

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.



OR

visit our web site:

[www.hfdbaa.org/
donations](http://www.hfdbaa.org/donations)

Call for Membership

HBAA needs your financial support to:

- Influence legislation through lobbying efforts.
- Monitor upcoming DECD airport study.
- Support aviation education through scholarship programs.
- Keep our members informed with timely issues regarding Brainard.

Please consider joining
our efforts
TODAY!

Protect **YOUR** freedom to
fly at Brainard Airport.

HARTFORD BRAINARD AIRPORT ASSOCIATION NEWSLETTER



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HBAA to meet with Goodwin University about Formal Aviation Degree Program

After an initial, very positive discussion with Mark Scheinberg, president of [Goodwin University in East Hartford](#), **Hartford Brainard Airport Association** president Dr. Michael Teiger is set to continue further planning with university administration officials. The plan—to establish a formal, [FAA certified, Part 141 aviation degree program](#) that can lead to a Bachelor of Science (BS) degree in Aviation Science. The program, if accepted by Goodwin, would be the only one in Connecticut to have formal college degree program that trains pilots. Coordinated with the flight schools at Brainard, an aviation degree program would include formal flight training for private, instrument, commercial and flight instructor certificates.

One of **HBAA's** mission is to promote Brainard Airport as a premier educational facility which, with Goodwin, would be well positioned to help combat the critical [national pilot shortage](#) facing all US commercial carriers.

The program's curriculum, a 4 year course of study, would include, among other topics, ground school in meteorology, aerodynamics, air traffic control and aviation law. Aviation mechanics or maintenance degrees can be an alternative course of study instead of piloting. Students pursuing a bachelor's degree in aviation science could earn enough credit hours to certify them as pilots or aircraft technicians. In conjunction with the ground school training at Goodwin, flight schools at Brainard would offer hands-on flight training to the student pilots.

“While the program is still in its conceptual phase, if adopted and implemented properly, it could be a game-changer for the airport and a tremendous opportunity for students and for Goodwin University,” said **HBAA** president, Dr. Teiger. “Graduates can pursue many great careers in the exploding fields of aviation.”

Dr. Teiger and Phillip Smith, CFI MEI, owner of [Learn2Fly CT](#) in Hartford, plan to meet with other Goodwin administration officials next week to discuss details of the program and how it would be implemented.



General Aviation Activity on the Rise in America

Numerous business and trade publications document that the devastating blow to aviation across the globe from the COVID-19 pandemic is over, with a strong resurgence in general aviation activity.



According to [FlightAware](#), a provider of real-time and historical flight information, business traffic in the U.S. boomed in 2021, rising above 2019 numbers. 2022 already shows a nearly 22 percent increase above the same time period in 2019. Business travel is as strong as ever, with a trend for travelers to avoid the busy major airlines where flight delays, cancelled flights and crowded terminals have become almost a routine.

Several factors account for GA activity increase:

- Charter activity allows for fewer delays and lower health risks when compared to commercial operations.
- Fractional ownership keeps prices reasonable, allowing more smaller companies to participate.

- Many businesses have moved from large urban centers to suburbs and rural communities, resulting in increased demand at the smaller GA airports (like our local Brainard Airport)

- The [national pilot shortage](#) has led to a marked rise in pilot training activity to fill the need. Grass roots GA airports (like Brainard) are major hubs for training activity, where the vast majority of airline pilots begin their career training.

- General aviation is attracting venture capitalists at a rapid pace as electric propulsion vehicles, drone activity and the newest, exciting eVTOL (electric vertical take off and landing) aircraft for general usage are already in production.

According to a [PWC study](#) prepared on February 19, 2020, Connecticut ranks 5th in the nation for General Aviation employment impact, with 22,300 employed in the industry in Connecticut alone (1.0% of total CT workforce).

Our Brainard airport is the third busiest airport in state with over 60,000 operations annually. According to the [Connecticut Airport Authority](#) (CAA), Brainard contributes 361 jobs to the state and generates \$59 mil in GDP income annually while paying \$1.3 mil in state and local taxes.

Brainard airport is well positioned to participate in this exciting industry growth and have a strong impact to our state and local economy well into the future.

Lawmaker participates in Aerial Tour of Brainard Airport

On a recent gorgeous Fall day with clear blue skies, 30-mile visibility, and no wind, **HBAA** led a key state lawmaker on an aerial tour of Brainard Airport and nearby areas.

Deputy Majority Leader in the state House of Representatives [Jeff Currey of East Hartford](#) (D-11th Dist.), participated in a unique tour of the facility. Prior to the tour, Representative Currey participated in a 20-minute pre-flight briefing with **HBAA** president Dr. Michael Teiger. They also discussed the public policy challenges facing the airport and the importance of the facility as well as businesses and [CT Aero Tech](#) on-site to Hartford, the region, and the state.

Serving as pilot in command and tour guide, Dr. Teiger, Rep. Currey and **HBAA** lobbyist Matthew Hallisey took off in Teiger's Piper Saratoga at 12:45 pm on runway 02, headed to the north. They flew east then south, ascending to 2,500 feet AGL for an ideal view of the airport environment from the air.

For 45 minutes, the trio flew over south-central Connecticut, heading west and then back north to Hartford, discussing how Brainard serves as the third busiest airport in the state and focusing on where it is ideally situated in the capital city alongside the Connecticut River. Before reaching Wethersfield Cove, Dr. Teiger avoided overflight of Old Wethersfield, noting complaints by some local residents who allege noise and low-flying planes. "Most pilots try to be good neighbors with noise abatement procedures and avoid the area whenever safety permits," said Teiger. Shortly after, they landed back at Brainard.

The flight offered Rep. Currey a unique appreciation of the critical importance of Brainard Airport to the region and state.

HBAA extends the offer to all state lawmakers and officials to participate in ground or aerial tours of Brainard and vicinity.



Rep. Jeff Currey (D-East Hartford), left, following a recent aerial tour of Brainard Airport and vicinity.

Visit our Web site:
www.hfdbaa.org

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