

HARTFORD BRAINARD AIRPORT ASSOCIATION NEWSLETTER



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Click the link below to follow the \$1.5 million DECD study on the BFJ website as it progresses:

[BFJ Study](#)

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.

Today is Giving Tuesday!

During this Holiday Season, **PLEASE** consider a generous donation to support HBAA's efforts to keep Brainard Airport open



SCAN ME

OR

visit our web site:
www.hfdbaa.org/donations

The Path Forward: How we view the Aug. 2023 BFJ Planning Study:

After a rigorous 6 month study, the final [BFJ Planning](#) report titled, [2023 Brainard Airport Property Study 2022/2023 Executive Summary](#), published by BFJ Planning in August of this year recommend that 1) Existing Brainard Airport operations *continue* and Brainard Airport stay open, and 2) Closure of Runway 11-29 be *considered* for industrial redevelopment. Alternative scenarios such as complete closure with mixed-use residential or retail redevelopment or complete closure with non-aviation industrial redevelopment were summarily rejected as non-viable options and for many reasons.

HBAA applauds BFJ's effort and is in full agreement that the airport remain open and active. We have always seen great potential in aviation related services at Brainard Airport.

As a result of the study's findings, HBAA further takes the following positions:

1. There have now been two comprehensive (and very expensive) studies (2016 & 2023) and both concluded that KHFD should stay open.
2. Having an airport 5 minutes from downtown that serves as an aviation-education center for pilots and aero technicians should be celebrated and supported.
3. Enough taxpayer money has now been spent on these studies and it's time to purposefully lift the cloud that has inhibited improvements or growth at the airport.
4. Runway 11-29 should remain both open and remain airport property to support aviation related economic growth with new, income generating hangars as well as exciting alternative aviation activity such as drone operations and electric Vertical Take Off and Landing (eVTOL) operations – the wave of the future in general aviation.

HBAA Legislative Fund Drive 2023 Honor Roll

Donors to Date in support of HBAA's Ongoing Efforts to Assure Success to **Save Brainard Airport**

Nicholas P Cardwell	Alan Gardiner	Marianne Lohman & Paul Matyszyk
Charles J. Claghsey	Wayne Gilbertie	Dario Quiros
Timothy Covello	Arnold Goldman, DVM	Craig Raabe, Esq.
Mark E. Culhane	Hartford Tee's Hangar Association	Barbara & Ed Rowley (VIP Avionics)
Jonathan E. Doolittle	Gwen Marrison	Michael & Elizabeth Teiger
Matt Dushek	Fran Neligon (VIP Avionics)	Juan Villamizar
William Foley	Chris O'Connor	

Year to Date Collections: \$16,846

Goal for 2023: \$35,000

**Editorial Comment Published in the Waterbury Republican/American on 21 November 2023**

To the Editor:

A second study in seven years regarding the future of Hartford's Brainard airport has been released, stating that the airport should be kept as an airport. These studies have cost the taxpayers \$ 3 million and have created doubt for potential investors in this valuable State asset. Articles covering this study have appeared elsewhere, without critical facts in this politically driven effort to close an airport, and destroy good jobs.

In contrast, at the recent opening ceremony of South Korean aerospace firm Hanwha's engine division global headquarters in Cheshire, Governor Lamont was quoted as stating that Hanwha's move further elevates Connecticut's status as a worldwide leader in the aerospace industry. Lamont's commissioner of economic and community development, Alexandra Duam stated "Connecticut's about 1% of the country's GDP, and yet we're 25% of aerospace component parts manufacturing".

Clearly, the wheels of commerce in Connecticut require the high tech job skills created by all aspects of the aviation industry. A few facts are in order regarding Brainard Airport.

- 1). Brainard Airport and the businesses on-site employ an estimated 250 ~300 in high-tech jobs, with a payroll of nearly \$70mm. Closure of the airfield would cause a loss of those jobs and payroll taxes, plus business and sales taxes paid to the city and state. The state needs high tech, aviation industry jobs as noted in comments at the Hanwha ceremony in Cheshire. State Senator John Fonfara and Mayor Luke Bronin have been quoted regarding "redevelopment possibilities in 5 to 10 years", after closure, without acknowledging that the airport offers similar longer term development opportunities to train pilots and technicians for current and future demands. Speculative real estate developments face massive unknowns, particularly when Hartford downtown office and retail space sectors are already suffering large vacancies. Perhaps if elected officials would stop threatening the future of the airfield, investors would be more likely to participate and help Brainard's jobs expand.
- 2) The southwest portion of the airfield contains an active waste water treatment plant creating negative aesthetic and logistics issues for the "redevelopment" that politicians propose.
- 3) Proposed closure of the smaller runway (11~29) removes an ideal opportunity for primary and recurrent pilot training for take-offs and landings on shorter runways.
- 4) The politicians pushing closure talk about warehouses to be located where this runway exists. Warehouses are certainly vital cogs in our modern supply chain. However, to suggest that warehouses will replace the numbers and quality of jobs provided by a fully functioning airport is absurd.

I encourage the Governor, who obviously supports aviation businesses, to lead this important public policy debate. He needs to make it known that he favors keeping good jobs by keeping Brainard Airport open with both runways, and by supporting revitalization and expansion opportunities in aviation for the future of the capital city and the state of Connecticut.

Robert Ham
Pilot, Oxford Airport
Supporter of General Aviation

Visit our Web site:
www.hfdbaa.org

For additional information, please contact:
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or visit us on Facebook