30 days for an actual board meeting to occur to get the board to approve that expenditure. In other situations, for example you can have an emergency at the airport this afternoon where we would have to remove and disable the aircraft from the runway for example.

That could lead to a considerable expense. That's certainly an expenditure that you would not budget for. Again I think the controls that are in place, our board has passed procurement policies that we follow and even in the case of the expenditure under this provision we would still follow those procumbent procedures that have been enacted by our board. I think it's also important to point out that this provision would require notification to the board chair within 24 hours of the expenditure.

SENATOR LEONE: Would there also be a provision that if say the board director had any concerns to -- would -- is there a way to not prevent it from proceeding if there were questions that arose? I'm just thinking logically here.

KEVIN DILLON: Well I think, again some of these

purchases are of a lead time nature where they would be able to be cancelled but quite frankly this is more oriented toward emergency procurement where an immediate action needs to be taken. In fact I think you'll see the language does reflect the fact that it requires that inaction would result in a disruption of the airport or airport facilities.

SENATOR LEONE: So I don't have the actual language in front of me but you're saying it would be mainly for emergency procurement. Is that the language that would be in the statute -- the proposed statute?

KEVIN DILLON: That's correct. It's for those cases where inaction would result in a disrupt of the airport or airport facilities.

SENATOR LEONE: Okay. In section four where the CAA's going to take over functions of the aeronautics in the State of Connecticut. How do the other smaller airports regard that -- that movement? Have we had any import from the smaller airports?

KEVIN DILLON: We have not received any feedback from the other airports on this provision. I think it's important to point out that the CAA has been enacting in this capacity already. For example the allocation of State bond resources that are allocated to all of the airports in the State, not only the CAA operated airports comes under our control today. Again this is really what I would consider a technical correction. The DOT that had been charged with this responsibility no longer has qualified staff on their personnel roster to carry out these functions. That staff was transferred over to the CAA at the time of the transfer.

SENATOR LEONE: Okay. Thank you. I -- down the road I'd be interested in hearing how the smaller airports feel just to make sure that we're moving in the right direction. And then final questions and I'll open up to the committee. Section three, since it's a violation of the FAA does that mean that the people that you currently have that are doing this function would they be switched over to DECD or would you -- would they move into a different department?

KEVIN DILLON: No, we do not have dedicated staff right now. Right now it is one staff member that spends a piece of their time on this function. That staff member has ample work left at the CAA that they could be undertaking so we would not be transferring. We do not believe that it will require an increase in staff on the part of the DECD.

As we said they do have a unit that is already in place that's charged with the responsibility of administering economic development zones. The revenue diversion component of this really was more of a concern by the FAA that we would start spending airport resources on the promotion of the zones.

SENATOR LEONE: Thank you. I appreciate that. Let me open it up. Senator Frantz.

SENATOR FRANTZ: Thank you, Mr. Chairman. And Kevin, welcome back to the transportation committee. You're doing a great job up there and we're all fans of you and the management team and the board of directors at Bradley International Airport. First question for you is why are you coming to the legislative body to get permission to increase a limit on emergency spending? My understanding was that you are completely independent financially

(inaudible) enterprise fund. Why do we have to pass a law?

KEVIN DILLON: Unfortunately in our enabling statute that's how it was written that any nonbudgeted expense had to be approved by the board of directors. So this is simply the desire of the board of directors to delegate a piece of that authority now to the staff. But in the statute -- it is required by the statute right now.

SENATOR FRANTZ: Okay. And Kevin, you have unanimous or at least majority approval of the \$500,000 number from the board of directors?

KEVIN DILLON: That's correct.

SENATOR FRANTZ: Okay. Thank you. That makes this a lot easier to -- to say yes to. And as far as Springfield is concerned it's worth pointing out that again that 20 percent of the -- of the customers coming through and travelers coming through Bradley International Airport do come from the Springfield area. And they've been incredibly supportive in the past not just in terms of supporting to business but also in terms of some subsidies that they've granted to the airport.

And going back now, I'm going to say nine years or ten years prior to the launching of the interracial flight to Schiphol in Amsterdam they were financially very, very generous with us.

And I know the thought came up back then that we should be doing this. And it's hard to believe that eight or nine or ten years has gone by since then. And the board is how many people at this point?

KEVIN DILLON: Well this would be a representative

on the advisory committee that exists six members right now. So this is not on the board of directors. It's simply the advisory committee that was created by the Legislature last year.

SENATOR FRANTZ: Okay. I didn't read it. I apologize about that. So it's the advisory committee.

KEVIN DILLON: That's correct.

SENATOR FRANTZ: Well you know I think it's probably the least that we can do to you know at least say thank you. And maybe you know talk about something additional in the future.

KEVIN DILLON: They've been extremely helpful to us as you've pointed out, Senator. They've been instrumental in a number of our efforts to get new service at the airport. As of late they've been working very closely with us. Companies such as MassMutual are big players in terms of our effort to get international service back to the airport.

SENATOR FRANTZ: And one question unrelated to your proposed bill here is we know that there are at least one probably two airports that have an agreement with Uber to service the airports need for transportation. And it apparently is working out quite well at -- at least one of these and maybe the second one as well. I don't know. Is that something you've thought about for Bradley International and what are your thoughts very briefly on Uber since it's not related to your bill?

KEVIN DILLON: Sure. The airport that particularly comes to mind is Nashville. I know that Nashville has an agreement with Uber. It is something that we very much would like to see

at the airport. We do believe that they need to register with the airport and have an agreement with us. Every business that operates at the airport does have that formal agreement with the airport. And we know Uber is a service that many of our passengers like and want to utilize. So we are very anxious to work with them to make their operation at the airport legal.

SENATOR FRANTZ: Okay. That's pretty helpful. Thank you, Kevin, very much and keep up the great job. Thank you, Mr. Chairman.

SENATOR LEONE: Thank you, Senator. Any other questions? If not, thank you.

KEVIN DILLON: Thank you.

SENATOR LEONE: Okay. Next on the list from the public are Romeo Lafaive and then followed by Senator Linares. Press the button and state your name.

ROMEO LAFALIE: My name's Romeo Lafaive. I live in Rocky Hill, Connecticut. I'm here specifically to address the issues on predatory towing. My vehicle was taken a little over two years ago at two o'clock in the morning from 1101 Silas Deane Highway. I had arrived at two -- 12 A.M. I went out to my car and it wasn't there. And I parked there specifically because it was well lit. And there were no signs posted.

So when I came back to retrieve my car and my car was missing I went to report it to the police, Wethersfield police as a stolen vehicle. My conversation with the dispatcher was ridiculous. He said don't you know they tow there. I says how would I know that. So my car come to find out had been towed. I says where has it been towed? Is there record of

SB 509

**TRANSPORTATION COMMITTEE HEARING FEBRUARY 23,
2015**

**SUBMITTED BY CAMERON CHAMPLIN REPRESENTING PLUMBERS AND
PIPE FITTERS LOCAL UNION 777**

SENATOR MAYNARD, REPRESENTATIVE GUERRERA AND MEMBERS OF THE COMMITTEE THIS TESTIMONY IS FOR SECTION 52 OF HB-6823. THIS SECTION STATES THAT A LIST OF QUALIFIED CONTRACTORS CAN BE PRODUCED BY THE AIRPORT AUTHORITY. THE STATE OF CONNECTICUT ALREADY HAS A LIST OF PRE-QUALIFIED CONTRACTORS. WE BELIEVE THIS SHOULD BE THE LIST USED BY THE AUTHORITY. WHY REINVENT THE WHEEL?

THANK YOU FOR THE OPPORTUNITY TO TESTIFY TODAY ON THIS ISSUE. IF MORE INFORMATION IS NEEDED PLEASE CONTACT ME , EMAIL camc@att.net OR CELL (860) 287-0020



Testimony of Eric W. Gjede
Assistant Counsel, CBIA
Before the Transportation Committee
Hartford, CT
February 23, 2015

**Testifying in support of HB 6823 AAC The Connecticut Airport Authority's Recommendations
Regarding Operation Of The Authority, Airport Development Zone Administration And The Authority's
Jurisdiction Over Aeronautics In The State**

Good morning Senator Maynard, Representative Guerrero, Senator Boucher, Representative O'Dea, and members of the Transportation Committee. My name is Eric Gjede and I am assistant counsel at the Connecticut Business and Industry Association (CBIA), which represents more than 10,000 large and small companies throughout the state of Connecticut.

CBIA Supports HB 6823.

The business community supports HB 6823 to the extent that it continues to transfer control of our state's airports from the Department of Transportation to the Connecticut Airport Authority. Connecticut's airports are a critical entry and exit point to the state for national and international markets. Given their critical economic role, the stewardship of these resources should be given to an entity that can devote its full attention to their success.

For this reason, we support any legislation that will help promote the independence of the Connecticut Airport Authority.

③
Regulator List



Testimony In Support Of House Bill No. 6823, An Act Concerning the Connecticut Airport Authority's Recommendations Regarding Operation of the Authority, Airport Development Zone Administration and the Authority's Jurisdiction Over Aeronautics in the State

Kevin A. Dillon, A.A.E.
Executive Director
Connecticut Airport Authority

Joint Committee on Transportation
February 23, 2015

Dear Senator Maynard, Representative Guerrero, Senator Boucher, Representative O'Dea, and distinguished members of the Transportation Committee,

My name is Kevin Dillon, and I am the Executive Director of the Connecticut Airport Authority (CAA). I am submitting this testimony in support of House Bill No. 6823, An Act Concerning the Connecticut Airport Authority's Recommendations Regarding Operation of the Authority, Airport Development Zone Administration and the Authority's Jurisdiction Over Aeronautics in the State.

The creation of the CAA, initiated and championed by this committee, has already proven to be a major success. In 2014, Bradley International Airport experienced 8.3% year-over-year passenger growth, which is a very high level of growth in the aviation industry. This success is primarily a result of a renewed focus on route development, enhanced concession offerings, and targeted marketing efforts. The CAA has also made significant progress in its conversations with a number of airlines to work towards re-establishing direct, nonstop transatlantic service at Bradley. Finally, the CAA has initiated major projects to enhance the infrastructure at all of its airports, including the demolition of Terminal B at Bradley, the construction of a new ground transportation center at Bradley, and a significant investment of FAA grants, State and CAA funds towards capital investments at the CAA's five general aviation airports. It was an exciting year of progress for the CAA, and this Committee should be commended for its efforts to establish the Authority and promote aviation in the region.

I offer this testimony in support of a bill that will help the CAA maintain momentum and continue providing the safe, convenient, and enjoyable access to aviation that our regional passengers deserve. I would like to briefly outline some of the major sections of this legislation.

Section 1 would amend the CAA Advisory Committee that was created by the legislature last year to incorporate at least one representative from Western Massachusetts. Nearly 20% of Bradley's market base resides in Western Massachusetts, and I believe that this proposal would help keep that crucial population engaged and establish Western Massachusetts as a key stakeholder in the airport.

Section 2 would increase the nonbudgeted expenditure cap without prior Board approval from \$5,000 to \$500,000. As you surely know, an airport is a dynamic environment where, from time to time, emergency expenditures are required to ensure safe operations. This proposal seeks to increase the cap in the event of certain emergency situations, and it provides a reporting clause that would require the Executive Director to report any such expenditure to the Board Chair or Vice Chair

within 24 hours of the expenditure. This proposal would provide necessary flexibility in emergency situations and help ensure safety at our facilities and operations

Sections 3 through 6 and Section 64 would shift the administration of the airport development zone from the CAA to DECD. The CAA has been advised by the Federal Aviation Administration (FAA) that the CAA's continued administration of this economic development program will constitute a violation of the FAA's revenue diversion policy. The CAA proposes shifting the airport development zone program to DECD, where specialized staff already administers similar programs, such as the enterprise zone program. Transferring the program to DECD should ensure a smooth transition as the CAA seeks to become compliant with FAA regulations.

Sections 4 through 63 would clarify the CAA's jurisdiction over aeronautics in the State of Connecticut. The CAA asserts that the intent of the CAA enabling statute was to transfer all aeronautics-related functions from the DOT to the CAA. The fact that all aviation-related employees were transferred from the DOT to the CAA, leaving the DOT without specialized staff to handle aeronautics functions, demonstrates this intent. These sections would help clarify the intent of enabling statutes and clearly transfer all state aeronautics functions to the CAA. We have reviewed the bill as drafted, and we respectfully request to continue discussions with the Committee regarding the technical language in these sections.

I believe that these proposals are crucial to the effective management of the CAA, and I strongly support passage of HB-6823. Please feel free to contact me at (860) 292-2054 if you have any questions or concerns.

Sincerely,



Kevin A. Dillon, A.A.E.
Executive Director
Connecticut Airport Authority