



**CITY of BRIDGEPORT**  
**SIKORSKY**  
MEMORIAL AIRPORT



**Administrative Office - 1000 Great Meadow Road - Stratford, CT 06615**  
**Telephone (203) 576-8163 - Fax (203) 576-8166**

## **Airport Manager's Summary of Airport Master Plan for Airport Commission**

### **Background:**

An airport master plan update began in late 2018. The study was performed by CHA Consulting, Inc. and followed FAA format and criteria to evaluate existing conditions and facilities of the airport, forecast future aeronautical demand, outline facility requirements needed to meet that demand, consider development alternatives to accommodate the activity, and recommend a high-level plan for development at the airport over a 20-year planning period. The study resulted in two deliverables for Airport Commission and FAA acceptance and approval including the: 1-Airport Master Plan Report and 2- Airport Layout Plan (ALP) Drawing Set.

### **Accessing Study Documents:**

The full Master Plan Document can be accessed at the following website:

<http://planbdairport.com/resources/documents/BDR-Master-Plan-Final-Report.pdf>

The full ALP Drawing set can be accessed at the following website:

<http://planbdairport.com/resources/documents/BDR-ALP-Set.pdf>

### **Inventory/Existing Conditions:**

The airport is comprised of two intersecting runways and numerous taxiways and general aviation parking areas. The airport generally serves 149 based aircraft. Approximately 55,000 aircraft operations occurred annually prior to the 2020 COVID-19 pandemic. The fleet mix consists of small, single-engine aircraft to large corporate and private jets. The airport does not have scheduled airline service, but is active with private users, air taxi, and charter. Wind data analysis indicated both a primary runway and a crosswind runway are justified to serve the lighter aircraft that comprise the majority of the fleet mix. Socioeconomic analysis shows the surrounding areas are economically viable to continue feeding aviation demand.

### **Activity Forecast:**

Several activity forecast models were evaluated. A speculative forecast for commercial service was provided, but not used in the ultimate recommendation. The recommended forecast showed modest growth over the forecast period with an increase of approximately 1.4% annual operations. FAA operational data supported the selection of aircraft in the Airport Reference Code (ARC) "C-III" group to represent the design aircraft. The design aircraft represents the most demanding aircraft or grouping of aircraft with similar



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characteristics that regularly use the airport. Sample aircraft of this category include the Bombardier Global Express or Gulfstream 550.

### **Facility Requirements:**

Analysis of the Annual Service Volume (ASV) identified that capacity will remain adequate during the planning period for the anticipated aircraft with a continued two-runway configuration. While the runway length analysis identified a length of 5,700 feet is justified at the airport, the plan acknowledges this is not feasible due to an accepted agreement with the Town of Stratford prohibiting runway extensions. As such, maintaining the current length and width of both runways was recommended. Several airport design standards, such as certain Runway Safety Areas (RSAs) and Runway Object Free Area (ROFAs), do not meet current FAA requirements for the selected critical aircraft. Portions of each Runway Protection Zone (RPZ) extend beyond City of Bridgeport/Airport property. The study recommended maintaining existing instrument approaches and establishing one for Runway 11 when able; currently this is prevented by a smokestack obstruction in Bridgeport. Additional aircraft storage is needed over the forecast period. A new terminal facility would be needed to support any commercial service interest that materializes. Buildings that are poorly situated or nearing the end of their useful life are recommended for replacement.

### **Environmental:**

There are numerous environmental factors considered during the study including but not limited to airport noise, flooding, and threatened and endangered species. Potential impacts have been outlined in the plan with a more in-depth analysis expected to occur in the future for potential projects during the design and permit phase. It was recognized that existing and future flooding is a major concern common to all airport stakeholders and that additional analysis and work associated with potential projects is required to address flooding and/or increase resiliency of the airport.

### **Recommended Development Plan:**

Based on the environmentally sensitive nature of the airport and surrounding area, airfield recommendations were limited to modest, safety-focused improvements that could potentially be implemented without significant additional cost or impact.

#### *Airfield recommendations include:*

- Runway 11-29 pavement rehabilitation.
- Runway 11-29 150' shift, Runway Safety Area (RSA) improvements and Engineered Material Arresting System (EMAS) Bed, obstruction removal.
- Incremental taxiway improvements (to comply with new FAA standards) and excess pavement removal.
- Runway 24 Engineered Material Arresting System (EMAS) Bed.



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*Note: associated projects are shown on the Airport Layout Plan (ALP).*

*Landside recommendations include:*

- Increase light general aviation storage on the East Apron.
- Continued improvements within Atlantic Aviation leasehold.
- Continued improvements within Connecticut Air & Space Center (CASC) leasehold with a 1-acre size reduction recommended to accommodate storage demand.
- Reserve North Apron for potential corporate aviation facilities in the future and direct new small hangar development to other locations.
- Consider adjacent available property for potential easement or acquisition.
- Expand light general aviation facilities on South Apron.
- Support replacing/expanding existing hangars along Main Apron.
- Reserve West Development Area for commercial service facilities or corporate aviation if not realized.
- Utilize former FAA facility for offices or restaurant in the short term with potential commercial service facility expansion in the future.

*Note: specific details or layouts are not shown on the Airport Layout Plan (ALP) as they require definition and negotiation before materializing.*

### **Financial and Project Information:**

Appendix B of the Master Plan report provides financial information associated with plan implementation. The 20-year plan will require \$46.5 million in FAA discretionary funds, \$2.9 million in FAA entitlement funds, a revised offer for a \$5 million State of Connecticut DECD grant, and 9.1 million in City of Bridgeport funds. Additionally, hangars and tenant facilities would be constructed with private funds, with a land lease paid to the City. The plan assumes the City of Bridgeport will continue to subsidize the airport unless additional revenue sources manifest. Establishing commercial airline service would greatly increase revenue and funding eligibility and bring in additional revenue sources through parking, rental cars, and concessions. Alternatively, general aviation development would also increase revenue. Increased revenue associated with a rate increase would also reduce the current subsidy provided by the City of Bridgeport.



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**Airport Capital Improvement Project List:**

**Table B-1 – ACIP and Funding Sources (in 000s)**

Proj #	Project	Fiscal Year	Project Costs		Eligibility		Funding Sources				
			2020 Dollars	Inflated (a)	%	Max Eligibility	Federal		State	City	Total
				Entitle-ment	Discret-ionary						
<b>Short Term (2021 - 2025)</b>											
1	Runway 11-29 Rehabilitation (Design & Construction)	2021	\$5,010.0	\$5,010.0	90%	\$4,509.0	\$0.0	\$0.0	\$5,010.0	\$0.0	\$5,010.0
2	EA for Short Term Projects	2021	500.0	500.0	90%	450.0	150.0	300.0	40.0	10.0	500.0
3	Runway 11-29 Improvements (150' Shift) - Design	2022	450.0	450.0	90%	405.0	150.0	255.0	40.0	5.0	450.0
4	Runway 11-29 Improvements (150' Shift) - Construction	2023	4,700.0	4,700.0	90%	4,230.0	150.0	4,080.0	40.0	430.0	4,700.0
5	Rehabilitate Existing Taxiway 'A' (All Sections) - Design	2023	300.0	300.0	90%	270.0	0.0	270.0	0.0	30.0	300.0
6	Rehabilitate Existing Taxiway 'A' (All Sections) - Construction	2024	2,300.0	2,300.0	90%	2,070.0	150.0	1,920.0	40.0	190.0	2,300.0
<b>Total Short Term (2021 - 2025)</b>			<b>\$13,260.0</b>	<b>\$13,260.0</b>		<b>\$11,934.0</b>	<b>\$600.0</b>	<b>\$6,825.0</b>	<b>\$5,170.0</b>	<b>\$665.0</b>	<b>\$13,260.0</b>
<b>Mid Term (2026 - 2030)</b>											
7	Rehabilitate Existing Taxiway 'G' (including Taxiways 'J' and 'K')	2026	\$1,961.0	\$2,484.1	90%	\$2,235.7	\$300.0	\$1,935.7	\$40.0	\$208.4	\$2,484.1
8	Rehabilitate Existing Taxiway 'D' (Western portion up to Taxiway 'E')	2027	1,149.0	1,499.2	90%	1,349.3	150.0	1,199.3	40.0	109.9	1,499.2
9	Easements for Runway 11 RPZ (10% of appraised value)	2027	366.0	477.5	90%	429.8	0.0	429.8	0.0	47.8	477.5
10	Easement for Runway 29 RPZ (Raymark Site (2019 Appraisal))	2027	172.0	224.4	90%	202.0	0.0	202.0	0.0	22.4	224.4
11	Tree Obstruction Removal	2028	500.0	672.0	90%	604.8	150.0	454.8	40.0	27.2	672.0
12	Rehabilitate Great Meadow Road & Parking	2028	2,768.0	3,720.0	0%	0.0	0.0	0.0	0.0	3,720.0	3,720.0
13	Rehabilitate Main Apron	2029	2,291.0	3,171.3	90%	2,854.2	150.0	2,704.2	40.0	277.1	3,171.3
14	Rehabilitate East Apron	2030	1,445.0	2,060.2	90%	1,854.2	150.0	1,704.2	40.0	166.0	2,060.2
<b>Total Mid Term (2026 - 2030)</b>			<b>\$10,652.0</b>	<b>\$14,308.7</b>		<b>\$9,529.8</b>	<b>\$900.0</b>	<b>\$8,629.8</b>	<b>\$200.0</b>	<b>\$4,578.9</b>	<b>\$14,308.7</b>
<b>Long Term (2031 - 2039)</b>											
15	Replace ARFF & Maintenance Building	2031	\$1,575.0	\$2,312.9	90%	\$2,081.6	\$150.0	\$1,931.6	\$40.0	\$191.3	\$2,312.9
16	Rehabilitate North Apron	2032	2,444.0	3,696.8	90%	3,327.1	150.0	3,177.1	40.0	329.7	3,696.8
17	Federal Property Acquisition	2033	2,132.0	3,321.6	90%	2,989.4	150.0	2,839.4	40.0	292.2	3,321.6
18	Runway 6-24 Rehabilitation	2036	3,758.0	6,397.7	90%	5,757.9	450.0	5,307.9	40.0	599.8	6,397.7
19	Runway 6-24 Safety Improvements	2036	1,502.0	2,557.1	90%	2,301.4	0.0	2,301.4	0.0	255.7	2,557.1
20	Taxiway Connector to Runway 6 End	post 2036	1,856.0	3,254.5	90%	2,929.1	150.0	2,779.1	40.0	285.5	3,254.5
21	Taxiway 'D' Realignment (400' offset)	post 2036	1,614.0	2,830.2	90%	2,547.2	150.0	2,397.2	40.0	243.0	2,830.2
22	Taxiway 'G' Partial Parallel and Realignment (400' offset)	post 2036	2,792.0	4,895.8	90%	4,406.2	150.0	4,256.2	40.0	449.6	4,895.8
23	Relocate Fuel Farm	post 2036	250.0	438.4	90%	394.6	0.0	394.6	40.0	3.8	438.4
24	Relocate Segmented Circle	post 2036	50.0	87.7	90%	78.9	0.0	78.9	8.8	0.0	87.7
25	Relocate ASOS	post 2036	100.0	175.4	90%	157.9	0.0	157.9	17.5	0.0	175.4
26	Construct Vehicle Access to South Apron	post 2036	362.0	634.8	0%	0.0	0.0	0.0	0.0	634.8	634.8
27	Construct South Apron Connector Taxiway	post 2036	940.0	1,648.3	90%	1,483.5	0.0	1,483.5	13.7	151.1	1,648.3
28	Taxiway 'A' Partial Parallel and Realignment	post 2036	2,470.0	4,331.2	90%	3,898.1	0.0	3,898.1	0.0	433.1	4,331.2
<b>Total Long Term (2031 - 2039)</b>			<b>\$21,845.0</b>	<b>\$36,582.4</b>		<b>\$32,352.8</b>	<b>\$1,350.0</b>	<b>\$31,002.8</b>	<b>\$360.0</b>	<b>\$3,869.6</b>	<b>\$36,582.4</b>
<b>Total CIP</b>			<b>\$45,757.0</b>	<b>\$64,151.1</b>		<b>\$53,816.7</b>	<b>\$2,850.0</b>	<b>\$46,457.7</b>	<b>\$5,730.0</b>	<b>\$9,113.4</b>	<b>\$64,151.1</b>

(a) Beginning in FY 2025, project costs were inflated at 3%, which reflects the most recent five-year average of *Engineering News-Record's* Construction Cost Index.  
 Sources: CHA Companies and DKMG Consulting, LLC



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**Master Plan Feedback and Responses:** Feedback was recorded throughout the study via five advisory committee meetings, three public meetings, and the master plan website <http://planbdrairport.com/>. Formal comments submitted and corresponding responses are included in Appendix D.

**Airport Layout Plan (ALP) Drawing Set:** The ALP Drawing Set consists of 21 sheets that depict the existing and planned airport facilities in accordance with the required FAA format. Sheet 3 depicts the Existing Airport Layout Plan. Sheet 4 depicts the Future Airport Layout Plan. Sheet 5 depicts a potential Terminal Area layout. Runway approaches and various airport surfaces and airspace are shown in Sheets 6-19. Numerous obstructions were identified through surveys conducted during the study and are depicted in detail on these drawings. Certain critical obstructions have already been removed while others will require removal in future projects. A Land Use Plan is provided on Sheet 20. Of notable interest in this drawing are plotted noise contours identifying that the 65 DNL contour remains mostly within airport property and does not show significant impact to any land uses that are generally considered incompatible, such as residential areas. A Property Map is shown on Sheet 21 and most notably displays the various Runway Protection Zones (RPZs), which extend off airport property. FAA discourages any high-density congregation of people in these areas.