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## OLR Bill Analysis

### sSB 236

#### ***AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE CONNECTICUT AIRPORT AUTHORITY REGARDING THE LICENSURE AND REGISTRATION OF AIRPORTS AND OTHER AIR NAVIGATION FACILITIES.***

#### **SUMMARY**

This bill statutorily establishes a registration process for smaller air navigation facilities by:

1. specifying that existing law's licensing requirements for airports, heliports, vertiports, restricted landing areas, and other air navigation facilities only apply to those where more than 36 combined aircraft landings and takeoffs are expected in any year (see BACKGROUND);
2. explicitly authorizing the Connecticut Airport Authority (CAA) to register (and renew registrations for) facilities below this landings-takeoffs threshold; and
3. requiring that these facilities be registered with CAA before they are used or operated.

The bill sets a \$100 registration or renewal fee for these smaller facilities and makes registrations effective for three years. Under the bill, municipally owned or operated airports are not subject to registration fees. The bill requires registrants to certify, on a CAA-provided form, that (1) the facility will comply with all applicable federal, state, and local laws and regulations during the registration period and (2) there will be 36 or fewer combined aircraft landings and takeoffs at the facility in any year during the registration period.

Under the bill, it is a class C misdemeanor to operate a facility in violation of the registration requirement (punishable by up to a \$500

fine, up to three months in prison, or both). The bill also applies this penalty to existing law's prohibition on operating a facility (that is above the landings-takeoffs threshold) without CAA first approving and licensing it. (As under existing law, these provisions do not apply to federally owned facilities.)

Additionally, beginning October 1, 2026, the bill increases the air navigation facility licensure or renewal fee (for facilities above the landings-takeoffs threshold) from \$150 to \$300. As under existing law, licenses are effective for three years.

Lastly, the bill makes minor, technical, and conforming changes.

EFFECTIVE DATE: October 1, 2026

## **BACKGROUND**

### ***Air Navigation Facility Licensing***

Under existing law, any proposed air navigation facility (for example, airports and heliports) where more than 36 combined aircraft takeoffs and landings are expected in any year must be approved by CAA before the authority licenses it according to specified criteria demonstrating the facility will provide or currently provides for safe aircraft operations.

## **COMMITTEE ACTION**

Transportation Committee

Joint Favorable Substitute

Yea 36 Nay 0 (03/16/2026)