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## HBAA needs your financial support to:

- Influence legislation through lobbying efforts.
- Monitor upcoming DECD airport study.
- Support aviation education through scholarships.
- Keep our readership informed with timely reporting.

Please consider supporting our efforts  
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Protect YOUR freedom to fly at Brainard Airport.



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## Hartford Brainard Airport Association, Inc. (HBAA)

is a grass-roots organization of general aviation, private and commercial pilots, business leaders and others dedicated to preserving the airport as a valuable community asset and vital economic resource that supports Connecticut's economy and provides significant benefits to the capital city and region. HBAA works to promote the educational opportunities that already exist at Brainard, encouraging city residents to pursue careers in the fields of aviation and aircraft maintenance.



HARTFORD BRAINARD AIRPORT ASSOCIATION, INC.



NEWSLETTER

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## DECD issues RFP to study Brainard Airport property

On July 27, the Connecticut Department of Economic and Community Development (DECD) issued a request for proposals to conduct a study of the Hartford Brainard Airport property. The RFP is required by legislation adopted by the General Assembly in the recent legislative session.

The purpose of the study is to assess the benefits and opportunity costs to the city of Hartford and the State of Connecticut of the current and alternative uses of the airport property. Primary functions of the selected entity will be to: select consultants and/or entities who are subject matter experts through a request for qualifications process, oversee the analysis, and produce the report.

On Aug. 4, DECD hosted an informational conference to answer questions about the RFP. A number of prospective consultants participated in the conference, including Burns & McDonnell, East-West Engineering, Gorman+York, and Fuss & O'Neill. The primary consultant selected is required to issue separate requests for qualifications to engage consultants to undertake economic, environmental and regulatory components of the analysis. Selection of subject matter experts/subconsultants is the responsibility of the primary consultant. The consultant selected will oversee and manage the work, coordinating between DECD and various stakeholders including the FAA, CT Airport Authority, the Department of Energy and Environmental Protection (DEEP) and Capital Region Development Authority.

Proposals are due Sept. 2, 2022. Total funding available for the full project, as authorized by the legislature, is \$1.5 million.

An evaluation review committee comprised of representatives from the DEEP and DECD will evaluate proposals submitted in response to the RFP and, following scoring and an interview, make recommendations to the DECD commissioner for his final selection and award decision. The contract is scheduled to start the week of Oct. 17, 2022.

HBAA plans to monitor the study closely and has offered its expertise to DECD, speaking as a strong voice for General Aviation pilots and airport business leaders.

## General aviation transitions to unleaded fuel

On July 28, 2022, the U.S. House Committee on Oversight and Reform's subcommittee on environment held a hearing sensationally titled, "Toxic Air: How Leaded Aviation Fuel Is Poisoning America's Children". The hearing was prompted by the action of Santa Clara County, which is in the subcommittee chairman Ro Khanna's (D-CA) district, to ban leaded fuel at its airports.

AOPA President Mark Baker submitted testimony for the hearing challenging the ban because it was based on a *flawed study* that lacked transparency. He emphasized that the general aviation industry wants lead "out of fuel, and a transition to an unleaded future is something we have been striving for over many years." But, Baker added, the "transition to a fully unleaded solution is one that needs to be safe and smart – one that works for the entire General Aviation fleet, which includes hundreds of thousands of piston engine airplanes."

AOPA leads the Avgas Coalition, an industry campaign to find an unleaded solution that works for all aviators, manufacturers, suppliers and regulators, and benefits the environment.

**HBAA** is a member of the AOPA Avgas Coalition.

AOPA says the move toward fleetwide unleaded fuel has been "the most pressing issue facing general aviation for decades, because leaded fuels threaten our freedom to fly, and threaten to quell the

economic impact of general aviation and the great humanitarian services it provides." Finding a suitable substitute that doesn't contain lead has been challenging.

To change from leaded to unleaded fuel in a typical general aviation airplane requires an engine modification and supplementary certification from the FAA, which has stringent safety requirements. General Aviation Modifications Inc. (GAMI) of Ada, Okla. is awaiting final FAA approval of its G100UL high octane avgas for use as a complete drop-in replacement for the existing 100LL Avgas in all spark ignition engines and the aircraft that use them.

On Feb. 23, 2022, the FAA joined aviation and petroleum industry stakeholders to announce a comprehensive public-private partnership to transition to lead-free aviation fuels for piston-engine aircraft by the end of 2030. The initiative to Eliminate Aviation Gasoline Lead Emissions (EAGLE) will "expand and accelerate government and industry actions and investments as well as establish the necessary policies and activities to permit both new and existing general aviation aircraft to operate lead-free, without compromising aviation safety and the economic and broader public benefits of general aviation."



## Aviation Manufacturing is on the rise in Connecticut Outlook is bright for "Aerospace Alley" regional firms

Hartford Courant reporter Stephen Singer has recently reported, in a series of articles from February to his latest on July 31st, that the aerospace landscape is soaring since the COVID slowdown and many firms are undergoing major expansions to fill the needs of commercial and general aviation.

For generations, leading aerospace components manufacturers have been concentrated in Connecticut and southwestern Massachusetts. Today, this region of America, Aerospace Alley!®, has third and fourth generation aerospace machinists and toolmakers. The Hartford Region is a top 5 Overall Aerospace Metro and #1 in Aerospace Engine Manufacturing Jobs (BLS, 2019). Our region also produces \$7.5 billion in aircraft engine exports to destinations such as France, Germany, and Canada. The regional impact of this manufacturing activity is \$ 11 billion.



According to Singer, "All aviation activity is recovering from the pandemic and Pentagon spending is soaring to confront military threats in Europe and the Pacific, powering job growth and an expansion at several manufacturers in Connecticut. Manufacturers are preparing to capitalize on expectations that airline travel will return next year to pre-COVID-19 levels and billions of dollars that are vital to Connecticut in record military spending moving through Congress.

Tweed-New Haven Airport has also grown with an ambitious expansion aimed at establishing Tweed as Connecticut's second major airport alongside Bradley. According to Sean Scanlon, executive director of the airport authority, "If you look at any other successful, growing regional area of the country, they all have one thing in common: they have a growing airport."

Considering the impressive rise in general aviation activity over the past year with our emergence from the pandemic and with the growth in regional aerospace activity, it stands to reason that Hartford should also move to capitalize on all this activity. General aviation activity has been proven to stimulate economic activity.

Rather than spend the effort trying to close a vibrant GA airport like Brainard, perhaps our politicians should recognize which way the economic wind is blowing, and support Brainard's growth and development. If allowed to grow without the present political roadblocks, Brainard's potential is huge. Doing otherwise, working to close the airport in this new economic environment, is just illogical.



Visit our Web site:  
[www.hfdbaa.org](http://www.hfdbaa.org)

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