



# House of Representatives

General Assembly

**File No. 41**

February Session, 2008

Substitute House Joint Resolution No. 18

*House of Representatives, March 18, 2008*

The Committee on Transportation reported through REP. GUERRERA of the 29th Dist., Chairperson of the Committee on the part of the House, that the substitute joint resolution ought to be adopted.

***RESOLUTION MEMORIALIZING CONGRESS TO INTERCEDE WITH THE FEDERAL AVIATION ADMINISTRATION IN ORDER TO PROTECT THE PUBLIC HEALTH AND SAFETY OF CONNECTICUT RESIDENTS.***

Resolved by this Assembly:

1 WHEREAS, the Federal Aviation Administration has attempted to  
2 design an Integrated Airspace Alternative Plan to reduce airspace  
3 congestion at New York City airports; and

4 WHEREAS, such a plan would change flight patterns and  
5 potentially increase flights over southwestern Connecticut by one  
6 hundred fifty airplanes per day, some hovering as low as three  
7 thousand feet over residential neighborhoods; and

8 WHEREAS, Connecticut has one of the highest rates of childhood  
9 asthma and some of the poorest air-quality in the nation and is seeking  
10 ways to reduce this alarming statistic even though much of our air  
11 pollution is generated by prevailing winds from the west; and

12 WHEREAS, there are imminent environmental and public safety

13 concerns associated with the Federal Aviation Administration's plan,  
14 including noise and air pollution which could increase three-fold,  
15 affecting our most vulnerable citizens such as our children, seniors and  
16 those with weakened immune systems; and

17 WHEREAS, the Federal Aviation Administration prepared the  
18 Integrated Airspace Alternative Plan without adequate public input  
19 and did not hold additional public hearings requested by state and  
20 federal legislators representing affected areas; and

21 WHEREAS, the Federal Aviation Administration has not considered  
22 alternative routes over less populated areas and has not set restrictions  
23 on minimum altitude heights for aircraft traveling in the new routes;  
24 and

25 WHEREAS, a 2005 Government Accountability Office report  
26 concluded that the plan would only reduce delays in New York's  
27 airports by one to seven per cent.

28 NOW, THEREFORE, BE IT RESOLVED, that the Connecticut  
29 General Assembly calls upon the Federal Aviation Administration to  
30 reconsider the Integrated Airspace Alternative Plan and to hold  
31 additional public hearings seeking the input of concerned citizens and  
32 elected officials; and

33 BE IT FURTHER RESOLVED, that the clerks of the House of  
34 Representatives and the Senate cause a copy of this resolution to be  
35 sent to the administrator of the Federal Aviation Administration and  
36 each member of the Connecticut congressional delegation.

**TRA**      *Joint Favorable Subst.*

The following fiscal impact statement and bill analysis are prepared for the benefit of members of the General Assembly, solely for the purpose of information, summarization, and explanation, and do not represent the intent of the General Assembly or either chamber thereof for any purpose:

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**OFA Fiscal Note**

**State Impact:**

Agency Affected	Fund-Effect	FY 09 \$
Legislative Management	GF - Cost	Minimal

Note: GF=General Fund

**Municipal Impact:** None

**Explanation**

There will be a minimal cost for Legislative Management to mail copies of this resolution to the Federal Aviation Administration and to each member of the Connecticut congressional delegation.

**OLR Bill Analysis**

**sHJ 18**

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**SUMMARY:**

The Office of Legislative Research does not analyze Resolutions.

**COMMITTEE ACTION**

Transportation Committee

Joint Favorable Substitute

Yea 33    Nay 0    (03/05/2008)