CONNECTICUT AIRPORT AUTHORITY

A NEW LOOK FOR CONNECTICUT AVIATION

Mary Ellen Jones, Chair
WTS Conference - October 10, 2013
July 1, 2011 - Public Act 11-84 established the Connecticut Airport Authority (CAA).
In late 2011, the CAA Board was established to develop by-laws and various administrative policies and procedures for the new organization – and to drive growth.

September 13, 2011

GOV. MALLOY APPOINTS FOUR TO CONNECTICUT AIRPORT AUTHORITY BOARD; NAMES CHAIR

(HARTFORD, CT) – Governor Dannel P. Malloy today appointed four people to the Connecticut Airport Authority and named the board’s chair. Appointed board members must have business and management experience and expertise in financial planning, budgeting and assessment, marketing, master planning, aviation, or transportation management......
Kevin Dillon Named CAA Executive Director

Excellent operational and leadership experience at the Rhode Island Airport Corporation (RIAC), Orlando, Manchester, Mass Port Authority and Port Authority of New York and New Jersey

Proven track record of building positive relationships with airport communities and stakeholders.

Knows how to strategically grow an airport
Transfer from ConnDOT to CAA Completed
July 1, 2013.
Bradley International Airport - BDL

3,250 Acres
3 Runways - 9,510 feet
- 6,847 feet
- 5,145 feet
• In 2012 BDL greeted 5,381,860 passengers from the following airlines:

- Air Canada Jazz
- American Airlines
- Continental/United
- Delta Airlines
- JetBlue Airways
- Southwest Airlines
- USAirways
Hartford – Brainard - HFD

- 201 Acres
- 3 Runways - 4,417 feet
  - 2,315 feet
  - 2,309 feet
- Dedicated in 1921 by Mayor Newton Brainard
- 1st Municipal Airport in New England
• **411 Acres**
• **1 Runway – 5,800 feet**
• **Constructed in 1971**
Danielson Airport – 5B3

- 265 Acres
- 1 Runway – 2,700 feet
- Constructed in 1963
Windham Airport – IJD

- 237 Acres
- 2 Runways - 4,278 feet
  - 2,797 feet
Groton – New London - GON

- 483 Acres
- 2 Runways - 5,000 feet
  - 4,000 feet

Constructed in 1921 as 1st State Airport
CAA OBJECTIVES

- It is the CAA’s mission to provide first-class aviation facilities, operations, and services in a safe, secure, and customer-focused manner
CAA Objectives Strengthen Bradley Airport route development
AUGUST 27, 2013 – DAILY NONSTOP BDL-LAX SERVICE LAUNCH!
HONORARY WATER CANNON SALUTE - DAILY NONSTOP BDL-LAX SERVICE LAUNCH!
AS OF OCTOBER 24TH, JETBLUE WILL HAVE TRIPLED ITS DAILY NONSTOP DESTINATIONS SINCE ITS CONNECTICUT DEBUT IN NOVEMBER 2010
CAA Objectives

Promote economic growth around our airports by engaging with business, government and communities

Airport Development Zone Announced at Waterbury Oxford Airport – September 2013
Seeking to Drive Growth in Cargo
Local Support is Key!

Metro Hartford Alliance

Bradley Development League

New England's Knowledge Corridor

EDC
The Economic Development Council Of Western Massachusetts
CAA Objectives

• Enhance Customer Experience and Satisfaction at all Aviation Facilities
CAA Objectives

• Advance capital improvement plans
Getting Ready for Winter
The CAA is open for business!
PurePower® PW1000G
GEARED TURBOFAN ENGINE
The Game-Changer

Mary Ellen Jones
Pratt & Whitney
Vice President Global Customer Support and Americas Sales
October 2013
UTC BUSINESSES

Commercial

Aerospace

OTIS

United Technologies

Sikorsky

UTC Aerospace Systems

Pratt & Whitney

A United Technologies Company

This Page Contains no Technical Data Subject to the EAR or the ITAR
INSTALLLED ENGINES / FIRM BACKLOG

Commercial Engines

(# installed engines)

PW

IAE

EA

ACTIVE
FIRM BACKLOG

5770

3650

1720

4610

340

200

Pratt & Whitney
A United Technologies Company
Engine Design Evolution

Game Changing PurePower® Engine

Fuel consumption per pound of thrust at cruise

- Turbojet
- Turbofan low bypass
- Turbofan high bypass
- PurePower® PW1524G engine very high bypass


Pratt & Whitney
A United Technologies Company
Geared Turbofan Benefits

Conventional Twin Spool Turbofan

- Fan speed constrained by low pressure spool
- Low compressor & low turbine speed constrained by fan

- Lower By-Pass Ratio (5:1)
- More stages and parts
- Higher Noise

PurePower® GTF Engine

- Fan, low compressor, and low turbine speed optimized

- Highest By-Pass Ratio (12:1)
- Fewer stages and parts
- Lowest Noise
Environmental Benefits

CO₂  3,000 tonnes

Noise  4x reduced footprint

NOₓ  50% margin
Dramatic Reduction in Community Noise

72% reduction in noise footprint Newark

Existing turbofan: 75 dB contour = 39.4 sq miles
PW1000G engine: 75 dB contour = 11.1 sq miles

Today's engines

PurePower® PW1000G engines

Source: Wyle Labs
Existing turbofan: 75 dB contour = 39.4 sq miles
PW1000G engine: 75 dB contour = 11.1 sq miles

This Page Contains no Technical Data Subject to the EAR or the ITAR
Unprecedented Market Acceptance

2008

2009

2010

2011

2012/2013

Pratt & Whitney
A United Technologies Company

This Page Contains no Technical Data Subject to the EAR or the ITAR
4,700+ Orders & Commitments

Airbus A320neo

Mitsubishi Regional Jet

Irkut MC-21

Bombardier CSeries

Embraer E-Jets E2

Undisclosed (5)

This Page Contains no Technical Data Subject to the EAR or the ITAR
PurePower® PW1500G Engines

Now Flying on Bombardier CSeries FTV1
It’s in our power.™
The CAA is open for business!