



Sikorsky
Memorial
Airport



Airport Master Plan Draft Recommended Plan



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Overview & Status

- The Sikorsky Memorial Airport Master Plan Update begin in late 2018 and is scheduled to conclude in Summer 2020.
- Four (4) technical meetings and two (2) public meetings have taken place.
- Full details regarding the development of the preferred alternative and the draft recommended plan are outlined in [Working Paper #3](#).
- Materials and information are available on the study website: www.planbdraairport.com.
- Airport Commission Approval is needed to move to the final technical and public meeting, and to combine and expand the three working papers into a formal Draft Report

Draft Recommended Plan Overview

A draft recommended plan was assembled based on information gathered during the study. The draft recommended plan has taken into consideration many sources of information including but not limited to:

- *The direction of the Technical Advisory Committee (TAC),*
- *City of Bridgeport goals,*
- *The Airport's current needs,*
- *FAA airport design and other agency standards,*
- *Airport stakeholder feedback,*
- *Environmental preservation, and*
- *The Airport's ability to accommodate existing and forecasted demand.*

The draft recommended plan integrated multiple concepts for development of the airport in the following three major areas:

- *Runways,*
- *Taxiways,*
- *Development and Usage Configurations (also referred to as Landside or Terminal Area Development).*



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Draft Recommended Plan - Runways

The draft recommended plan includes modest safety improvements and preserving Runway 11-29's current utility.

The following projects are included:

- Runway 11-29 Pavement Rehabilitation,
- Runway 11-29 150' Shift w/EMAS and Runway Safety Area Improvements,
- Runway 6 end EMAS and Runway Safety Area Improvements.

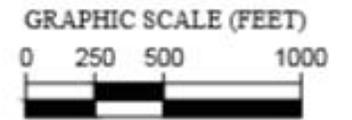
Draft Recommended Plan - Taxiways

The draft recommended plan includes incremental taxiway improvements to comply with current FAA standards. The following projects are included:

- Correct non-standard configurations,
- Remove excess pavement,
- Ultimate relocation of Taxiway D and G to a 400ft offset from Runway 11-29,
- Ultimate relocation of Taxiway A to a 400ft offset from Runway 6-24,
- Runway 6 end taxiway access.



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LEGEND

-  WETLANDS
-  POTENTIAL TAXIWAY PAVEMENT
-  PAVEMENT REMOVAL
-  PROPERTY
-  NEW RUNWAY PAVEMENT
-  EMAS BED

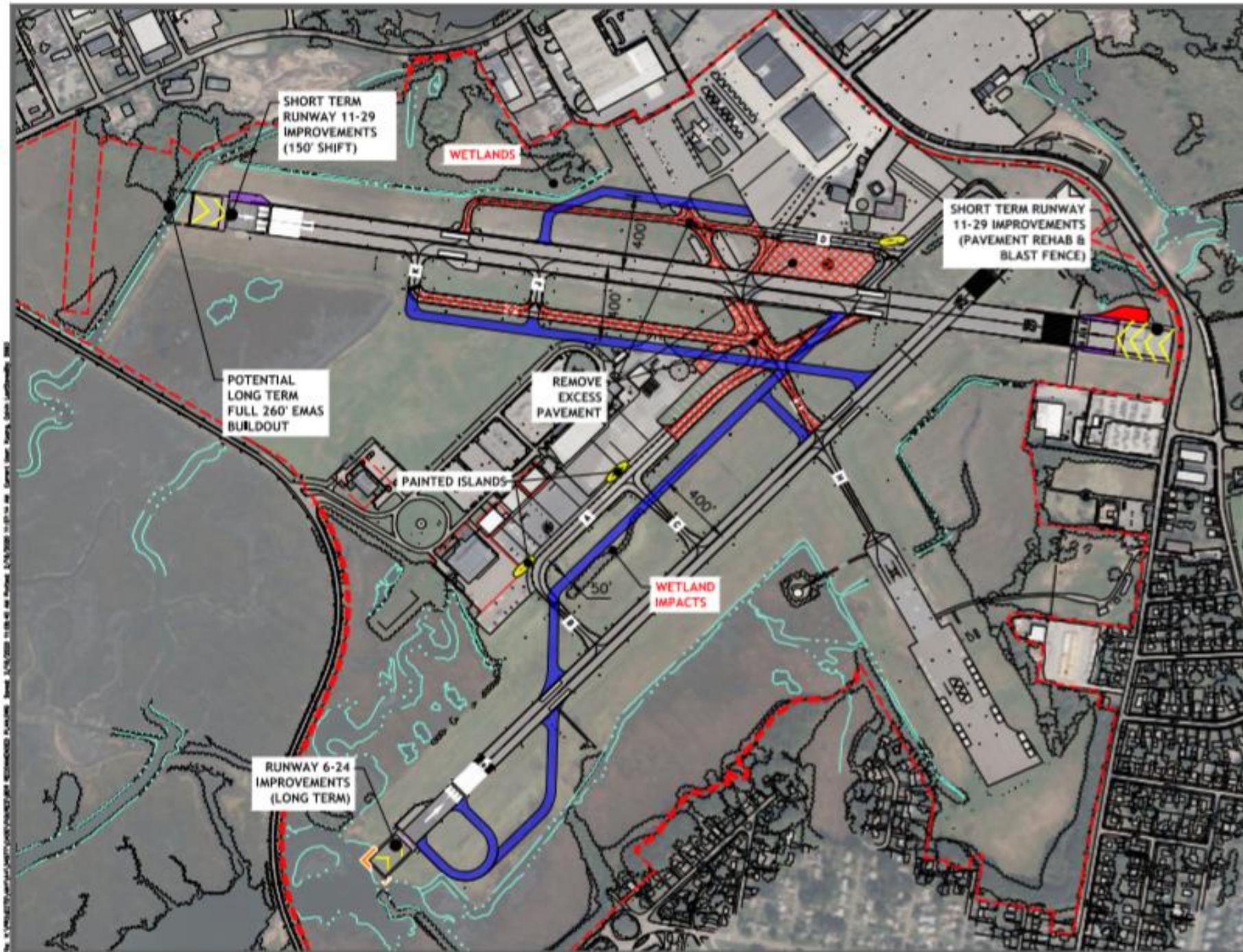


Figure 6-11
Airfield Recommendations

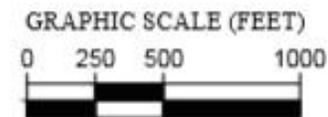
Draft Recommended Plan - Development & Usage Configurations

The draft recommended plan includes development of upland areas. Layouts are general and intended to represent a possible configuration of the area. Specific plans would be submitted for approval as part of a development proposal from a private entity. The following usages and configurations are included:

- **Main Apron** – maintain and possibly redevelop older structures.
- **West Development Area** – reserve for scheduled commercial service facilities such as a main terminal and additional parking. A combination of corporate and airline usage may be possible depending on demand.
- **Former FAA Flight Service Station** – allow for short-term reuse of the facility for office space or a possible non-aeronautical usage such as a commercial restaurant. Retain long-term use for aviation expansion.
- **North Apron** – reserve for future corporate aviation facilities with the potential for some or all of the current tiedowns and/or T-hangars to be retained depending on configuration.
- **East Apron** – reserve and configure for light general aviation facilities with the potential for the current airport restaurant to be retained depending on configuration.
- **Atlantic Aviation Facility** – reserve for future use as FBO space.
- **Connecticut Air & Space Center (CASC)** – maintain and possibly revise agreement (i.e., refine the boundary of the leased property) to allow for accommodating light general aviation tenants.
- **Additional Property** – consider approaching property owner regarding easement or acquisition.
- **South Apron** - reserve and configure for additional light general aviation facilities.



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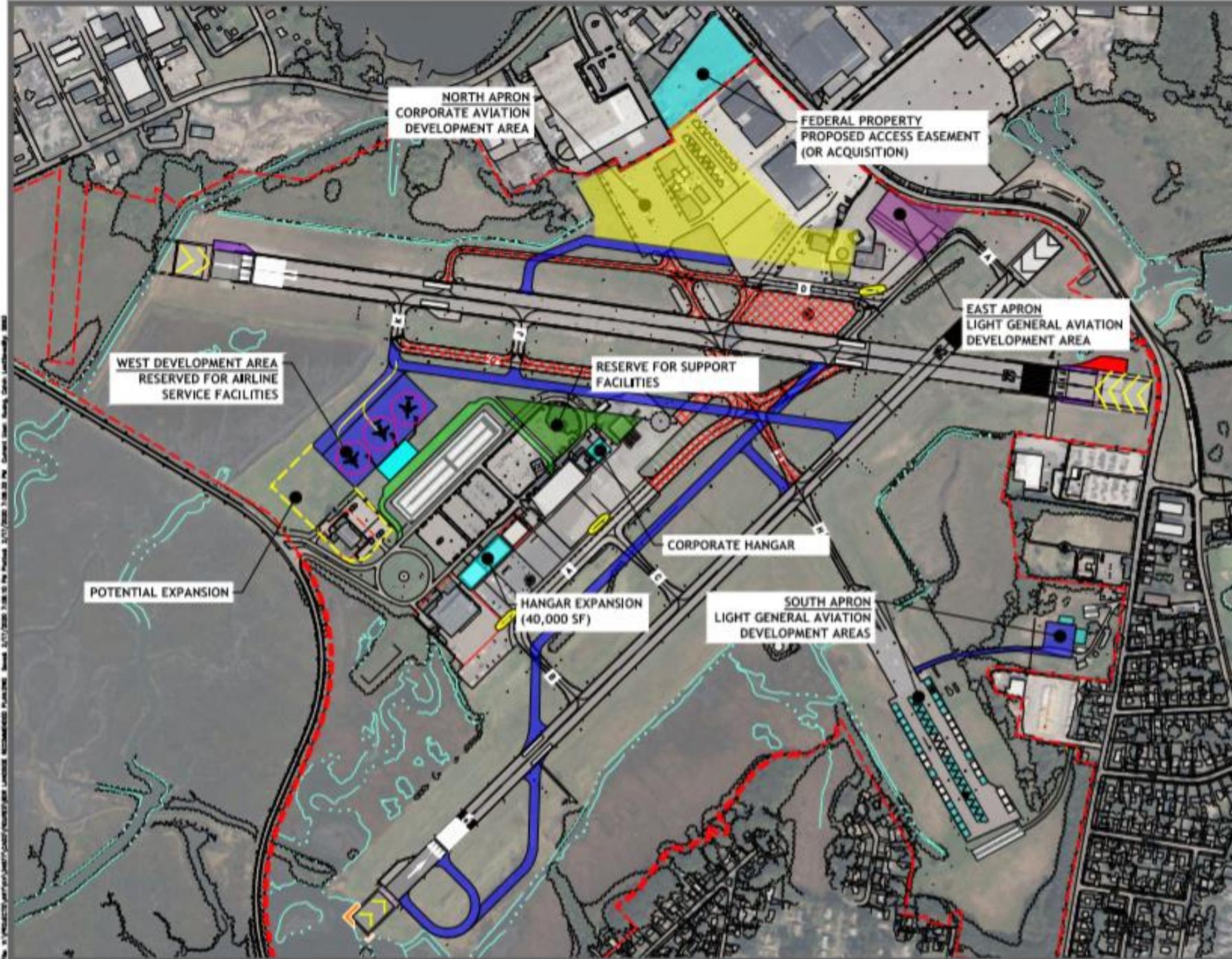


Figure 6-23
Landside Recommendations

Airport Manager's Perspective

The draft recommended plan is a viable plan that will better position the airport to be safer, more efficient, and financially sustainable. Benefits associated with the three major areas include:

- Runway Improvements
 - ✓ Plans responsible safety improvements with a strong respect for environmental preservation.
 - ✓ Maintains the size and function of Runway 11-29, which is the preferred noise abatement runway, to continue serving the entire fleet mix.
 - ✓ Makes the airport more attractive to possible new users and improves facilities to support retention of existing users.
- Taxiway Improvements
 - ✓ Also plans responsible safety improvements with a strong respect for environmental preservation.
 - ✓ Improves airfield efficiency.
- Landside, Terminal, and Usage Configuration Improvements
 - ✓ Proposes a versatile mix of aviation uses including light general aviation, corporate aviation, and planned reintroduction of commercial airline service.
 - ✓ Allows the airport to best satisfy aviation demand while improving its own potential for revenue generation.