

OFFICE OF FISCAL ANALYSIS

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sHB-5202

AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE
CONNECTICUT AIRPORT AUTHORITY.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 25 \$	FY 26 \$
Judicial Dept. (Probation)	GF - Potential Cost	Minimal	Minimal
Resources of the General Fund	GF - Potential Revenue Gain	Minimal	Minimal
Department of Revenue Services	Various - Potential Revenue Gain	Less than 100,000	Less than 100,000

Note: Various=Various; GF=General Fund

Municipal Impact: None

Explanation

This bill incorporates "unmanned aircraft" and "vertiports" into statute, creates new aviation-related penalties, and alters the hours of alcohol sale at Bradley International Airport. The sections with a fiscal impact to the state or municipalities are explained below.

Section 19 expands the misdemeanor of operating an aircraft while under the influence of liquor or drugs to operating unmanned aircraft, which results in a potential cost to the Judicial Department for provision of supervision in the community and a potential revenue gain from fines.

On average, the marginal cost for supervision in the community is

less than \$800 each year for adults and \$1,000 each year for juveniles.¹ Since FY 14, there has only been one charge for a similar violation. Few, if any, violations are expected to occur in the future.

The bill also creates various class A misdemeanors and infractions related to aircrafts and unmanned aircrafts², which results in a potential cost to the Judicial Department and a potential revenue gain from fines. On average, the marginal cost for supervision in the community is less than \$800 each year for adults and \$1,000 each year for juveniles.

Section 26 results in a potential revenue gain to the state's sales and alcoholic beverage taxes of less than \$100,000 annually by amending the hours during which alcohol sales are allowed at Bradley International Airport. Any revenue gain in taxes would be only to the extent that there is an increase in alcohol sales rather than a shift from currently allowed transactions for alcohol.

The Out Years

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

¹ Probation marginal cost is based on services provided by private providers and only includes costs that increase with each additional participant. This does not include a cost for additional supervision by a probation officer unless a new offense is anticipated to result in enough additional offenders to require additional probation officers.

²These include equipping an aircraft or unmanned aircraft with a weapon, operating an aircraft or unmanned aircraft too low over private property or over certain infrastructure, and projecting a laser at an aircraft or at the flight path of an aircraft.