



Senate

General Assembly

File No. 439

January Session, 2023

Substitute Senate Bill No. 993

Senate, April 5, 2023

The Committee on Transportation reported through SEN. COHEN of the 12th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE CONNECTICUT AIRPORT AUTHORITY.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Section 13b-39a of the general statutes is repealed and the
2 following is substituted in lieu thereof (*Effective July 1, 2023*):

3 [(a) The executive director of the Connecticut Airport Authority shall
4 establish a program of registration for all aircraft in the state, in
5 accordance with which the] The owner of any aircraft, as defined in
6 subdivision (5) of section 15-34, which is based or primarily used at any
7 airport facility, heliport, air navigation facility, restricted landing area
8 or seaplane base in a municipality within this state shall, not later than
9 October 1, 1993, and annually thereafter, be required to register with the
10 municipality in which such aircraft is based or primarily used, by filing
11 an application form, or renewal thereof, and paying the appropriate
12 registration fee, as provided for in section 12-71, this section and section
13 13b-39b, as amended by this act. The owner of any aircraft which is
14 based or primarily used at any such air navigation facility or restricted

15 landing area in this state shall register such aircraft not later than July 1,
16 1994, and annually thereafter not later than the first of October. Any
17 aircraft shall be deemed to be based or primarily used in a municipality
18 when in the normal course of its use, it leaves from and returns to or
19 remains at one or more points within the municipality more often or
20 longer than at any other single location outside of the municipality.

21 [(b) The executive director, subject to the provisions of section 1-121,
22 shall adopt such rules and procedures as deemed necessary by said
23 executive director to implement the provisions of section 12-71, this
24 section and sections 13b-39b to 13b-39g, inclusive.]

25 Sec. 2. Section 13b-39b of the general statutes is repealed and the
26 following is substituted in lieu thereof (*Effective July 1, 2023*):

27 The executive director of the Connecticut Airport Authority shall
28 prepare and distribute to each municipality in which aircraft are based
29 or primarily used, forms and decals for the registration of aircraft and
30 the renewal of such registrations. [The registration forms shall contain
31 such information as the authority may prescribe, including, but not
32 limited to, information concerning (1) the form and identity of
33 ownership, including information as to whether such ownership is by
34 an individual, partnership, corporation or other entity, (2) the type of
35 aircraft, including the year of manufacture, the manufacturer, the model
36 and the certified gross weight, (3) the Federal Aviation Certificate
37 number, and (4) the location at which such aircraft is based or primarily
38 used in this state.] Each municipality shall designate a municipal
39 registration official who may be an official or employee of the
40 municipality or of any airport facility, heliport or seaplane base located
41 within the municipality, to utilize the information obtained pursuant to
42 section 13b-49a, as amended by this act, and perform the duties of
43 registration of aircraft as set forth in sections 13b-39a to 13b-39g,
44 inclusive, as amended by this act, and shall furnish to the executive
45 director, in writing, the name, address and telephone number of each
46 such official. The municipality shall immediately notify the executive
47 director upon any changes relative to the municipal registration official.

48 Sec. 3. Section 13b-39d of the general statutes is repealed and the
49 following is substituted in lieu thereof (*Effective July 1, 2023*):

50 The owner shall pay a fee to the municipal registration official for
51 each aircraft so numbered or registered in accordance with the
52 following schedule:

T1	Gross Weight (lbs.)	Fee
T2	Less than 3,000	\$90.00
T3	3,001 - 4,500	250.00
T4	4,501 - 8,000	700.00
T5	8,001 - 12,500	1,500.00
T6	12,501 and over	2,500.00

53 Aircraft manufactured before 1946 shall pay the lesser of one hundred
54 dollars or the fee as required on the basis of gross weight as set forth in
55 this section. [The executive director may establish, by procedures
56 adopted in accordance with the provisions of section 1-121, a uniform
57 schedule for the expiration and renewal of registrations and may
58 prorate the fees in this section accordingly.] Any person or firm that
59 acquires ownership of an aircraft shall obtain a new registration in the
60 name of such owner within thirty days of the date of such acquisition,
61 provided no additional registration fee shall be payable in cases where
62 one or more new ownership interests are being added to the registration
63 or in cases of legal change of name of the registrant. All registrations
64 shall be renewed within thirty days of the date of expiration as stated in
65 the certificate. If a valid certificate or number decal is lost, mutilated or
66 destroyed, the aircraft owner shall notify the municipal registration
67 official within fifteen days, and such owner shall be issued a duplicate
68 certificate or number decal upon payment of a fee of five dollars.

69 Sec. 4. Section 13b-39g of the general statutes is repealed and the
70 following is substituted in lieu thereof (*Effective July 1, 2023*):

71 Each municipality which issues and renews registrations for aircraft
72 in accordance with this section and sections 13b-39a to [13b-39g] 13b-

73 39f, inclusive, as amended by this act, may retain for its own use and
74 purposes, as a grant in lieu of property taxes, all revenue received from
75 the receipt of aircraft registration fees. [Each] On or before February 1,
76 2024, and annually thereafter, each such [participating] municipality
77 shall furnish the executive director with [such reports] a report
78 concerning [the total amount of fees received pursuant to sections 12-71
79 and 13b-39a to 13b-39g, inclusive,] the number of registrations issued,
80 the names of registrants and the descriptions of aircraft registered
81 during the preceding calendar year.

82 Sec. 5. Section 13b-50 of the general statutes is repealed and the
83 following is substituted in lieu thereof (*Effective July 1, 2023*):

84 (a) The executive director of the Connecticut Airport Authority is
85 authorized to cooperate with the government of the United States or any
86 agency or department thereof in the acquisition, construction,
87 improvement, maintenance and operation of airports, heliports, landing
88 fields and other aeronautical facilities in this state where federal
89 financial aid is received and to comply with the provisions of the laws
90 of the United States and any regulations made thereunder for the
91 expenditure of federal moneys upon such airports, heliports and
92 facilities. The executive director is authorized to accept, receive and
93 receipt for federal or other moneys for and on behalf of this state or any
94 political subdivision thereof for the acquisition, construction,
95 improvement, maintenance and operation of facilities within this state.
96 All moneys accepted for disbursement by the executive director
97 pursuant to this subsection shall be [deposited in the state treasury and]
98 disbursed in accordance with the provisions of the respective grants.

99 (b) Any municipality is authorized to accept, receive and receipt for
100 federal moneys and other moneys, either public or private, for the
101 acquisition, construction, enlargement, improvement, maintenance,
102 equipment or operation of airports and other air navigation facilities
103 and sites therefor and to comply with the provisions of the laws of the
104 United States and any rules and regulations made thereunder for the
105 expenditure of federal moneys upon such airports and facilities. No

106 municipality shall submit to the administrator of civil aeronautics of the
107 United States any project application under the provisions of Section
108 9(a) of Public Law 377, 79th Congress, or any amendment thereof, unless
109 the project and the project application have been approved by the
110 executive director.

111 (c) Any municipality is authorized to designate by ordinance the
112 executive director as its agent to accept, receive and receipt for federal
113 moneys in its behalf for airport purposes and to contract for the
114 acquisition, construction, enlargement, improvement, maintenance,
115 equipment or operation of such airports or other air navigation facilities,
116 and may enter into an agreement with the executive director prescribing
117 the terms and conditions of such agency in accordance with federal
118 laws, rules and regulations and applicable laws of this state. Such
119 moneys as are paid by the United States government shall be paid to
120 such municipality under such terms and conditions as may be imposed
121 by the United States in making such grant.

122 (d) All contracts for the acquisition, construction, enlargement,
123 improvement, maintenance, equipment or operation of airports or other
124 air navigation facilities, made by the municipality itself or through the
125 executive director, shall be made pursuant to the laws of this state
126 governing the making of like contracts; provided, where such
127 acquisition, construction, improvement, enlargement, maintenance,
128 equipment or operation is financed wholly or partly with federal
129 moneys, the municipality, or the executive director as its agent, may let
130 contracts in the manner prescribed by the federal authorities, acting
131 under the laws of the United States, and any rules or regulations made
132 thereunder, notwithstanding any other state law to the contrary.

133 (e) The executive director may render financial assistance by grant of
134 funds to any municipality or municipalities acting jointly in the
135 planning, acquisition, construction or improvement of an airport owned
136 or controlled, or to be owned or controlled, by such municipality or
137 municipalities. [, out of appropriations made by the General Assembly
138 for such purposes.] Such financial assistance may be furnished in

139 connection with federal or other financial aid for the same purposes for
140 not more than seventy-five per cent of the cost exclusive of federal aid.
141 The executive director may establish procedures to be followed in
142 granting funds under this subsection and may prescribe forms to be
143 used in connection therewith.

144 (f) The executive director may, whenever the executive director
145 considers such assistance desirable or feasible, make available
146 engineering and other technical services of the executive director, with
147 or without charge, to any municipality or owner of a commercial airport
148 requesting such services in connection with the planning, acquisition,
149 construction, improvement, maintenance or operation of airports or
150 aeronautical facilities.

151 (g) Any town, city or borough may lease any airport or contract for
152 any airport facilities or privileges from any person, firm or corporation,
153 municipal or private, operating a municipal or private airport in any
154 location which has been approved by the executive director.

155 Sec. 6. Section 13b-47 of the general statutes is repealed and the
156 following is substituted in lieu thereof (*Effective July 1, 2023*):

157 (a) In determining whether to issue a certificate of approval or license
158 for the use or operation of any proposed [commercial] public use air
159 navigation facility, the executive director of the Connecticut Airport
160 Authority shall take into consideration (1) its proposed location, size
161 and layout, (2) its relationship to any comprehensive plan for state-wide
162 and nation-wide development, (3) the availability of areas suitable for
163 safe future expansion, (4) the freedom of adjoining areas from
164 obstructions based on a proper glide ratio, (5) the nature of the terrain
165 and of the uses to which the proposed [airport] facility will be put, and
166 (6) the possibilities for future development. Prior to the issuance of a
167 certificate of approval, license or license renewal, each proposed or
168 existing public use air navigation facility shall provide documentation
169 to the authority, in such form as the executive director may prescribe,
170 that the factors described in subdivisions (1) to (6), inclusive, of this
171 subsection demonstrate that such facility will provide or currently

172 provides for safe aircraft operations.

173 (b) In determining whether to issue a certificate of approval or license
174 for the use or operation of any proposed private use air navigation
175 facility, the executive director shall take into consideration: (1) Its
176 proposed location, size and layout; (2) the freedom of adjacent areas
177 from obstructions based on a proper glide ratio; (3) the nature of the
178 terrain and the uses to which the proposed air navigation facility will be
179 put; (4) the type of equipment to be utilized and the flight experience of
180 the operator; (5) the amount of noise to be produced at such facility; and
181 (6) such other factors as the executive director deems appropriate. Prior
182 to the issuance of a certificate of approval, license or license renewal,
183 each proposed or existing private use air navigation facility shall
184 provide documentation to the authority, in such form as the executive
185 director may prescribe, that the factors described in subdivisions (1) to
186 (6), inclusive, of this subsection demonstrate that such facility will
187 provide or currently provides for safe aircraft operations.

188 Sec. 7. Section 13b-49a of the general statutes is repealed and the
189 following is substituted in lieu thereof (*Effective July 1, 2023*):

190 (a) Not later than July thirty-first annually, the owner or operator of
191 any airport, heliport, restricted landing area, seaplane base or other air
192 navigation facility licensed under the provisions of section 13b-46 shall
193 submit to the executive director and the municipality in which the
194 aircraft is based, the following information with respect to an aircraft
195 which is based or primarily used at such facility as of July first of such
196 year: (1) The [name] identity and address of the owner [thereof] and
197 form of ownership, including information as to whether the owner is an
198 individual, partnership, corporation or other entity; (2) the type of
199 aircraft, including the year of manufacture, the manufacturer, the model
200 and the certified gross weight; and (3) the Federal Aviation Aircraft
201 Registration number. [The executive director shall forward such
202 information to the municipality in which an aircraft is based.]

203 (b) The executive director, after notice and opportunity for hearing,
204 may suspend or revoke the license of any such facility in the event the

205 owner or operator thereof knowingly or intentionally fails to comply
206 with the provisions of subsection (a) of this section.

207 Sec. 8. Section 13b-50a of the general statutes is repealed and the
208 following is substituted in lieu thereof (*Effective July 1, 2023*):

209 The following initiatives shall be established to preserve
210 Connecticut's licensed privately owned, publicly used airports which
211 have a paved runway and a minimum of five thousand operations per
212 year: (1) The state shall have the right of first refusal to purchase, via fair
213 market value and state property acquisition procedures, an airport, if
214 that airport is threatened with sale or closure, for the express purpose of
215 preserving the airport; (2) the executive director may acquire the
216 development rights, based on fair market value for such rights, of such
217 airports, provided the airport remains a public airport; (3) the state
218 [shall] may fund capital improvements to private airports, in which case
219 the state [shall participate in] may fund not more than ninety per cent of
220 the eligible costs and the balance by the sponsor, with budget and
221 priorities to be determined by the executive director, and engineering in
222 accordance with Federal Aviation Administration Advisory Circulars;
223 and (4) the establishment of a new airport zoning category for the
224 airport's imaginary surfaces as defined by Federal Aviation Regulations
225 and a program to mitigate noise in airport neighborhoods in which the
226 noise exceeds applicable Federal Aviation Administration standards.
227 Such program may be combined with existing energy conservation
228 programs. Funding for such program shall be from available federal
229 resources.

230 Sec. 9. Section 15-44 of the general statutes is repealed and the
231 following is substituted in lieu thereof (*Effective July 1, 2023*):

232 The executive director [, and] of the Connecticut Airport Authority,
233 aeronautics inspectors of the authority, [and] each state, county and
234 municipal officer charged with the enforcement of state and municipal
235 laws and each special police officer, appointed under section 29-19, shall
236 enforce and assist in the enforcement of this chapter and of all
237 regulations made pursuant thereto, and of all other laws of this state

238 relating to aeronautics.

239 Sec. 10. Subsection (a) of section 15-76 of the general statutes is
240 repealed and the following is substituted in lieu thereof (*Effective July 1,*
241 *2023*):

242 (a) The executive director of the Connecticut Airport Authority, any
243 employee of the authority, any officer attached to an organized police
244 department, any state police officer or any constable, within his or her
245 precinct, upon discovery of any aircraft apparently abandoned, whether
246 situated within or without any airport or landing field in this state, shall
247 take such aircraft into custody and may cause the same to be taken to
248 and stored in a suitable place. All charges necessarily incurred by such
249 person in the performance of such duty shall be a lien upon such aircraft.
250 The owner or keeper of any hangar or other place where such aircraft is
251 stored shall have a lien upon the same for storage charges. If such
252 aircraft has been so stored for a period of ninety days, such owner or
253 keeper may sell the same at public auction for cash, at such owner's or
254 keeper's place of business, and apply the avails of such sale toward the
255 payment of such owner's or keeper's charges and the payment of any
256 debt or obligation incurred by the person who placed the same in
257 storage, provided such sale shall be advertised three times in a
258 newspaper published or having a circulation in the town where such
259 hangar or other place is located, such advertisement to commence at
260 least five days before such sale; and, if the last place of abode of the
261 owner of such aircraft is known to or may be ascertained by such hangar
262 owner or keeper by the exercise of reasonable diligence, notice of the
263 time and place of sale shall be given such owner by mailing such notice
264 to the owner in a registered or certified letter, postage paid, at such last
265 usual place of abode, at least five days before the time of sale. The
266 proceeds of such sale, after deducting the amount due such hangar
267 owner or keeper and all expenses connected with such sale, including
268 the expenses of the officer who placed such aircraft in storage, shall be
269 paid to the owner of such aircraft or the owner's legal representatives, if
270 claimed by such owner or representatives, at any time within one year
271 from the date of such sale. If such balance is not claimed within [said]

272 such period, it shall escheat to the [state] authority.

273 Sec. 11. Section 15-90 of the general statutes is repealed and the
274 following is substituted in lieu thereof (*Effective October 1, 2023*):

275 [The executive director of the Connecticut Airport Authority is
276 directed to] Each publicly owned airport owner or operator shall
277 formulate and adopt, and [from time to time as may be] revise as
278 necessary, [revise,] an airport approach plan. [for each publicly owned
279 airport in the state.] Each such plan shall indicate the circumstances in
280 which structures or trees or both are or would be airport hazards, the
281 area within which measures for the protection of the airport's aerial
282 approaches should be taken and what the height limits and other
283 objectives of such measures should be. In adopting or revising any such
284 plan, [the executive director] such owner or operator shall consider,
285 among other things, the character of the flying operations expected to
286 be conducted at the airport, the nature of the terrain, the height of
287 existing structures and trees above the level of the airport, the
288 practicability of lowering or removing existing obstructions and all
289 other material matters. [, and the executive director] Such owner or
290 operator may obtain and consider the views of the agency of the federal
291 government charged with the fostering of civil aeronautics as to the
292 aerial approaches necessary to safe flying operations at the airport.

293 Sec. 12. Section 15-101m of the general statutes is repealed and the
294 following is substituted in lieu thereof (*Effective July 1, 2023*):

295 [(a)] Subject to the provisions of the general statutes and resolution
296 authorizing the issuance of bonds pursuant to subsection (a) of section
297 15-101l, the [Commissioner of Transportation is authorized to] executive
298 director of the Connecticut Airport Authority shall fix, revise, charge
299 and collect rates, rents, fees and charges for the use of and for the
300 services furnished or to be furnished by the facilities of Bradley
301 International Airport and to contract with any person, partnership,
302 association or corporation, or other body, public or private, in respect
303 thereof. [except that, the commissioner shall not impose any fee, charge
304 or commission on the gross revenues of off-airport parking operators

305 for the right to access said airport that exceeds five per cent of such gross
306 revenues for calendar quarters commencing on or after July 1, 1997, and
307 prior to July 1, 1998, and four per cent of such gross revenues for
308 calendar quarters commencing on or after July 1, 1998.] Such rates, rents,
309 fees and charges shall be fixed and adjusted in respect of the aggregate
310 of rates, rents, fees and charges from the operation of Bradley
311 International Airport so as to provide funds sufficient with other
312 revenues or moneys available therefor, if any, (1) to pay the cost of
313 maintaining, repairing and operating the facilities of Bradley
314 International Airport and each and every portion thereof, to the extent
315 that the payment of such cost has not otherwise been adequately
316 provided for, (2) to pay the principal of and the interest on any
317 outstanding revenue obligations of the state or the authority issued in
318 respect of the project as the same shall become due and payable, and (3)
319 to create and maintain reserves and sinking funds required or provided
320 for in any resolution authorizing, or trust agreement securing, such
321 bonds. A sufficient amount of the revenues as may be necessary to pay
322 the cost of maintenance, repair and operation and to provide reserves
323 and for renewals, replacements, extensions, enlargements and
324 improvements as may be provided for in the resolution authorizing the
325 issuance of any bonds or in the trust agreement securing the same, shall
326 be set aside at such regular intervals as may be provided in such
327 resolution or trust agreement in a reserve, sinking or other similar fund
328 which is hereby pledged to, and charged with, the payment of the
329 principal of and the interest on such bonds as the same shall become
330 due, and the redemption price or the purchase price of bonds retired by
331 call or purchase as therein provided. The use and disposition of moneys
332 to the credit of such reserve, sinking or other similar fund shall be
333 subject to the provisions of the resolution authorizing the issuance of
334 such bonds or of such trust agreement.

335 [(b) The Department of Transportation shall designate the beginning
336 and ending dates of the fiscal year for the operation of Bradley
337 International Airport. Each year, within ninety days prior to the
338 beginning of the next ensuing fiscal year, the Department of
339 Transportation shall prepare and submit to the Secretary of the Office of

340 Policy and Management an annual operating budget for Bradley
341 International Airport for such fiscal year, providing for (1) payment of
342 the costs of maintaining, repairing and operating the facilities of Bradley
343 International Airport and each and every portion thereof during such
344 fiscal year, to the extent that the payment of such costs has not otherwise
345 been adequately provided for, (2) the payment of the principal of and
346 interest on any outstanding revenue obligations of the state issued in
347 respect of the project and becoming due and payable in such fiscal year
348 and (3) the creation and maintenance of reserves and sinking funds
349 required or provided for in any resolution authorizing, or trust
350 agreement securing, such bonds. Such annual operating budget shall
351 include an estimate of revenues from the rates, rents, fees and charges
352 fixed by the Department of Transportation pursuant to subsection (a),
353 and from any and all other sources, to meet the estimated expenditures
354 of Bradley International Airport for such fiscal year. Within thirty days
355 prior to the first day of such fiscal year the Secretary of the Office of
356 Policy and Management shall approve said annual operating budget,
357 with such changes, amendments, additions and deletions as shall be
358 agreed upon prior to that date by the Department of Transportation and
359 the Secretary of the Office of Policy and Management. The annual
360 operating budget of Bradley International Airport as so approved shall
361 take effect as of the date of its approval. On or before the twentieth day
362 of each month, including the month next preceding the first month of
363 the fiscal year to which the annual operating budget applies, the
364 Treasurer or the trustee under any trust indenture securing the bonds
365 issued under subsection (a) of section 15-101l shall pay to the
366 Department of Transportation out of the funds available for such
367 purpose such amount as may be necessary to make the amount then
368 held by said department for the payment of operating expenses of
369 Bradley International Airport equal to such amount as shall be
370 necessary for the payment of such operating expenses during the next
371 ensuing two months, as shown by the annual operating budget for such
372 fiscal year. Except as otherwise provided in sections 15-101k to 15-101p,
373 inclusive, either expressly or by implication, all provisions of the general
374 statutes governing state employees and state property, and all other

375 provisions of the general statutes applicable to Bradley International
376 Airport, shall continue in effect. All pension, retirement or other similar
377 benefits vested or acquired at any time before or after July 1, 1981, with
378 respect to any state employees shall continue unaffected and as if the
379 salaries and wages of such employees continued to be paid out of the
380 general funds of the state.

381 (c) On the day the Department of Transportation submits an annual
382 operating budget for Bradley International Airport to the Secretary of
383 the Office of Policy and Management pursuant to subsection (b) of this
384 section, the department shall submit a copy of such budget to the joint
385 standing committee of the General Assembly having cognizance of
386 matters relating to appropriations and the budgets of state agencies,
387 through the legislative Office of Fiscal Analysis. Upon the approval of
388 the annual operating budget, the department shall submit a copy of the
389 budget as so approved to said joint standing committee, through the
390 Office of Fiscal Analysis.]

391 Sec. 13. Subsection (b) of section 15-120ii of the general statutes is
392 repealed and the following is substituted in lieu thereof (*Effective July 1,*
393 *2023*):

394 (b) The authority shall designate the beginning and ending dates of
395 the fiscal year for the operation of Bradley, the general aviation airports
396 and any other airports. [Each year, within thirty days prior to the
397 beginning of the next ensuing fiscal year, the] The authority shall
398 approve an annual operating budget for Bradley, the general aviation
399 airports and any other airports for each such fiscal year, providing for
400 (1) payment of the costs of maintaining, repairing and operating the
401 facilities of Bradley, the general aviation airports and any other airports
402 and each and every portion thereof during such fiscal year, to the extent
403 that the payment of such costs has not otherwise been adequately
404 provided for, (2) the payment of the principal of and interest on any
405 outstanding revenue obligations of the authority, including obligations
406 of the state that may be assumed by the authority, becoming due and
407 payable in such fiscal year, and (3) the creation and maintenance of

408 reserves and sinking funds, and compliance with rate covenants,
409 required, permitted or provided for in any resolution authorizing, or
410 trust agreement securing, such obligations. Such annual operating
411 budget shall include an estimate of revenues from the rates, rents, fees
412 and charges fixed by the authority pursuant to subsection (a) of this
413 section, and from any and all other sources, to meet the estimated
414 expenditures of Bradley, the general aviation airports and any other
415 airports for such fiscal year. The annual operating budget of Bradley,
416 the general aviation airports and any other airports as so approved shall
417 take effect as of the date of its approval. On or before the twentieth day
418 of each month, including the month next preceding the first month of
419 the fiscal year to which the annual operating budget applies, the
420 authority or the trustee under any trust indenture securing the bonds
421 issued under section 15-120ff, at the direction of the authority, shall
422 transfer to operating advance accounts established by the authority
423 from the funds available for such purpose such amount as may be
424 necessary to make the amount then held within such accounts for the
425 payment of operating expenses of Bradley, the general aviation airports
426 and any other airports equal to such amount as shall be necessary for
427 the payment of such operating expenses during the next ensuing two
428 months, as shown by the annual operating budget for such fiscal year.
429 Except as otherwise provided in sections 15-120aa to 15-120oo,
430 inclusive, either expressly or by implication, all provisions of the general
431 statutes governing state employees and state property, and all other
432 provisions of the general statutes applicable to Bradley, the general
433 aviation airports and any other airports, shall continue in effect. All
434 pension, retirement or other similar benefits vested or acquired at any
435 time before or after July 1, 1981, with respect to any state employees
436 shall continue unaffected and as if the salaries and wages of such
437 employees continued to be paid out of the general funds of the state.

438 Sec. 14. Subsection (d) of section 13b-97 of the general statutes is
439 repealed and the following is substituted in lieu thereof (*Effective July 1,*
440 *2023*):

441 (d) Any person, association, limited liability company or corporation

442 which has obtained a certificate under subsection (a) of this section, after
443 providing proof that service has been active [, adequate within the
444 territory specified in such certificate] and in compliance with all relevant
445 statutes and regulations, [for a period of not less than two years since
446 such certificate was obtained,] may solicit, receive and discharge taxicab
447 passengers at Bradley International Airport, subject to formal
448 agreement with the [Commissioner of Transportation provided such
449 agreement shall not take precedence over its obligation to provide
450 taxicab service within the territory specified in such certificate]
451 executive director of the Connecticut Airport Authority. Any such
452 person, association, limited liability company or corporation may
453 discharge taxicab passengers received at such airport within a territory
454 other than the territory specified in its certificate. The [commissioner]
455 executive director may charge and collect a reasonable fee from any
456 such person, association, limited liability company or corporation for
457 the privilege of solicitation of such passengers.

458 Sec. 15. (NEW) (*Effective October 1, 2023*) (a) No person shall operate,
459 nor any owner permit operation of, an aircraft based or hangered in this
460 state unless there is a liability insurance policy on such aircraft that
461 covers the owner and pilot for claims by passengers or other persons for
462 any injuries to such passengers or other persons or their property that
463 might arise out of the operation of such aircraft.

464 (b) The liability insurance shall provide coverage of at least (1) five
465 hundred thousand dollars for damages by reason of bodily injury or
466 death or for property damages per accident, and (2) one hundred
467 thousand dollars for damages by reason of bodily injury or death or for
468 property damages per passenger seat.

469 (c) Each owner or operator of an air navigation facility in the state
470 shall maintain a list of aircraft based or hangered at such air navigation
471 facility. Such list shall include for each such aircraft: (1) The registration
472 number, type and model of the aircraft, (2) the name and address of the
473 owner or operator of the aircraft, (3) the period of time the aircraft has
474 been based or hangered at the air navigation facility, (4) the liability

475 insurance policy or binder number, (5) the name of the insurance
476 company as shown on the liability insurance policy, and (6) the name of
477 the liability insurance agent or broker.

478 (d) The owner or operator of an aircraft based or hangered in the state
479 shall provide proof of aircraft liability insurance satisfying the coverage
480 required pursuant to this section upon request of the executive director
481 of the Connecticut Airport Authority, any official of the authority or a
482 law enforcement officer.

483 (e) The provisions of this section shall not apply to aircraft regulated
484 under 14 CFR 205, as amended from time to time.

485 Sec. 16. Section 15-120bb of the general statutes is repealed and the
486 following is substituted in lieu thereof (*Effective July 1, 2023*):

487 (a) There is hereby established and created a body politic and
488 corporate, constituting a public instrumentality and political
489 subdivision of the state of Connecticut established and created for the
490 performance of an essential public and governmental function, to be
491 known as the Connecticut Airport Authority. The authority shall not be
492 construed to be a department, institution or agency of the state.

493 (b) The powers of the authority shall be vested in and exercised by a
494 board of directors, which shall consist of eleven members, appointed as
495 follows: (1) (A) The Treasurer or the Treasurer's designee, (B) the
496 Commissioner of Transportation or the commissioner's designee, and
497 (C) the Commissioner of Economic and Community Development or
498 the commissioner's designee, each serving ex officio; (2) one appointed
499 by the speaker of the House of Representatives for a term of four years;
500 (3) one appointed by the minority leader of the House of
501 Representatives for a term of four years; (4) one appointed by the
502 president pro tempore of the Senate for a term of four years; and (5) one
503 appointed by the minority leader of the Senate for a term of four years.
504 Thereafter, such members of the General Assembly shall appoint
505 members of the board to succeed such appointees whose terms expire
506 and each member so appointed shall hold office for a period of four

507 years from the first day of July in the year of his or her appointment. The
508 Governor shall appoint four members to the board as follows: (A) Two
509 members for two years; and (B) two members for four years. Thereafter,
510 the Governor shall appoint members of the board to succeed such
511 appointees whose terms expire and each member so appointed shall
512 hold office for a period of four years from July first in the year of his or
513 her appointment. Appointed directors shall have business and
514 management experience and shall include individuals who have
515 experience and expertise in one or more of the following areas: (i)
516 Financial planning, (ii) budgeting and assessment, (iii) marketing, (iv)
517 master planning, (v) aviation, and (vi) transportation management.

518 (c) Appointed directors may not designate a representative to
519 perform in their absence their respective duties under this section. Any
520 appointed director who fails to attend three consecutive meetings of the
521 board or who fails to attend fifty per cent of all meetings of the board
522 held during any calendar year shall be deemed to have resigned from
523 the board. Any vacancy occurring other than by expiration of term shall
524 be filled in the same manner as the original appointment for the balance
525 of the unexpired term.

526 (d) The board of directors of the authority shall appoint an executive
527 director who shall not be a member of the board and who shall serve at
528 the pleasure of the board and receive such compensation as shall be
529 fixed by the board. The executive director shall be the chief
530 administrative officer of the authority and shall direct and supervise
531 administrative affairs and technical activities in accordance with the
532 directives of the board. The executive director shall approve all accounts
533 for salaries, allowable expenses of the authority or of any employee or
534 consultant thereof, and expenses incidental to the operation of the
535 authority. The executive director shall perform such other duties as may
536 be directed by the board in carrying out the purposes of subdivision (12)
537 of section 1-79, sections 1-120, 1-124 and 1-125, subsection (f) of section
538 4b-3, sections 13b-4 and 13b-42, subsection (a) of section 13b-44 and
539 sections 15-101aa and 15-120aa to 15-120oo, inclusive. The executive
540 director shall be exempt from the classified service. The executive

541 director shall attend all meetings of the board, keep a record of the
542 proceedings of the authority and shall maintain and be custodian of all
543 books, documents and papers filed with the authority and of the minute
544 book or journal of the authority and of its official seal. The executive
545 director may cause copies to be made of all minutes and other records
546 and documents of the authority and may give certificates under the
547 official seal of the authority to the effect that such copies are true copies,
548 and all persons dealing with the authority may rely upon such
549 certificates.

550 (e) Each director shall be entitled to reimbursement for such director's
551 actual and necessary expenses incurred during the performance of such
552 director's official duties.

553 (f) Directors may engage in private employment, or in a profession or
554 business, subject to any applicable laws, rules and regulations of the
555 state or federal government regarding official ethics or conflict of
556 interest.

557 (g) Six directors of the authority shall constitute a quorum for the
558 transaction of any business or the exercise of any power of the authority.
559 For the transaction of any business or the exercise of any power of the
560 authority, and except as otherwise provided in this section, the
561 authority may act by a majority of the directors present at any meeting
562 at which a quorum is in attendance.

563 (h) The board may delegate to six or more directors such board
564 powers and duties as it may deem necessary and proper in conformity
565 with the provisions of this section and its bylaws.

566 (i) The appointing authority for any director may remove such
567 director for inefficiency, neglect of duty or misconduct in office after
568 giving the director a copy of the charges against the director and an
569 opportunity to be heard, in person or by counsel, in the director's
570 defense, upon not less than ten days' notice. If any director shall be so
571 removed, the appointing authority for such director shall file in the
572 office of the Secretary of the State a complete statement of charges made

573 against such director and the appointing authority's findings on such
574 statement of charges, together with a complete record of the
575 proceedings.

576 (j) The authority shall continue as long as it has bonds or other
577 obligations outstanding and until its existence is terminated by law.
578 Upon the termination of the existence of the authority, all its rights and
579 properties shall pass to and be vested in the state of Connecticut.

580 (k) Notwithstanding any provision of the general statutes, it shall not
581 constitute a conflict of interest for a trustee, director, partner or officer
582 of any person, firm or corporation, or any individual having a financial
583 interest in a person, firm or corporation, to serve as a director of the
584 authority, provided such trustee, director, partner, officer or individual
585 shall abstain from deliberation, action or vote by the authority in specific
586 respect to such person, firm or corporation.

587 (l) The Governor shall appoint the chairperson of the board, who shall
588 serve for a term of four years. The board shall elect from its members a
589 vice chairperson and such other officers as it deems necessary.
590 Vacancies among any officers shall be filled within thirty days following
591 the occurrence of such vacancy in the same manner as the original
592 selection. Said board shall establish bylaws to govern its procedures and
593 shall appoint such committees and advisory boards as may be
594 convenient or necessary in the transaction of its business.

595 (m) The initial members of the board may begin service immediately
596 upon appointment, but shall not serve past the sixth Wednesday of the
597 next regular session of the General Assembly unless qualified in the
598 manner provided in section 4-7. Thereafter, all appointments shall be
599 made with the advice and consent of both houses of the General
600 Assembly, in the manner provided in section 4-19.

601 [(n) The executive director of the Connecticut Airport Authority shall
602 establish an advisory committee to consult with on matters relating to
603 Bradley International Airport and business related to said airport. The
604 committee may consist of not more than six members, one of whom

605 shall be appointed by the cochairpersons of the joint standing committee
 606 of the General Assembly having cognizance of matters relating to
 607 transportation, and one of whom shall be appointed by the ranking
 608 members of the joint standing committee of the General Assembly
 609 having cognizance of matters relating to transportation. The advisory
 610 committee shall consist of residents of and representatives of businesses
 611 located in the Bradley Airport development zone, as well as one or more
 612 representatives from western Massachusetts. Members of such advisory
 613 committee may attend public meetings of the Connecticut Airport
 614 Authority and monthly managers' meetings of the Connecticut Airport
 615 Authority.]

616 Sec. 17. Sections 13b-44a, 13b-50b, 15-101t and 15-101pp of the general
 617 statutes are repealed. (*Effective July 1, 2023*)

This act shall take effect as follows and shall amend the following sections:		
Section 1	July 1, 2023	13b-39a
Sec. 2	July 1, 2023	13b-39b
Sec. 3	July 1, 2023	13b-39d
Sec. 4	July 1, 2023	13b-39g
Sec. 5	July 1, 2023	13b-50
Sec. 6	July 1, 2023	13b-47
Sec. 7	July 1, 2023	13b-49a
Sec. 8	July 1, 2023	13b-50a
Sec. 9	July 1, 2023	15-44
Sec. 10	July 1, 2023	15-76(a)
Sec. 11	October 1, 2023	15-90
Sec. 12	July 1, 2023	15-101m
Sec. 13	July 1, 2023	15-120ii(b)
Sec. 14	July 1, 2023	13b-97(d)
Sec. 15	October 1, 2023	New section
Sec. 16	July 1, 2023	15-120bb
Sec. 17	July 1, 2023	Repealer section

Statement of Legislative Commissioners:

In Section 2, "13a-49a" was changed to "13b-49a, as amended by this act" for accuracy; and in Sections 6(a) and 6(b), "proposed public use air

navigation facility and public use air navigation facility" was changed to "proposed or existing public use air navigation facility" for clarity.

TRA *Joint Favorable Subst. -LCO*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 24 \$	FY 25 \$
State Resources	Various - Potential Savings	See Below	See Below

Note: Various=Various

Municipal Impact: None

Explanation

Section 8 allows, rather than requires, the state to fund 90% of eligible capital improvements at private airports. According to CAA, this requirement has rarely been exercised; however, to the extent that the state no longer contributes funding for capital improvements at private airports, this section results in a potential cost savings.

The remaining sections of the bill make various changes to laws concerning airports, aircraft, and the Connecticut Airport Authority and either conform to current practice or otherwise do not have a fiscal impact to the state or municipalities.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation.

OLR Bill Analysis**sSB 993*****AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE CONNECTICUT AIRPORT AUTHORITY.*****SUMMARY**

This bill makes various changes in laws concerning airports, aircraft, and the Connecticut Airport Authority (CAA). Among other things, the bill:

1. requires owners and operators of aircraft based or hangered in the state to maintain liability insurance meeting specified coverage criteria (§ 15);
2. generally eliminates the CAA's role in aircraft registration, which is currently primarily handled by municipalities (§§ 1-4 & 7);
3. specifies documentation that must be given to CAA when seeking a certificate of approval or license for an air navigation facility (§ 6, also see BACKGROUND);
4. eliminates requirements that a taxi certificate holder be active for at least two years before it may provide taxi service at Bradley Airport (§ 14);
5. requires publicly owned airport owners or operators, rather than CAA, to develop and revise the approach plans for their airports after considering specified criteria (§ 11).

The bill also makes the following minor changes:

1. eliminates obsolete references to (a) federal airport grants being deposited in the state treasury before distribution, which is

-
- federally preempted, and (b) general fund appropriations for grants to municipal airports (§ 5);
2. allows, rather than requires, the state to fund capital improvements at private airports up to 90% of eligible costs (§ 8);
 3. adds CAA special police to the list of officials who may enforce laws related to aeronautics (§ 9);
 4. repeals obsolete language on budgeting and revenue at Bradley Airport originally adopted as part of a since completed project (§ 12);
 5. eliminates the specific deadline for CAA to approve Bradley Airport's annual operating budget, which under current law is 30 days before the beginning of the fiscal year (§ 13); and
 6. repeals statutes that are obsolete or federally preempted (§§ 16 & 17).

It also makes numerous technical and conforming changes, including in § 10.

EFFECTIVE DATE: July 1, 2023, except that the aircraft liability insurance and approach plan provisions are effective October 1, 2023.

§§ 1-4 & 7 — AIRCRAFT REGISTRATION

Under existing law and the bill, owners must annually register their aircraft with the municipality in which it is based or primarily used. But under current law, CAA is responsible for establishing the aircraft registration program and certain related tasks.

The bill generally eliminates CAA's role in administering the registration program, specifically repealing requirements that CAA (1) establish the aircraft registration program and (2) adopt any necessary rules and procedures for implementing it. It retains requirements that CAA prepare and distribute registration decals and forms to municipalities, but it eliminates the specific information the forms must

contain.

Fees

Existing law sets out registration fees and allows municipalities to keep the fees for their own use and purposes as a grant in lieu of property taxes. The bill eliminates a provision allowing CAA to set a uniform schedule for aircraft registration expiration and renewal and prorate the statutory fees accordingly.

Current law requires municipalities to annually report to CAA the amount of aircraft registration fees they collected, the number of registrations issued, registrants' names, and descriptions of registered aircraft. The bill eliminates the requirement that they report the amount of fees collected and sets a specific deadline (February 1) for annually reporting the remaining information from the last calendar year.

Information Reporting

The bill also (1) expands the type of information that owners and operators of air navigation facilities must report to CAA on aircraft based at their facilities and (2) requires that they additionally report this information directly to the municipality where the aircraft is based, rather than requiring the CAA executive director to forward the information to municipalities, as under current law.

Under existing law, these facilities must report the owner's name and address, the type of aircraft, and the Federal Aviation Aircraft Registration number. The bill also requires that they report information currently required on registration forms, namely (1) the form of ownership, including whether the owner is an individual, partnership, corporation, or other entity and (2) the aircraft's year of manufacture, the manufacturer, the model, and the certified gross weight. The bill eliminates current law's requirement that this information be in aircraft registration forms, but specifically requires municipalities to use the information reported to them to register aircraft.

§ 6 — CAA CERTIFICATES OF APPROVAL AND LICENSES

Under existing law, the CAA executive director is responsible for

approving and licensing airports, heliports, restricted landing areas, and other air navigation facilities (CGS § 13b-46). The law establishes various factors that the executive director must consider when deciding whether to issue a certificate of approval or license (e.g., its proposed size, location, and layout; the nature of the terrain; and planned uses of the proposed facility).

The bill specifically requires that public and private air navigation facilities, when seeking a certificate of approval, license, or license renewal, give CAA documentation, in a form the executive director prescribes, showing that these factors demonstrate that the facility will provide or currently provides for safe aircraft operations.

The bill also changes a reference to “commercial use” air navigation facility to a “public use” one, which conforms to the scope of CAA oversight authority under existing law.

§ 14 — TAXI SERVICE AT BRADLEY AIRPORT

Current law requires that taxi certificate holders, before they may provide service at Bradley Airport, prove that they have been active, adequate within their specified territory, and in compliance with all relevant laws and regulations for at least two years. The bill eliminates the requirement that they be adequate within their specified territory and the two-year minimum time period.

The bill also (1) eliminates a requirement that the agreement under which taxis provide service at Bradley may not take precedence over the taxi’s obligation to provide service within their specified territory and (2) makes a conforming change to remove reference to the transportation commissioner.

§ 15 — AIRCRAFT LIABILITY INSURANCE

Beginning October 1, 2023, the bill prohibits people from operating, or owners from allowing someone to operate, aircraft based or hangered in the state without liability insurance coverage. Specifically, the policy must cover the owner and pilot for claims by passengers or other people for bodily injuries, death, or property damage that may arise from the

aircraft's operation in the amount of at least (1) \$500,000 per accident and (2) \$100,000 per passenger seat.

Under the bill, these aircraft owners and operators must provide proof of insurance satisfying the bill's requirements when requested by CAA's executive director, authority officials, or a law enforcement officer.

The bill requires in-state air navigation facility owners and operators to keep a list of aircraft based or hangered at the facility. The list must include the following information for each aircraft:

1. its registration number, type, and model;
2. its owner or operator's name and address;
3. how long it has been based or hangered at the facility;
4. the liability insurance policy or binder number;
5. the insurance company's name, as shown on the policy; and
6. the name of the liability insurance agent or broker.

The bill's requirements do not apply to aircraft subject to federal liability insurance requirements.

§§ 16 & 17 — REPEALERS

The bill repeals the following provisions:

1. a requirement that a copy of plans of development and other documents be filed with the State Properties Review Board (under CGS § 4b-3(f), CAA airports or airport sites are not subject to the board's review) (CGS § 13b-44a);
2. a program setting aside a portion of contracts for federally funded noise mitigation projects at airports for veterans (federal law requires that airports follow federal contracting rules when using federal funding) (CGS § 13b-50b); and

3. requirements related to a Bradley Airport terminal project that is already complete (CGS § 15-101t).

It also repeals statutes establishing two Bradley Airport advisory groups, which are not active. It repeals the Bradley International Community Advisory Board, which consists of the chief elected officials of Windsor, Windsor Locks, East Granby, and Suffield and whose purpose is to communicate between the airport and the surrounding towns and advise on various airport issues (CGS § 15-101pp). It also repeals the six-member Bradley Advisory Committee, which consists of residents and businesses located in the Bradley Airport Development Zone and is charged with consulting on business related to the airport (§ 16, CGS § 15-120bb(n)). In practice, CAA regularly meets with the non-statutory Bradley Development League, which consists of the chief executive officers of the municipalities surrounding the airport, the MetroHartford Alliance, and local business representatives.

BACKGROUND

Air Navigation Facility

By law, an air navigation facility is any facility, other than one owned or controlled by the federal government, used in, available for, or designed for use in, aid of air navigation. They include airports, heliports, restricted landing areas, and any structures, mechanisms, lights, beacons, marks, communicating systems, or other instrumentalities or devices used or useful as an aid to the (1) safe taking-off, navigation, and landing of aircraft or (2) safe and efficient operation or maintenance of an airport, heliport, or restricted landing area, and any combination of these facilities (CGS § 15-34).

COMMITTEE ACTION

Transportation Committee

Joint Favorable

Yea 34 Nay 2 (03/17/2023)