



**Testimony In Support Of Raised Bill No. 5461, An Act Concerning Revisions to Statutes  
Relating to the Connecticut Airport Authority**

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Joint Committee on Transportation  
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Dear Senator Maynard, Representative Guerrero, Senator Boucher, Representative Scribner,  
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 Raised Bill No. 5461, An Act Concerning Revisions to Statutes Relating to the Connecticut Airport Authority.**

The proposals set forth in this piece of legislation are crucial for the effective operation of the Connecticut Airport Authority and its necessary responsiveness to the rapidly changing needs of the airport industry. This bill will also alleviate various complications that became apparent during and after the Department of Transportation (DOT) formally completed the transfer of its authorities to the CAA.

The four, major sections of this legislation include the following initiatives:

1. **Staffing Procedures:** Section 2 will exempt the CAA from complying with Department of Administrative Services and the Office of Policy and Management personnel policies and procedures with regard to approval for the creation of certain new positions, the number of such positions, the decision to fill such positions, or the time for filling such positions. This adjustment will streamline the process and allow the Authority to adequately staff itself in a manner that is appropriately reactive to rapidly changing business conditions. This section follows a precedent set by the Lottery Corporation statutes, as they relate to this matter.
2. **Retirement Plan Exemption:** Section 3 will provide the CAA flexibility to allow certain, unclassified employees to opt-out of the State Retirement System. When airport industry employees reach the highest levels of airport administration, they often will not commit to a 10-year employment term. As such, the cost burden and 10-year cliff vesting of the State Retirement System's Tier III retirement plan limits the CAA's ability to attract highly qualified candidates for crucial positions. Furthermore, in order to attract these employees, the CAA will be required to implement deferred compensation plans. The cost of the State Retirement System (which will provide no attraction to these employees), along with the cost of the deferred compensation plan, will not allow the CAA to offer