

Questions for the Connecticut Airport Authority Board of Directors Nominee

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Connecticut Airport Authority ([CGS § 15-120bb](#))

The Connecticut Airport Authority (CAA) is a quasi-public agency responsible for developing, improving, and operating Bradley International Airport; five of the general aviation airports in the state; and any other airports it subsequently owns, operates, and manages. CAA's powers and duties include executing contracts, borrowing money, issuing bonds, and hiring employees. It is governed by an 11-member board comprised of gubernatorial and legislative appointees and state officials.

Questions

General

1. Why do you want to serve on the CAA board? What will be your priorities and what do you hope to accomplish during your tenure?
2. It has been about eight years since the legislature transferred the state's aviation functions from the Department of Transportation to CAA. How has this change affected the state's aviation policy and airport growth?
3. How should CAA's board measure and assess the authority's performance?
4. How should CAA ensure that its capital projects are coordinated with the state's other transportation projects?

5. What are the airports' principal revenue sources? Do they generate enough revenue to cover their current and future operating costs, build capital reserves, and secure future CAA bonds?
6. What are the latest trends in the airline industry? How should the board monitor these trends? How should it use that information in its operating and capital improvement plans?
7. What role should CAA play in marketing the state's airports? What is the size of the airports' potential market? What does CAA need to do to increase the airports' market share?

Bradley Airport

8. In 2018, Bradley Airport [reported](#) an increase in passenger traffic for the fifth consecutive year, and *Conde Nast Traveler* [recognized](#) it as the third best airport in the country. To what do you attribute these successes, and how can Bradley build on them?
9. Former Governor Malloy [announced](#) in September 2018 that Aer Lingus had committed to continue service from Bradley until at least 2022. But in January 2018, Norwegian Air ended its route to Edinburgh after less than a year. Should CAA seek additional international routes? What types of international routes do you think would be successful at Bradley?
10. The New Haven-Hartford-Springfield line opened last year. What impact has it had on Bradley? Are there any plans to better connect the airport to the rail line in the future?

Other Airports

11. It was recently [reported](#) that CAA is evaluating a partnership with Tweed-New Haven Airport. What are the benefits and drawbacks of such a relationship? Could such a partnership help grow the airport?
12. What opportunities exist at Connecticut's general aviation airports? How can CAA help the general aviation airports reach their full potential?
13. Since [2017](#), state law has required that most of the revenue from the petroleum products gross earnings tax on aviation fuel be transferred to a separate account and used for airport purposes. This revenue replaced an annual subsidy from the state to CAA to support the general aviation airports. What effect has the diversion of a relatively steady revenue stream had on the authority, and in particular, the general aviation airports?

Economic Development

14. What effect do the state's airports have on its economy? What types of businesses are supported by Bradley and by the general aviation airports? How can CAA better leverage its airports to grow the state's economy?
15. How do the state's airports promote tourism? How many out-of-state tourists travel through our airports and how many are bound for Connecticut destinations? How easy or difficult is it for them to get to those destinations and what improvements, if any, should be made?

HP:ks