APPENDIX G: PUBLIC INVOLVEMENT

Connecticut Post | Greenwich Time | New Haven Register | Stamford Advocate | The Middletown Press The News-Times | The Norwalk Hour | The Register Citizen

Fairfield Citizen I New Canaan Advertiser I Shelton Herald I Shoreline Times I The Darien Times I The Dolphin I The Foothills Trader I The Utchfield County Times The Milford Mirror I The Ridgefield Press I The Spectrum I The Trumbuil Times I The Wilton Bulletin I West Hartford News I Westport News

CHA CONSULTING 3 WINNERS CIRCLE

ALBANY NY 12205

NOTICE OF VITURAL PUBLIC MEETING

City of Bridgeport Igor I. Sikorsky Memorial Airport Environmental Assessment – Runway 11/29 Safety Area Improvements

The City of Bridgeport (City), in conjunction with the Federal Aviation Administration (FAA), has initiated an Environmental Assessment (EA) to evaluate proposed safety improvements to Runway 11-29 at Igor I. Sikorsky Memorial Airport (BDR) in Stratford, Connecticut. The EA is being prepared in compliance with the National Environmental Policy Act of 1969 (NEPA) and with FAA Orders 1050.1F and 5050.4B.

The proposed improvements, as shown on the FAA-approved Airport Layout Plan (ALP), include reconstructing portions of Runway 11-29, shifting the runway to the west approximately 150 feet, grading non-standard Runway Safety Areas (RSAs), installing Engineered Materials Arresting Systems (EMAS) on both ends of the runway, miscellaneous pavement removal, and removing both on and off airport obstructions (trees) to the approach surfaces of Runway 11-29. The project does not extend the length or capacity of the runway.

The City invites the public to attend a virtual public meeting on Thursday, January 20, 2022 from 6:00 to 7:30 P.M. A link to the meeting will be posted on the project website (http://www.planbdrairport.com/content/meetings) by Monday January 17, 2022. The purpose of the meeting is to share information, invite comments, and update the public on the proposed project. A brief presentation discussing the EA process, the proposed improvements, the purpose and need for the project, preliminary alternatives, and studies completed to date will begin at 6:00 P. M. Representatives from the City and the Project Team will be available to answer questions after the presentation. to answer questions after the presentation.

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STATE OF CONNECTICUT FAIRFIELD COUNTY OF

and say depose sworn, Being duly Representative the that a CONNECTICUT MEDIA HEARST emplov οf Fairfield of the GROUP, Publisher NOTICE that а LEGAL as Ne, Citizen the published stated below was Fairfield Citizen Ne.

Subscribed and sworn to before me on this 10th Day of January, A.D. 2022.

> Public Notary

My commission

Melinda S. Kelly Notary Public, State of Connecticut My Commission Expires 12/31/2025

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Publication Fairfield Citizen Ne Ad Number 0002676386-01

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STATE OF CONNECTICUT COUNTY OF FAIRFIELD

Being duly sworn, depose and say that Ι am а Representative in the employ of HEARST CONNECTICUT MEDIA GROUP, Publisher of the Connecticut Post, NOTICE that LEGAL a as stated below was published in the Connecticut Post.

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My commission

Melinda S. Kellv Notary Public, State of Connecticut My Commission Expires 12/31/2025

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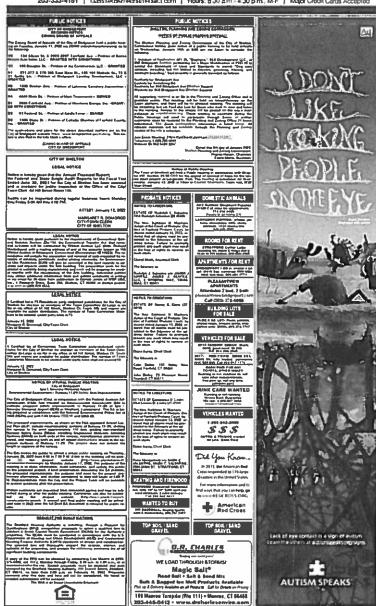
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RUNWAY 11-29 SAFETY AREA IMPROVEMENTS ENVIRONMENTAL ASSESSMENT (EA)

Public Information Meeting January 20, 2022







QUESTIONS/COMMENTS

ASK A QUESTION (upper right corner) "Click Q&A icon & "Ask a Question"



SUBMIT COMMENTS ONLINE AT: www.planBDRairport.com

Airport Manager: Michelle.Muoio@bridgeportct.gov 203-576-8163



TODAY'S AGENDA

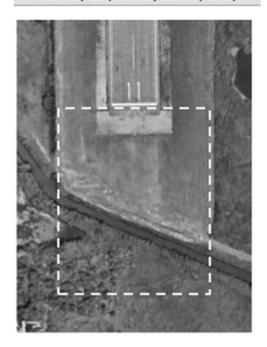
- Environmental Assessment (EA) Process
- Roles & Responsibilities
- Airport Background
- Purpose & Need
- Sponsor's Proposed Action
- Alternatives Overview
- Environmental Studies
- Next Steps
- Comments



WHAT'S THE PURPOSE OF THIS MEETING?

- Learn about the safety improvements proposed for Runway 11-29
- Learn about the Environmental Assessment (EA) process
- Learn about some of the on-going studies
- Collect & address comments

Runway 11 (Runway 29 Stop End)



NATIONAL ENVIRONMENTAL POLICY ACT

- Signed into federal law in 1970
- Only applies to "federal actions", which can be projects, policies, permitting, and licensing



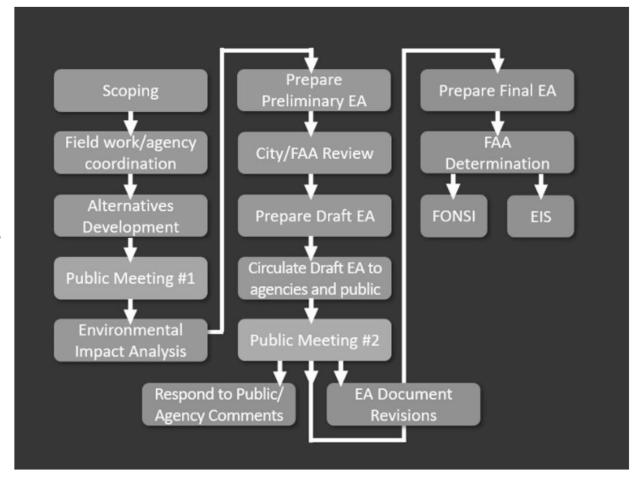
- What's a federal action?
 - Approval of an Airport Layout Plan
 - New or revised air traffic procedures
 - Grant funding under the Airport Improvement Program (AIP)

WHAT'S AN ENVIRONMENTAL

ASSESSMENT?

 Concise document describing a project's potential impact

- Satisfies compliance with the NEPA
- Process Oriented



ROLES & RESPONSIBILITIES

- City of Bridgeport Airport sponsor
 - Responsible for development of EA (via Consultant)
 - Must obtain environmental approval prior to applying for federal assistance for design and construction



- Federal Aviation Administration (FAA) Lead federal agency
 - Oversight during process
 - Reviews documentation & regulatory agency/public comments
 - Issues environmental finding



GENERAL AVIATION AIRPORTS: A NATIONAL ASSET

- Four categories of GA Airports
 - National Provides communities with access to national and international markets
 - Regional Connects communities to statewide and interstate markets
 - Local Provides access primarily to intrastate and some interstate markets
 - Basic supports activities such as emergency service, charter service, cargo operations, flight training, and personal flying
- BDR is a <u>National</u> General Aviation Airport!



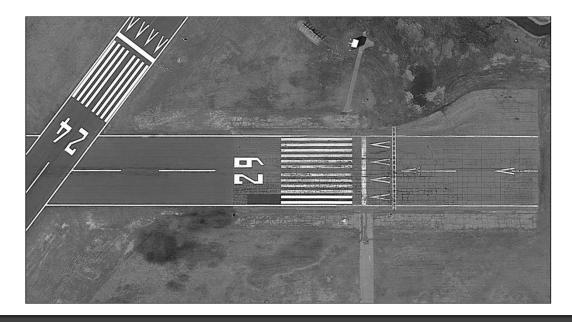
KEY AIRPORT FEATURES

- Property Encompasses Approximately 750 acres
- Two Active Runways
- Nine Designated Taxiways
- 149 Based Aircraft
- Hangars and Parking Aprons
- 11 Major Tenants



RUNWAY 11-29

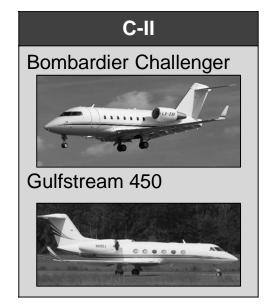
- Longest Runway at 4,761' x 150'
- Preferred runway for noise abatement
- Deteriorating pavement



AIRCRAFT TYPES AT BDR









PURPOSE & NEED

 Purpose for the Project: Provide a runway that complies with FAA design standards to the extent practicable while maintaining existing runway length

- Need(s) for the project:
 - Provide Standard Runway Safety Areas (RSA)
 - Eliminate obstructions to approach surfaces
 - Reduce wildlife attractants
 - Maintain existing runway length
- Master Plan & Airport Layout Plan (ALP) 2021



Airport Master Plan

Igor I Sikorsky Memorial Airport

FINAL REPORT

January 2021

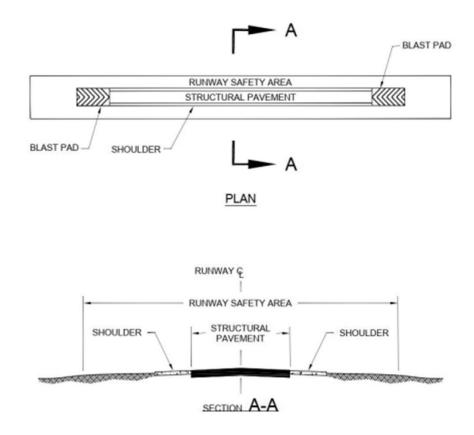


WHAT IS A RUNWAY SAFETY AREA?

 Area surrounding runway to reduce risk of injury to people or aircraft if there is an excursion from the runway, and overrun, or underrun.

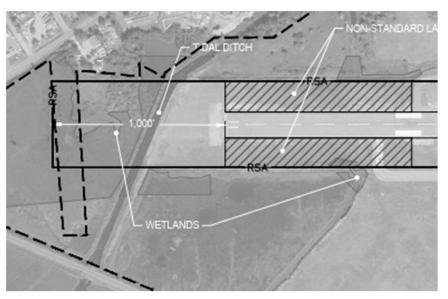
FAA standards

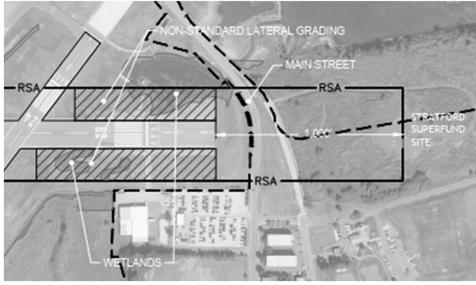
- Clear and graded with no surface variations
- Properly drained to prohibit standing water
- Capable of supporting emergency vehicles
- Free of objects
- Extends 1,000' beyond runway ends
- 250' off runway centerline (500' wide)



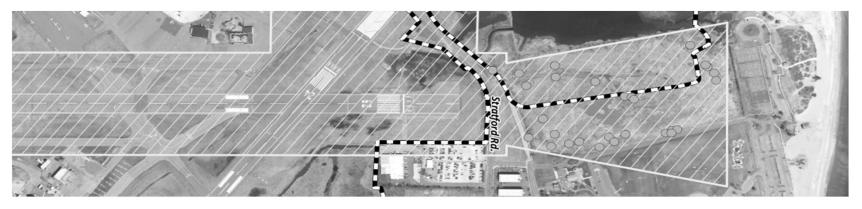
ELIMINATE NON-STANDARD RSA

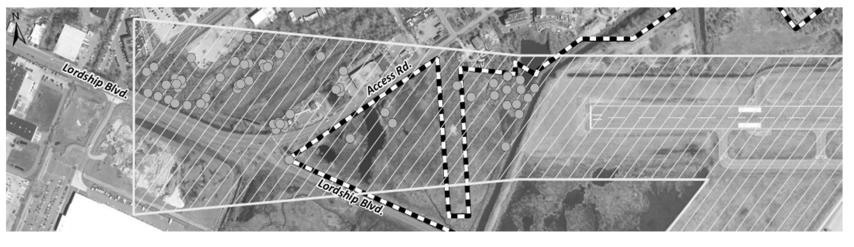
- Purpose for the Project: Safety!
 - Provide a runway that complies with FAA design standards to the extent practicable while maintaining existing runway length





ELIMINATE OBSTRUCTIONS





OTHER NEEDS

- Maintain existing runway length
- Reduce existing wildlife attractants





SPONSOR'S PROPOSED ACTION



RUNWAY 11-29 ALTERNATIVES

- Preliminary alternatives developed using FAA Order 5200.8: Runway Safety Area Program
 - Construct a traditional RSA
 - Relocation, shifting, or realigning the runway
 - Reduction in runway length
 - A combination of relocation, shifting, realignment, or reduction in length
 - Declared distances
 - Engineered Materials Arresting System (EMAS)

ORDER

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

5200.8

SUBJ: RUNWAY SAFETY AREA PROGRAM

1. PURPOSE.

This order establishes

a. The Federal Aviation Administration's (FAA) Runway Safety Area (RSA) Program

b. The procedures that FAA employees will follow in implementing that program

2. DISTRIBUTION

This order is distributed to the division level in the Office of Airport Safety and Standards and the Office of Airport Planning and Programming; to the division level in the regional Flight Standards, Airway Facilities, and Air Traffic Divisions; to the branch level in the regional Airports Divisions; and a standard distribution to all Airport District Offices.

3. EFFECTIVE DATE. October 1, 1999

4. BACKGROUND.

The RSA is an integral part of the runway environment. RSA dimensions are established in AC 150/S300-13, Airport Design and are based on the Airport Reference Code (ARC). The RSA is intended to provide a measure of safety in the event of an aircraft's excursion from the runway by significantly reducing the extent of personal injury and aircraft damage during overruns, undershoots and veer-offs.

5. OBJECTIVE

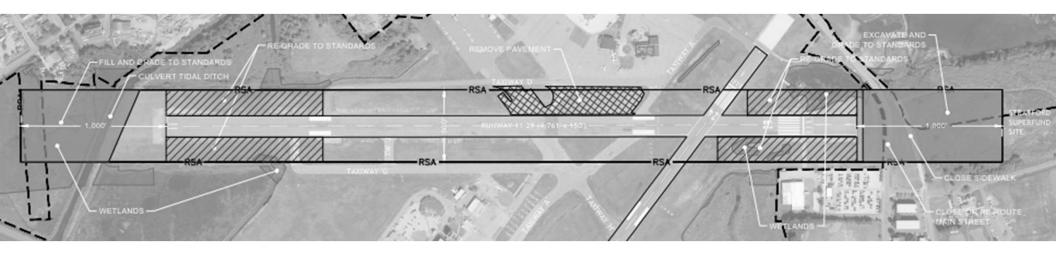
The objective of the Runway Safety Area Program is that all RSAs at federally obligated airports and all RSAs at airports certificated under 14 Code of Federal regulations (CFR) part 139 shall conform to the standards contained in AC 150/5300-13 Airport Design, to the extent practicable.

6. RESPONSIBILITY AND DELEGATION OF AUTHORITY.

- a. The Regional Airports Division Manager ensures that the program is implemented in accordance with the procedures provided in this directive.
- b. The Regional Airports Division Manager approves all RSA determinations required by Paragraph 8.0 of this order. This authority may be delegated to the ADO Manager, only when it is determined practicable to obtain the RSA.

Dist: A-W(AS/AP)-2; A-X (FS/AF/AT)-2); A-X(AS)-3; A-FAS-0 (STD) Initiated by AAS-310

ALTERNATIVE 1: CONSTRUCT STANDARD RSA



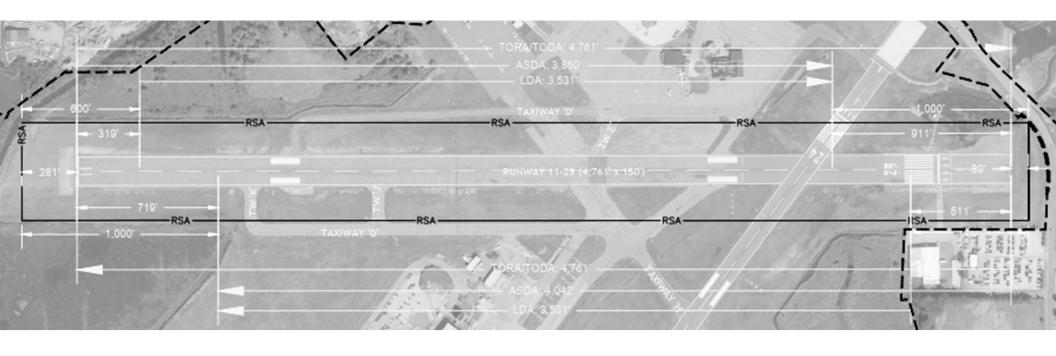
ALTERNATIVE 2: RELOCATE OR REALIGN

- Confined by the surrounding residential area to the south (Lordship neighborhood)
- Commercial and industrial development to the north, east, and west
- Sensitive environmental areas

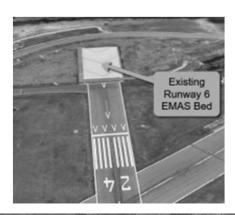
ALTERNATIVE 3: REDUCE RUNWAY LENGTH

- Reduce the runway length
- To obtain standard RSA beyond the runway ends for takeoff -3,761 feet.
- Any reduction in the existing length of 4,761 feet was considered not feasible
- Runway length requirement at BDR is 5,700°

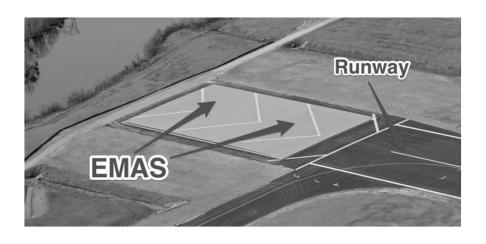
ALTERNATIVE 4: DECLARED DISTANCES



ALTERNATIVE 5: INSTALL EMAS







ALTERNATIVE 6: NO-BUILD ALTERNATIVE

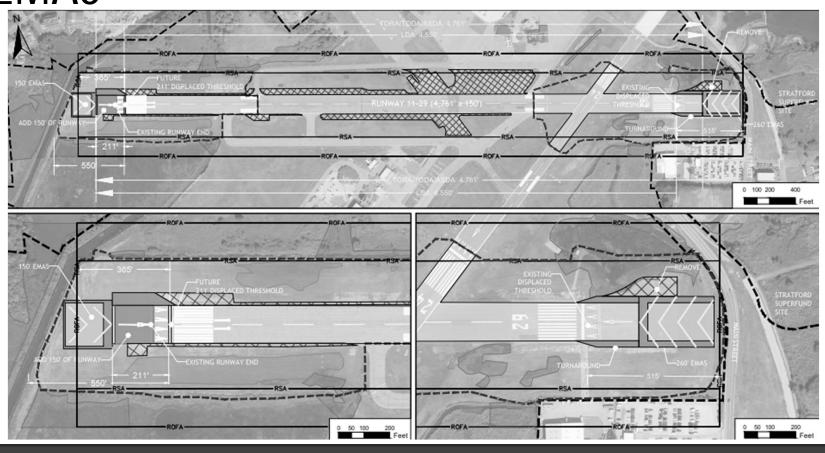
- Serves as a baseline to compare future conditions and impacts
- Considers taking no action for improving the safety areas on Runway 11-29
- Non-standard runway safety areas off the ends and sides of Runway 11-29 would remain

ALTERNATIVE SCREENING

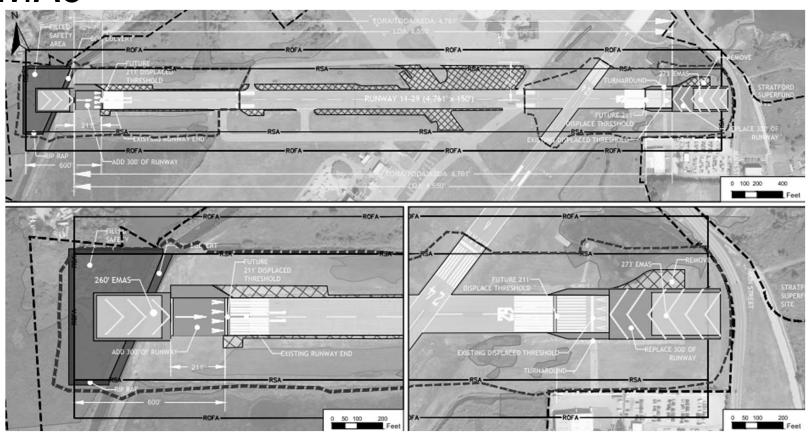
- Level 1: Meets purpose & need
 - Improves existing RSA
 - Maintains existing runway length
- Level 2: Other requirements
 - Practicality & feasibility
 - Avoid & minimize environmental impacts

Level 1 – Purpose & Need							
Alternative	Improve Existing RSA	Maintains Existing Runway Length	Carry Forward to Level 2?				
Alternative 1: Construct Standard RSA	Yes	Yes	Yes				
Alternative 2: Relocate or Realign Runway	Yes	No	No				
Alternative 3: Reduce Runway Length	Yes	No	No				
Alternative 4: Declared Distances	Yes	No	No				
Alternative 5: Install EMAS	Yes	Yes	Yes				

ALTERNATIVE 5A: SHIFT 150'& INSTALL EMAS



ALTERNATIVE 5B: SHIFT 300'& INSTALL EMAS



ENVIRONMENTAL RESOURCES

- Air Quality
- Biological Resources
 - Federal & state protected plants & animals
- Climate
- Coastal Resources
- DOT Act, Section 4(f)
- Farmlands
- Hazardous Materials
- Historic & Cultural Resources

- Land Use
- Natural Resources & Energy Supply
- Noise
- Socioeconomics & Environmental Justice
- Visual Impacts
- Water Resources
 - Wetlands
 - Floodplains
 - Surface Waters
 - Ground Water
 - Wild & Scenic Rivers

SUPPORTING STUDIES

- Wetland delineations
- Threatened & endangered species surveys
- Archeological investigations
- Construction emissions inventory
- Utilize Part 150 Noise Compatibility Study
- 2021 Master Plan Update



WHAT'S NEXT?



JAN	FEB	MAR	APR	MAY	JUNE	JULY
2022	2022	2022	2022	2022	2022	2022
Public Workshop #1, Continue Impact Assessment	Compile Preliminary Draft EA – FAA and City Review	Respond to Comments on Preliminary Draft	Publish Draft EA	Hold Public Workshop #2 and Public Hearing	Respond to Comments on Draft EA	FAA Issues Environmental Finding and Publish Final EA

STUDY WEBSITE



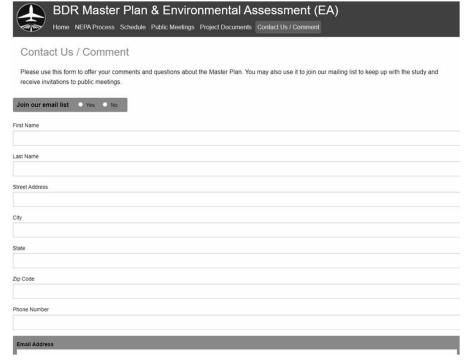
Project Introduction

The City of Bridgeport is preparing an Environmental Assessment (EA) to evaluate the potential impacts of Igor I. Sikorsky Memorial Airport's (BDR) proposal to improve the Runway Safety Area (RSA) for Runway 11-29. The EA will evaluate the potential for direct and indirect impacts to the human and natural environment. To ensure BDR continuous to meet current and future demand and to comply with Federal Aviation Administration (FAA) design standards, the City of Bridgeport is proposing to implement the following improvements (Proposed Action), as recommended in the FAA approved Master Plan. The Sponsor's Proposed Action (Click to Download) is:

- . Shift Runway 11-29 to the west
- . Install Engineered Materials Arresting Systems on both ends of the runway to meet FAA design standards
- Grade lateral RSA to meet FAA design standards
- · Reconstruct portions of existing Runway 11/29
- · Remove on and off tree obstructions within the approaches of Runway 11 and 29

What is the Purpose & Need?

The purpose of the project is to provide a runway and associated airfield improvements that comply with FAA design standards while meeting the runway length operational requirements for both the existing and future fleet mix. The need for the project is to address non-standard FAA design criteria and increase safety for



www.planBDRairport.com

HOW DO I COMMENT?

Any questions or comments regarding the EA or any of the information discussed today?

PLEASE FILL OUT ONE OF OUR COMMENT FORMS ONLINE!

www.planBDRairport.com

Available for contact anytime:

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Igor I. Sikorsky Memorial Airport Manager
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Mark Heckroth, ENV SP
EA Consultant Team Project Manager
216-273-8638
mheckroth@chacompanies.com