

fp **bradley development league**

# Future plans for Bradley Int'l. Airport are taking shape as FAA approves new Master Plan

pm **Patrick McMahon**



**Bradley Development League**

Last year Bradley International Airport, New England's second largest airport, had a record-breaking 7.4 million passengers surpassing the 7.3 million recorded in 2000. A study by the Connecticut Department of Economic and Community Development completed in 2005 found that over the next 20 years Bradley "will contribute, on average, more than \$34 billion in output, nearly \$11 billion in in-

come for Connecticut's residents and sustain nearly 140,000 jobs." The study highlights "the critical role that Bradley plays in the local and regional economies as both an active employer and driver of economic impacts, but more so, as an invaluable transportation asset that propels Connecticut's people and businesses forward in an increasingly integrated and competitive international economy."

DECD's Economic Impact Analysis found that "Bradley is the centerpiece of the I-91 transportation corridor, and the greatest opportunity for future economic growth in the state." The Bradley Development League, a consortium of the four towns surrounding Bradley – East Granby, Suffield, Windsor and Windsor Locks –

looks to seize upon Bradley's role as an economic driver. The League has as its mission to support, promote and perpetuate the commercial development potential of the airport and the surrounding area. The League works with companies looking to relocate to the area or with existing businesses that want to expand their operations. To learn more about the Bradley Development League visit our website at [www.bradleydevelopment.com](http://www.bradleydevelopment.com).

Now future plans for Bradley International Airport are taking shape as the Federal Aviation Administration (FAA) has approved a new Master Plan for the airport. The FAA requires all commercial airports to prepare Master Plans to aid the FAA, as well as individual

airports, in providing resources necessary for the national aviation transportation system to meet future capacity needs. The Master Plan update by Parsons Brinckerhoff included: taking an inventory of current facilities at the airport, forecasting aviation activity, identifying facility requirements, evaluating alternatives for expanded aviation facilities, determining a preferred alternative, conducting an environmental overview of the preferred alternative, preparing a set of plans for the future development of the airport and preparing a Capital Improvement Program (CIP) on the chosen plan.

Based on the fact that passenger traffic at Bradley International Airport is expected to grow dramati-

cally in the next two decades, several capital improvement projects are proposed in the development plan approved by the FAA. The total costs for these capital improvement projects could exceed \$500 million. The Master Plan study carefully looked at the financial feasibility of completing the CIP and ensuring adequate cash flow and/or reserves to meet all operating requirements of the airport. The projects suggested in the master plan would be funded in part by general revenue bonds – meaning they would be paid back by airport-generated revenue.

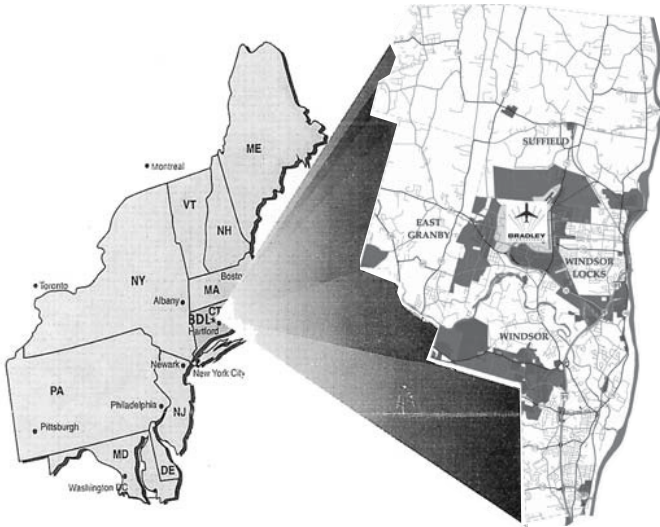
A highlight of the CIP is a proposal to replace the obsolete Murphy Terminal. Construction of the new terminal facility is slated to commence in 2012 and could be operational by 2014. A parking garage similar to the one that opened in 2001 with 3,500 spaces is expected to be needed during the planning period and is expected to connect to the existing parking structure. A consolidated rental car facility is planned for 2010 for ready/return operations and would be located in the first two floors of the expanded parking garage. A net requirement of 158,000 s/f of air cargo building space is projected by 2022. The plan is to consolidate two non-belly freight cargo lease areas to the northwest side of the airport. Belly cargo facilities will also be expanded. Several roadway improvements and signage improvements are planned.

Airport officials are constantly looking at additional route development. One major goal is to offer scheduled service to Europe. Recent successes include providing non-stop service from Hartford to Las Vegas, as well as four round trip-flights to JFK. Delta's decision to provide flights to JFK was applauded by Kiran Jain, director of marketing and route development. "This is wonderful news for Bradley Airport. Passengers can check their luggage at Bradley Airport, connect through JFK, and collect their bags in England, Hungary, Brazil and beyond! It's that simple!"

Other initiatives being explored include new hotel development on airport property, as well as connecting bus service from a proposed New Haven to Springfield commuter rail line to Bradley Airport. All these big plans clearly indicate the important role that Bradley International Airport plays in Connecticut's economy.

## Location Location Location

### Central Connecticut, Surrounding Bradley International Airport



### Four Towns

- East Granby
- Suffield
- Windsor
- Windsor Locks

Delivering a mutual commitment to economic growth and development through the Bradley Development League

## So Much to Offer

- **Central Location** - within 500 miles you have: 100 million potential customers; 1/3 of the U.S. economy; 2/3 of Canadian economy
- **Bradley International Airport:** New England's second largest and one of the fastest growing in the nation.
- Customer-focused streamlined approval process
- 4,000+ acres of prime, easy-to-develop land within 5 miles of the airport
- Immediate access to interstates 91, 84, 291 & the Mass. Turnpike
- Foreign trade zone #71
- The Knowledge Corridor's world-class educational and cultural facilities

Check out our web site:

[www.bradleydevelopment.com](http://www.bradleydevelopment.com)

Or call – 1-800-568-8880

To learn what all four towns and Bradley International Airport have to offer

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