

Finance, Revenue & Bonding Committee
March 7, 2011

Governor's Bill HB 6387: An Act Concerning
Personal Property Tax Exemptions

Senate Bill No. 1007, entitled An Act Concerning the
Governor's Recommendations on Revenue

Testimony Submitted by:

John D. Kelly
President
Shoreline Aviation, Inc.

Senator Daily, Representative Widlitz, Senator Roraback, Representative Williams and members of the Finance, Revenue and Bonding Committee, my name is John D. Kelly and I am the President of Shoreline Aviation, Inc., and a long-time resident of Guilford, CT.

Shoreline Aviation appreciates the opportunity to offer testimony to the Finance, Revenue & Bonding Committee on HB 6387 and Senate Bill No. 1007. For the reasons set forth below, Shoreline Aviation firmly believes that the bills, if enacted, will have serious negative consequences for the State of Connecticut including substantially reducing the general aviation industry's business in Connecticut, reducing tax and other revenues derived from the general aviation industry and causing a substantial loss of jobs in the general aviation industry in Connecticut.

Shoreline Aviation, Inc. has been in the business of providing aviation aircraft management services, aircraft charter, and aviation maintenance and support services to business throughout Connecticut, New York, and southern New England for more than thirty years. We are currently based in Oxford, CT, but have had bases of operations at New Haven, Bridgeport and Hartford-Brainerd Airports. Of our eight aircraft, five are based in Connecticut. Thirteen of our sixteen full and part-time employees are residents of Connecticut. We purchase a majority of the approximately 150,000 gallons of jet fuel from Fixed Base Operators in Connecticut.

As an FAA approved Part 135 air carrier we provide seaplane service from New York City to destinations in Eastern Long Island, upstate New York, New Jersey, Massachusetts, Maine and the Chesapeake Bay region. Few if any of our flights actually board revenue passengers in Connecticut. As a corporate jet operator, we again service primarily a New York City market. We have maintained our business in the State of Connecticut because the tax laws and business climate has been conducive to our operations. The bills that are under discussion at this Committee meeting will have a seriously detrimental effect on our ability to continue to base our aircraft and personnel in Connecticut. Airports and operators in New York are already soliciting our business in reaction to the publicity that has surrounded Connecticut's proposed tax policies,

and it would be difficult to defend a decision to remain in the state to our partners and aircraft owners, many of whom do not live in or have any business connections to the State of Connecticut.

While I will not be present at the meeting on March 7, as my business requires me to be out of the area on that day, I would like this testimony to be present to the members of the committee for their review.

Sincerely,

John D. Kelly
President

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