

AGENDA
CITY COUNCIL MEETING
MONDAY, MAY 19, 2014

7:00 P.M.
CITY COUNCIL CHAMBERS, CITY HALL - 45 LYON TERRACE
BRIDGEPORT, CONNECTICUT

Prayer

Pledge of Allegiance

Roll Call

MINUTES FOR APPROVAL:

Approval of City Council Minutes: April 21, 2014

COMMUNICATIONS TO BE REFERRED TO COMMITTEES:

- 87-13** Communication from City Attorney re: Proposed Settlement of Pending Litigation with Marian Evans, referred to Miscellaneous Matters Committee.

- 88-13** Communication from Mayor re: Appointment of Maura Crossin (D) to the Port Authority Commission, referred to Miscellaneous Matters Committee.

- 89-13** Communication from Central Grants re: Grant Submission: United States Conference of Mayors (USCM) 2014 Lead Safe for Kids Sake Grant Program, referred to Economic and Community Development and Environment Committee.

- 90-13** Communication from Central Grants re: Grant Submission: United States Environmental Protection Agency Targeted Brownfield Assessment (TBA) Program, referred to Economic and Community Development and Environment Committee.

- 91-13** Communication from Central Grants re: Grant Submission: State of Connecticut Department of Housing's (DOH) Community Development Block Grant-Disaster Recovery (CDBG-DR) Tranche 1-Application for Public Facilities, Infrastructure and Planning, referred to Economic and Community Development and Environment Committee.

- 92-13** Communication from Central Grants re: Grant Submission: State of Connecticut Department of Energy & Environmental Protection (DEEP) for Water Quality Bio-filtration and Best Management Practices Implementation at Beardsley Zoo, referred to Economic and Community Development and Environment Committee.

- 93-13** Communication from Tax Collector re: Municipal Suspense Tax Book, referred to Budget and Appropriations Committee.

RESOLUTIONS TO BE REFERRED TO BOARDS, COMMISSIONS, ETC.:

- 94-13** Resolution presented by Council Members Banta and Taylor-Moye re: Proposed Request that Gregory Street be given the Honorary Designation of Bishop J.C. White Boulevard by adding his name above the street Signage on the Corner of Gregory and Lafayette Streets, referred to Public Safety and Transportation Committee.

MATTERS TO BE ACTED UPON (CONSENT CALENDAR):

- *58-13** Contracts Committee Report re: Hangar Lease Agreement with the Connecticut Aerospace Hall of Fame and Museum, Inc. for the Location of the Connecticut Air & Space Center at Igor Sikorsky Memorial Airport.
- *84-13** Contracts Committee Report re: Master Municipal Agreement for Construction Projects with the State of Connecticut Department of Transportation.
- *85-13** Contracts Committee Report re: Resolution to Authorize and Approve the Transfer of Title from the State of Connecticut to the City for Water Street between Stratford Avenue and State Street in Furtherance of the City's Downtown Intermodal Streetscape Project.
- *55-13** Economic and Community Development and Environment Committee Report re: Disposition and Redevelopment of City-Owned Property Located at 143 Fifth Street.
- *56-13** Economic and Community Development and Environment Committee Report re: Disposition and Redevelopment of City-Owned Properties to Habitat for Humanity.

THE FOLLOWING NAMED PERSON HAS REQUESTED PERMISSION TO ADDRESS THE CITY COUNCIL ON MONDAY, MAY 19, 2014 AT 6:30 P.M., IN THE CITY COUNCIL CHAMBERS, CITY HALL, 45 LYON TERRACE, BRIDGEPORT, CT.

NAME

SUBJECT

Ethan Book
144 Coleman Street
Bridgeport, CT 06604

Stipends for City Council Members.

Cecil C. Young
99 Carroll Avenue
Bridgeport, CT 06607

Council Member Torres speaking about unjust termination.

**CITY OF BRIDGEPORT
CITY COUNCIL
PUBLIC SPEAKING SESSION
MONDAY, MAY 19, 2014
6:30 PM**

ATTENDANCE: Council members: Brannelly, Torres, Taylor-Moye, Halstead, Swain, Austin, Paoletto

ABSENT: Council members: Banta, McCarthy, Lyons, Vizzo-Paniccia, McBride-Lee, Salter, DeJesus, Castillo, Martinez, Feliciano, Marella, Martinez-Walker, Holloway

President Pro Tempore Taylor-Moye called the public speaking session to order at 6:35 pm.

Pro Tempore Taylor-Moye announced that each speaker would have 5-minutes to address the council members that were present.

**There was no quorum of the city council.*

**=quorum not required to conduct the public speaking forum.*

Please go to [www. SoundviewTV.org/Bridgeport](http://www.SoundviewTV.org/Bridgeport) to view or listen to the recordings and comments that the speakers below addressed to the City Council on May 19, 2014.

**RECEIVED
CITY CLERK'S OFFICE
2014 MAY 21 AM 10:52
ATTEST
CITY CLERK**

THE FOLLOWING NAMED PERSON HAS REQUESTED PERMISSION TO ADDRESS THE CITY COUNCIL ON MONDAY, APRIL 7, 2014 AT 6:30 P.M., IN THE CITY COUNCIL CHAMBERS, CITY HALL, 45 LYON TERRACE, BRIDGEPORT, CT.

NAME	SUBJECT
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Ethan Book 144 Coleman Street Bridgeport, CT 06604	Stipends for the City Council Members
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Mr. Book's comments regarding stipends for the City Council members are highlighted below:

- Stipends pertaining to Council members Taylor-Moye and Banta from the 131st district. It was stated that this matter pertained to council related business used for personal consumption.
- He alleged criminal larceny, embezzlement and criminal conspiracy - various Connecticut statutes were cited and read pertaining to the matter.
- He questioned who authorized, what he alleges were "schemes".
- He questioned how to deal with these issues if they're not addressed by the city council.

Mr. Book stated that the council members should stay tuned for future follow up.

❖ *Statement may be submitted to the city clerk's office – or go to www.SoundviewTV.org/Bridgeport to view or listen to the detailed comments*

Cecil C. Young
99 Carroll Avenue
Bridgeport, CT 06607

Council Member Torres speaking about unjust termination

Mr. Young stated that it was a shame and disgrace that issues that are brought forward aren't highlighted more in the media. He stressed that the public shouldn't have to constantly ask what is being done with taxpayer dollars. He said he would like to see the stipends that are received by the council members used to give back to the community.

He went on to commend Council member Torres for bringing his issue forward regarding his unjust termination. He repeated that it was a shame that taxpayers are constantly being ignored. He mentioned the matter of many residents not being able to maintain payment of high property taxes. He said that he hoped the new Assistant City Attorney will be more effective addressing public concerns. He questioned why whistle blowers aren't responded to and he strongly emphasized that the Council President and council members should take the time to respond to residents concerns. He questioned where all the council members were tonight. He stressed that we're all tax abiding citizens and he commended those council members who do stand up to the Mayor to voice their opinions regarding the betterment of residents in the city.

John Marshall Lee
30 Beacon Street
Bridgeport, CT 06605

Stipends

Comments to City Council – Stipends: a review is due by you (5-19-14)

Ordinance – Stipends are considered reimbursements for expenses incurred while pursuing your duties.....The big picture as you approved budget items this year.....

- 50% of Stipend funds in past two years have not been spent by the 20 Council persons....
- And during the past few years less than 10% of Other Services line item has been spent, legally or illegally by the Council members....
- That has left you with some \$150,000 as potential reductions to save taxpayers tax payments and you have failed to do so. Why?
- Just about 100% of revenues that the City has received have been spent by this administration.....so your failure to trim your line items shows your wonderful cooperation with the administration.....rather than with your fellow taxpayers.

Do you find those troublesome words? Are they harsh on your ears? I am sorry but things are not as easy in many homes or businesses as they are in City Hall obviously. When a question is asked of me in my business, I must supply an answer. A handful of you have on occasion come forward to ask a question of me. That is good. I know there is some listening going on. But as for the rest of

City of Bridgeport
City Council Meeting
May 19, 2014
Page 2 of 9

you, when the curtain comes down, as it is likely to do, there is no place for you to hide. What do I mean by that?

Ordinance update.....Do any of you realize that on September 25, 2012 #22-11 Proposed Amendments to the Municipal Code of Ordinances, Chapter 2.06 Common Council, amend Section 2.06.040 Reimbursement of Council Member's Expenses (stipends) was addressed? Council Member Curwen moved to Table. Council President McCarthy seconded and the motion passed unanimously. Ordinance members present to vote were Paoletto, Marty McCarthy, Curwen, Bonney, and Blunt. The last four are no longer part of the Council. Non-Ordinance members in attendance were Brannelly and Council President McCarthy. In addition past members de Para and Olson were present.

So the matter has been TABLED for nearly two years.

- While a new UNAUTHORIZED system is in place.
- With Debit cards that provide funds before they are expended
- And a reporting system that does not require a statement of purpose for the expenditure by the Council member
- And the newer system does not integrate expenditures for travel, hotel, meals away from home, etc. on trips to municipal meetings.
- And the system seems to therefore be treating all expenses as non-taxable whereas that was not the conclusion of previous operating legal opinion
- And individual Council persons have exceeded the \$9,000 ceiling in recent years although that could not happen in a healthy reimbursement program
- And the past Council member who moved to table 22-11 twenty months ago left the Council with over \$2,000 owed to the program from such an overage. Has it been returned?
- Do you care about voter funds at all?

And a close look at more than one set of reimbursements over a year provide no reasonable assurance that such stipend provided by a debit card transaction is reimbursing a Council expense. A debit card user signs an acknowledgement that funds cannot be used for charitable or political purpose, but your report does not make it obvious that it is not for personal use either. Why not? Will you clean up this poorly operating mechanism? Whether you are using this or not personally, the public needs to be clear that Council behavior is OPEN, ACCOUNTABLE and TRANSPARENT. Step up and put the item on the Ordinance Committee agenda and eliminate my comments about your negative behavior in taking care of business. Someone may have already referred this to the IRS. The Feds have much more authority, power and interest in securing every last tax dollar that is due than I do. Clean up your act, please, and do so quickly. Time will tell.

John Marshall Lee

- ❖ *The following speaker signed up to address the city council prior to the public speaking session: Statement may be submitted to the city clerk's office – or go to [www. SoundviewTV.org/Bridgeport](http://www.SoundviewTV.org/Bridgeport) to view or listen to the detailed comments*

Mario Cardeno spoke on behalf of the Connecticut Air & Space Center. He recalled that he was told by Council President McCarthy that if the item was on the agenda tonight he would be allowed to speak about item *58-13 Hangar Lease Agreement that was on the agenda tonight under Matters to be Acted Upon (Consent Calendar). City Attorney Anastasi advised Pro Tempore Taylor-Moye who relayed that the public doesn't have the right to participate during a regular city council meeting unless the full city council body takes a vote to allow it. He clarified that the speaker would need to address the city council during the public speaking forum. He further stated that there was some miscommunication and he explained that if there was a city council public speaking session scheduled, then the speaker would be allowed to address the city council.

Mr. Cardeno stated that he would continue and address the council during the public speaking forum. He mentioned how much they have accomplished on Sniffens Lane in Stratford. He referred to the hangar lease agreement that began during 2011. He stated that a restoration specialist performed the repairs and learned restoration techniques, noting that the Corsair is now situated on the landing gear and the enormous engine is ready to be installed. He expressed that they had dedicated volunteers that participated in fundraisers and sold t-shirts at Captain's Cove. He mentioned that they applied for a block grant and to date has received a \$60k grant and they are still soliciting grants for the project. He relayed that they moved many yards of rubbish from the hangar area and cleaned it up a second time. He mentioned that the number of people working on the project has done so without pay and the twenty (20) dedicated volunteers have worked on the project for three years. He relayed that a term of 2 ½ years was agreed upon for the hangar lease and now that they are at the final step, they were told that the city wants to review the project in five years, to address the matter related to whether or not the city will pay the utilities. He further relayed that the project will result in a museum quality fully restored hangar. He commented that he hoped the Mayor and the City Council would have more respect to reconsider the lease that was agreed upon long ago. He concluded and extended an invitation to the city council members to tour the facility to fully understand what the Connecticut Air & Space Center is all about.

Hearing none, the public speaking forum ended.

The public speaking session ended at 7:00 pm.

CITY OF BRIDGEPORT

CITY COUNCIL MEETING

MONDAY, MAY 19, 2014

7:00 PM

City Council Chambers, City Hall - 45 Lyon Terrace

Bridgeport, Connecticut

ATTENDANCE: Council members: Brannelly, Torres, Taylor-Moye, Halstead, Swain, Austin, Vizzo-Paniccia, Salter, Marella, Paoletto, Holloway

ABSENT: Council members: Banta, McCarthy, Lyons, McBride-Lee, DeJesus, Castillo, Martinez, Feliciano, Martinez-Walker

Mayor Finch called the meeting to order at 7:05 pm.

Prayer - Council member Marella offered the prayer.

Pledge of Allegiance - Council member Salter led the pledge of allegiance.

Roll Call - the City Clerk took the roll call and announced there was a quorum.

MINUTES FOR APPROVAL:

Approval of City Council Minutes: April 21, 2014

**** COUNCIL MEMBER BRANNELLY MOVED TO ACCEPT THE MINUTES**

**** COUNCIL MEMBER TORRES SECONDED**

**** MOTION PASSED UNANIMOUSLY**

COMMUNICATIONS TO BE REFERRED TO COMMITTEES:

87-13 Communication from City Attorney re: Proposed Settlement of Pending Litigation with Marian Evans, referred to Miscellaneous Matters Committee.

- 88-13** Communication from Mayor re: Appointment of Maura Crossin (D) to the Port Authority Commission, referred to Miscellaneous Matters Committee.
- 89-13** Communication from Central Grants re: Grant Submission: United States Conference of Mayors (USCM) 2014 Lead Safe for Kids Sake Grant Program, referred to Economic and Community Development and Environment Committee.
- 90-13** Communication from Central Grants re: Grant Submission: United States Environmental Protection Agency Targeted Brownfield Assessment (TBA) Program, referred to Economic and Community Development and Environment Committee.
- 91-13** Communication from Central Grants re: Grant Submission: State of Connecticut Department of Housing's (DOH) Community Development Block Grant-Disaster Recovery (CDBG-DR) Tranche 1-Application for Public Facilities, Infrastructure and Planning, referred to Economic and Community Development and Environment Committee.
- 92-13** Communication from Central Grants re: Grant Submission: State of Connecticut Department of Energy & Environmental Protection (DEEP) for Water Quality Bio-filtration and Best Management Practices Implementation at Beardsley Zoo, referred to Economic and Community Development and Environment Committee.
- 93-13** Communication from Tax Collector re: Municipal Suspense Tax Book, referred to Budget and Appropriations Committee.

**** COUNCIL MEMBER PAOLETTO MOVED TO REFER COMMUNICATIONS TO BE REFERRED TO COMMITTEES**

**** COUNCIL MEMBER VIZZO-PANICCIA SECONDED**

Council member Torres referred to item 87-13 and stated that it seemed the situation related to a liability issue as it pertained to this item. City Attorney Anastasi clarified that the item was amended and the litigation issue was only against the City of Bridgeport at this time with no named individual defendants.

**** MOTION PASSED WITH TEN VOTES IN FAVOR AND ONE VOTE IN OPPOSITION (COUNCIL MEMBER TORRES)**

RESOLUTIONS TO BE REFERRED TO BOARDS, COMMISSIONS, ETC.:

- 94-13** Resolution presented by Council Members Banta and Taylor-Moye re: Proposed Request that Gregory Street be given the Honorary Designation of Bishop J.C. White Boulevard by adding his name above the street Signage

on the Corner of Gregory and Lafayette Streets, referred to Public Safety and Transportation Committee.

**** COUNCIL MEMBER PAOLETTO MOVED TO REFER RESOLUTIONS TO BE REFERRED TO BOARDS, COMMISSIONS, ETC.:**

**** COUNCIL MEMBER AUSTIN SECONDED**

**** MOTION PASSED UNANIMOUSLY**

MATTERS TO BE ACTED UPON (CONSENT CALENDAR):

***58-13** Contracts Committee Report re: Hangar Lease Agreement with the Connecticut Aerospace Hall of Fame and Museum, Inc. for the Location of the Connecticut Air & Space Center at Igor Sikorsky Memorial Airport.

***84-13** Contracts Committee Report re: Master Municipal Agreement for Construction Projects with the State of Connecticut Department of Transportation.

***85-13** Contracts Committee Report re: Resolution to Authorize and Approve the Transfer of Title from the State of Connecticut to the City for Water Street between Stratford Avenue and State Street in Furtherance of the City's Downtown Intermodal Streetscape Project.

***55-13** Economic and Community Development and Environment Committee Report re: Disposition and Redevelopment of City-Owned Property Located at 143 Fifth Street.

***56-13** Economic and Community Development and Environment Committee Report re: Disposition and Redevelopment of City-Owned Properties to Habitat for Humanity.

Mayor Finch asked if there were any items to be removed from the consent calendar.

Council member Austin removed item *58-13 Contracts Committee Report re: Hangar Lease Agreement with the Connecticut Aerospace Hall of Fame and Museum, Inc. for the Location of the Connecticut Air & Space Center at Igor Sikorsky Memorial Airport.

The city clerk read the remaining consent calendar items into the record.

**** COUNCIL MEMBER BRANNELLY MOVED TO APPROVE**

**** COUNCIL MEMBER PAOLETTO SECONDED**

Council member Halstead asked if the item pertained to a property transfer. The city engineer Jon Urquidi responded that the item was solely for the building itself and all the roadways will still be state owned and mandated.

**** MOTION PASSED WITH TEN VOTES IN FAVOR AND ONE ABSTENTION
*(COUNCIL MEMBER HOLLOWAY)**

**abstention stated due to being a Public Facilities Department employee.*

**** COUNCIL MEMBER AUSTIN MOVED TO REFER ITEM *58-13 Contracts Committee Report re: Hangar Lease Agreement with the Connecticut Aerospace Hall of Fame and Museum, Inc. for the Location of the Connecticut Air & Space Center at Igor Sikorsky Memorial Airport. BACK TO THE CONTRACTS COMMITTEE FOR THE PURPOSE OF NEGOTIATING THE TERMS OF THE AGREEMENT**

**** COUNCIL MEMBER PAOLETTO SECONDED**

**** MOTION PASSED UNANIMOUSLY**

Mayor Finch called for a 10-minute recess for the purpose of taking up the matter of re: CDBG/HUD presentation by the city attorney. It was stated that the council members would be required to sign exclusions related to the matter.

**** COUNCIL MEMBER PAOLETTO MOVED TO RECESS**

**** COUNCIL MEMBER MARELLA SECONDED**

**** MOTION PASSED UNANIMOUSLY**

The meeting recessed at 7:15 pm.

The recess ended at 7:30 pm.

Mayor Finch reconvened the meeting at 7:30 pm.

**** COUNCIL MEMBER CASTILLO MOVED TO SUSPEND THE RULES FOR THE PURPOSE OF ADDING AND REFERRING AN ITEM TO THE AGENDA**

**** COUNCIL MEMBER BRANNELLY SECONDED**

**** MOTION PASSED UNANIMOUSLY**

**** COUNCIL MEMBER CASTILLO MOVED TO REFER RE: CITY TO DELIVER SERVICES FROM THAT LOCATION THAT THE CITY ISSUE A REQUEST FOR PROPOSAL (RFP) AS PART OF THE BIDDING PROCESS THAT REFLECTS THE BOYS AND GIRLS CLUB MISSION SO THAT THE SITE CONTINUES TO PROVIDE**

**FOR THE SOCIAL, EDUCATIONAL, PHYSICAL AND MORAL BETTERMENT OF
BRIDGEPORT'S GIRLS AND BOYS**

**** COUNCIL MEMBER MARELLA SECONDED**

**** MOTION PASSED UNANIMOUSLY (ITEM # 95-13)**

ADJOURNMENT

**** COUNCIL MEMBER PAOLETTO MOVED TO ADJOURN
** COUNCIL MEMBER MARELLA SECONDED
** MOTION PASSED UNANIMOUSLY**

The meeting adjourned at 7:35 pm.

Respectfully submitted,

Diane Graham
Telesco Secretarial Services

CITY OF BRIDGEPORT
OFFICE OF THE CITY ATTORNEY

999 Broad Street
Bridgeport, Connecticut 06604-4328

CITY ATTORNEY
Mark T. Anastasi

DEPUTY CITY ATTORNEY
Arthur C Laske, III

ASSOCIATE CITY ATTORNEYS

Gregory M. Conte
Betsy A. Edwards
Richard G. Kascak, Jr.
Russell D. Liskov
John R. Mitola
Ronald J. Pacacha
Lisa R. Trachtenburg



ASSISTANT CITY ATTORNEYS

Salvatore C. DePiano
R. Christopher Meyer
Edmund F. Schmidt
Eroll V. Skyers

Telephone (203) 576-7647
Facsimile (203) 576- 8252

COMM. #87-13 Referred to Miscellaneous Matters Committee
on 5/19/2014

RECEIVED
CITY CLERK'S OFFICE
2014 MAY -6 P 2:49
ATTEST
CITY CLERK

May 5, 2014

The Honorable City Council
City of Bridgeport
45 Lyon Terrace
Bridgeport, CT 06604

Re: Settlement of Lawsuit

Dear Honorable Members:

A Lawsuit in the following name was filed against the City of Bridgeport and/or its employees and investigation discloses the likelihood on the part of the City for which in the event of trial, the City might be held liable.

Negotiations with the Plaintiffs' attorney have made it possible to settle this matter for the monetary sum set forth below and I therefore recommend settlement in that amount be approved and accepted.

PLAINTIFF ATTORNEY CAUSE/INJURY SETTLEMENT AMOUNT

Marian Evans Nina T. Pirrotti, Esq. Emotional Distress \$75,000
Garrison, Levin-Epstein,
Chimes, Richardson & Fitzgerald, P.C.
405 Orange Street,
New Haven, CT 06511

Very truly yours,

/S/ MTA
Mark T. Anastasi
City Attorney



OFFICE OF THE MAYOR
CITY OF BRIDGEPORT, CONNECTICUT

999 BROAD STREET
BRIDGEPORT, CONNECTICUT 06604
TELEPHONE (203) 576-7201
FAX (203) 576-3913

COMM. 88-13 Referred to Miscellaneous Matters Committee on 5/19/2014
MEMORANDUM

BILL FINCH
Mayor

TO: Fleeta Hudson – City Clerk
FROM: Mayor Bill Finch
DATE: May 1, 2014
RE: Boards & Commissions

Please place the following name on the May 19, 2014 City Council agenda for referral to the Miscellaneous Matters Committee for the purpose of appointment to the Port Authority Commission:

Maura Crossin (D)
331 Lake Avenue
Bridgeport, CT 06605

This will replace the seat held by John Swatkowski. Ms. Crossin's term will expire on 11/30/2016.

BF/lac

RECEIVED
CITY CLERK'S OFFICE
2014 MAY 12 A 9:32
ATTEST
CITY CLERK



City of Bridgeport, Connecticut
CENTRAL GRANTS OFFICE

999 Broad Street
Bridgeport, Connecticut 06604
Telephone (203) 332-5662
Fax (203) 332-5657

BILL FINCH
Mayor

ANDREW J. NUNN
Chief Administrative Officer

CHRISTINA B. SMITH
Director
Central Grants

Comm. #89-13 Referred to ECD&E Committee on
5/19/2014

May 8, 2014

Office of the City Clerk
City of Bridgeport
45 Lyon Terrace, Room 204
Bridgeport, Connecticut 06604

Re: Resolution – United States Conference of Mayors 2014 Lead Safe for Kids Sake
Grant Program

Attached, please find a Grant Summary and Resolution for the United States Conference of
Mayors (USCM) 2014 Lead Safe for Kids Sake Program to be referred to the Economic and
Community Development & Environment Committee of the City Council.

Grant: City of Bridgeport application to the United States Conference of Mayors
(USCM) 2014 Lead Safe for Kids Sake Grant Program.

If you have any questions or require any additional information please contact me at 203-332-
5664 or Patrick.carleton@bridgeportct.gov.

Thank you,

Patrick Carleton
Central Grants Office

RECEIVED
CITY CLERK'S OFFICE
2014 MAY 12 P 12:03
ATTEST
CITY CLERK



GRANT SUMMARY

PROJECT TITLE: **United States Conference of Mayors (USCM) 2014 Lead Safe for Kids Sake Grant**

RENEWAL **NEW x**

DEPARTMENT SUBMITTING INFORMATION: **Central Grants Office**

CONTACT NAME: **Patrick Carleton**

PHONE NUMBER: **203-332-5664**

PROJECT SUMMARY/DESCRIPTION: The City of Bridgeport Department of Health & Social Services is seeking funding from the United States Conference of Mayors (USCM) 2014 Lead Safe for Kids Sake Program. The City is eligible for up to \$50,000.00 to help in the prevention of lead poisoning. If awarded, the City of Bridgeport will utilize this funding to create a program that will promote and provide access to nutritious foods (Foods w/ Iron) that are necessary in reducing the risk of lead poisoning among our children. The program will include a social marketing campaign, individual and group level nutrition education in high risk neighborhoods and four (4) community gardens that will be used to educate the community on how to grow certain fruits and vegetables and ultimately provide the residents with those foods.

Project Period: One (1) Year from Date of Contract

IF APPLICABLE

FUNDING SOURCES (include matching/in-kind funds):

Federal:

State: **\$50,000.00**

City: **No Match Required.**

Other:

FUNDS REQUESTED

Salaries/Benefits:

Supplies:

A Resolution by the Bridgeport City Council
Regarding the United States Conference of Mayors (USCM)
2014 Lead Safe for Kids Sake Grant

(DRAFT)

WHEREAS, the United States Conference of Mayors (USCM) is authorized to extend financial assistance to municipalities in the form of grants; and

WHEREAS, this funding has been made possible through the 2014 Lead Safe for Kids Sake Grant Competition; and

WHEREAS, funds under this grant will be used to implement a program that will promote and provide access to nutritious foods that are necessary in reducing the risk of lead poisoning and,

WHEREAS, it is desirable and in the public interest that the City of Bridgeport, Department of Health and Social Services, submit an application to the United States Conference of Mayors in an amount not to exceed \$50,000 for the purposes of promote and provide access to nutritious foods to children in Bridgeport, Connecticut; and,

Now therefore, be it hereby RESOLVED BY THE CITY COUNCIL:

1. That it is cognizant of the City's grant application to and contract with the United States Conference of Mayors to promote and provide access to nutritious foods that will help in reducing lead poisoning in Bridgeport, Connecticut;
2. That it hereby authorizes, directs and empowers the Mayor or his designee to execute and file such application with United States Conference of Mayors for the 2014 Lead Safe for Kids Sake Grant and to provide such additional information and to execute such other contracts, amendments, and documents as may be necessary to administer this program.



City of Bridgeport, Connecticut
CENTRAL GRANTS OFFICE

999 Broad Street
Bridgeport, Connecticut 06604
Telephone (203) 332-5662
Fax (203) 332-5657

ANDREW J. NUNN
Chief Administrative Officer

CHRISTINA B. SMITH
Director
Central Grants

BILL FINCH
Mayor

COMM. #90-13 Referred to ECD&E Committee on 5/19/2014

May 7, 2014

Office of the City Clerk
City of Bridgeport
45 Lyon Terrace, Room 204
Bridgeport, Connecticut 06604

Re: Resolution – United States Environmental Protection Agency Targeted
Brownfields Assessment (TBA) Program

Attached, please find a Grant Summary and Resolution for the United States Environmental Protection Agency's Targeted Brownfields Assessment (TBA) Program to be referred to the Economic and Community Development & Environment Committee of the City Council.

Grant: City of Bridgeport application to the United States Environmental Protection Agency's Targeted Brownfields Assessment (TBA) Program.

If you have any questions or require any additional information please contact me at 203-332-5664 or Patrick.carleton@bridgeportct.gov.

Thank you,

Patrick Carleton
Central Grants Office

RECEIVED
CITY CLERK'S OFFICE
2014 MAY 12 P 12:03
ATTEST
CITY CLERK

A Resolution by the Bridgeport City Council
Regarding the United States Environmental Protection Agency's (EPA)
Targeted Brownfields Assessment (TBA) Program
(DRAFT)

WHEREAS, the United States Environmental Protection Agency (EPA) is authorized to extend financial assistance and/or services to municipalities in the form of grants and/or grants of services; and

WHEREAS, these services have been made possible through the Targeted Brownfields Assessment (TBA) Program; and

WHEREAS, services under this Program will be used to for environmental site assessments at 179 Trowel Street, 336 Central Avenue, 349 & 364 Adams Street and 370 DeForest Avenue and other potentially contaminated sites located along Johnson's Creek in Bridgeport, Connecticut; and,

WHEREAS, it is desirable and in the public interest that the City of Bridgeport, Office of Planning and Economic Development, submit an application to the United States Environmental Protection Agency in an amount not to exceed \$100,000 in EPA services for the purposes of providing environmental site assessments to various properties in Bridgeport, Connecticut; and,

Now therefore, be it hereby RESOLVED BY THE CITY COUNCIL:

1. That it is cognizant of the City's grant application to and contract with the United States Environmental Protection Agency for environmental assessments at 179 Trowel Street, 336 Central Avenue, 349 & 364 Adams Street, 370 DeForest Avenue and other potentially contaminated sites located along Johnson's Creek in Bridgeport.
2. That it hereby authorizes, directs and empowers the Mayor or his designee to execute and file such application with United States Environmental Protection Agency's Targeted Brownfields Assessment Program and to provide such additional information and to execute such other contracts, amendments, and documents as may be necessary to administer this program.



GRANT SUMMARY

PROJECT TITLE: **United States Environmental Protection Agency's (EPA) Targeted Brownfields Assessment (TBA) Program**

RENEWAL **NEW x**

DEPARTMENT SUBMITTING INFORMATION: **Central Grants Office**

CONTACT NAME: **Patrick Carleton**

PHONE NUMBER: **203-332-5664**

PROJECT SUMMARY/DESCRIPTION: The City of Bridgeport is seeking to apply to the US Environmental Protection Agency's (EPA) Targeted Brownfields Assessment (TBA) Program. EPA Targeted Brownfields Assessments are conducted by an EPA contractor on behalf of an eligible entity. Services include site assessments, cleanup options and cost estimates, and community outreach. Services are for an average of \$100,000. A Targeted Brownfields Assessment may encompass an ATSM Phase I, which includes a background and historical investigation and site inspection or a full site assessment, including sampling activities to identify types and concentrations of contaminants and the areas of contamination that must be cleaned up; and the determination of how much more investigation is needed and/or the establishment of cleanup options and cost estimates based on future uses and redevelopment plans. TBAs are considered a grant of services and are conducted by environmental consultants currently under contract with EPA. The cost of the assessments ranges between \$50,000 and \$100,000. The program does not provide assistance to conduct site cleanup or building demolition services. This Targeted Brownfield's Assessment Award would be used to conduct ESAs at 179 Trowel Street, 336 Central Avenue, 349 & 364 Adams Street and 370 DeForest Avenue.

Project Period: One (1) Year from Date of Signed Cooperative Agreement.

IF APPLICABLE

FUNDING SOURCES (include matching/in-kind funds):

Federal: **\$100,000 (Services, Not Funding)**

State:

City: **No Match Required.**

Other:

FUNDS REQUESTED

Salaries/Benefits:

Supplies:



City of Bridgeport, Connecticut
CENTRAL GRANTS OFFICE

999 Broad Street
Bridgeport, Connecticut 06604
Telephone (203) 332-5662
Fax (203) 332-5657

ANDREW J. NUNN
Chief Administrative Officer

CHRISTINA B. SMITH
Director
Central Grants

BILL FINCH
Mayor

COMM. 91-13 Referred to ECD&E Committee on
5/19/2014

May 7, 2014

Office of the City Clerk
City of Bridgeport
45 Lyon Terrace, Room 204
Bridgeport, Connecticut 06604

Re: Resolution – State of Connecticut Department of Housing’s (DOH) Community Development Block Grant-Disaster Recovery (CDBG-DR) Tranche 1-Application for Public Facilities, Infrastructure and Planning

Attached, please find a Grant Summary and Resolution for the State of Connecticut Department of Housing’s Community Development Block Grant-Disaster Recovery (CDBG-DR) Tranche 1-Application for Public Facilities, Infrastructure and Planning to be referred to the Economic and Community Development & Environment Committee of the City Council.

Grant: City of Bridgeport application to the State of Connecticut Department of Housing’s (DOH) Community Development Block Grant-Disaster Recovery (CDBG-DR) Tranche 1

If you have any questions or require any additional information please contact me at 203-332-5664 or Patrick.carleton@bridgeportct.gov.

Thank you,

Patrick Carleton
Central Grants Office

RECEIVED
CITY CLERK'S OFFICE
2014 MAY 12 P 12:03
ATTEST
CITY CLERK

A Resolution by the Bridgeport City Council
Regarding the State of Connecticut Department of Housing
Community Development Block Grant Disaster Recovery-Tranche 1
Application for Public Facilities, Infrastructure and Planning

(DRAFT)

WHEREAS, the State of Connecticut Department of Housing is authorized to extend financial assistance to municipalities in the form of grants; and

WHEREAS, this funding has been made possible through the Community Development Block Grant Disaster Recovery (CDBG-DR) Tranche 1; and

WHEREAS, funds under this grant will be used to purchase and install generators at Columbus, Cross, Hallen, Hooker and Madison Schools in Bridgeport, Connecticut; and,

WHEREAS, it is desirable and in the public interest that the City of Bridgeport, Department of Public Facilities, submit an application to the State of Connecticut Department of Housing in an amount not to exceed \$810,000 for the purposes of purchasing and installing generators at Columbus, Cross, Hallen, Hooker and Madison Schools in Bridgeport, Connecticut; and,

Now therefore, be it hereby RESOLVED BY THE CITY COUNCIL:

1. That it is cognizant of the City's grant application to and contract with the State of Connecticut Department of Housing to purchase and install generators at Columbus, Cross, Hallen, Hooker and Madison Schools in Bridgeport, Connecticut;
2. That it hereby authorizes, directs and empowers the Mayor or his designee to execute and file such application with State of Connecticut Department of Housing for the Community Development Block Grant-Disaster Recovery Tranche 1 and to provide such additional information and to execute such other contracts, amendments, and documents as may be necessary to administer this program.



GRANT SUMMARY

PROJECT TITLE: **State of Connecticut Department of Housing Community Development Block Grant Disaster Relief (CDBG-DR) Application for Public Facilities, Infrastructure and Planning**

RENEWAL **NEW x**

DEPARTMENT SUBMITTING INFORMATION: **Central Grants Office**

CONTACT NAME: **Patrick Carleton**

PHONE NUMBER: **203-332-5664**

PROJECT SUMMARY/DESCRIPTION: The City of Bridgeport Department of Public Facilities is seeking funding from the State of Connecticut Department of Housing's Community Development Block Grant- Disaster Recovery Program. The City is requesting \$810,000 for the Generators at Columbus, Cross, Hallen, Hooker and Madison Schools. All generators will be permanently installed, protecting five schools which act as critical facilities in times of need. No Match Required.

Project Period: One (1) Year from Date of Contract

IF APPLICABLE

FUNDING SOURCES (include matching/in-kind funds):

Federal:

State: **\$810,000.00**

City: **No Match Required.**

Other:

FUNDS REQUESTED

Salaries/Benefits:

Supplies:



BILL FINCH
Mayor

City of Bridgeport, Connecticut
CENTRAL GRANTS OFFICE

999 Broad Street
Bridgeport, Connecticut 06604
Telephone (203) 332-5662
Fax (203) 332-5657

ANDREW J. NUNN
Chief Administrative Officer

CHRISTINA B. SMITH
Director
Central Grants

COMM. #92-13 Referred to ECD&E Committee on 5/19/2014

May 14, 2014

To: Fleeta Hudson
From: Renu Gupta
Re: Resolution: **Water Quality Bio-filtration and Best Management Practices Implementation at Beardsley Zoo**

The Central Grants seeks authorization for Mayor Finch to apply and to sign all related documents, contracts and resolutions for a grant from DEEP for **Water Quality Bio-filtration and Best Management Practices Implementation at Beardsley Zoo.**

Please feel free to call me at 576-7732 with any questions. Thank you.

ATTEST
CITY CLERK

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2014 MAY 14 P 12:26



EXECUTIVE SUMMARY

FOR ALL CITY COUNCIL AGENDA COMMUNICATIONS

PROJECT TITLE Water Quality Bio-filtration and Best Management Practices Implementaion at Beardsley Zoo

RENEWAL _____ NEW X

DEPARTMENT SUBMITTING INFORMATION: Central Grants Department

CONTACT NAME: Renu Gupta

PHONE NUMBER: 203-576-7732

PROJECT SUMMARY/DESCRIPTION:

Improve storm water management and showcase low impact development practices such as rain gardens and bioswales as well as an educational display highlighting the importance of water resources at Connecticut's Beardsley Zoo located at Beardsley Park along the Pequannock River in Bridgeport, CT.

CONTRACT DATES: June, 2014 to June 2015

PROGRAM GOALS AND OBJECTIVES

Improve storm water management, improve pedestrian safety and show case rain garden

IF APPLICABLE

FUNDING SOURCES (include matching/in-kind funds):

Federal:
State: \$75,000
City: \$50,000 (In-kind)
Other:

FUNDS REQUESTED

Salaries/Benefits:
Telephone:
Staff Training:
Supplies:
Subcontracts: Yes ___ No X

WHEREAS, Connecticut Department of Energy & Environmental Protection is authorized to extend financial assistance to municipalities in the form of grants; and,

WHEREAS, this funding has been made possible through Watershed Management Program and,

WHEREAS, funds under this grant will be used for making parking area improvements, installing tree filter boxes and landscaping.

WHEREAS, it is desirable and in the public interest that the City of Bridgeport, Central Grants Department, submit an application to Connecticut Department of Energy & Environmental Protection for funds to cover the costs that will be incurred in this program.

NOW THEREFORE, BE IT RESOLVED BY THE City Council:

That it is cognizant of the City's grant application and contract to the Connecticut Department of Energy & Environmental Protection.

That it hereby authorizes, directs and empowers the mayor or his designee to execute and file such application with Connecticut Department of Energy & Environmental Protection under Watershed Management Program and to provide such additional information and to execute such other contracts and documents as maybe necessary under this program.



CITY OF BRIDGEPORT
OFFICE OF THE TAX COLLECTOR

45 Lyon Terrace
Bridgeport, Connecticut 06604
Telephone 203-576-7271 Fax 203-332-5628

VERONICA JONES
Tax Collector

BILL FINCH
Mayor

Comm. #93-13 Ref'd to Budget & Appropriations Committee on 05/19/2014.

May 7th 2014

To: Frances Wilson
Acting Assistant City Clerk

From: Veronica Jones
Tax Collector

Re: Municipal Suspense Tax Book

In accordance with Section 12-165 General Statutes, State of Connecticut, I submit to the Common Council a list of uncollectable Personal Property and Motor Vehicle Tax Accounts.

I further certify that to the best of my knowledge, and after research and examination by my staff, each tax contained in this listing has not been paid and is uncollectable. Each tax so designated has been transferred to the Suspense Tax Book, but any such tax may be collected by me or subsequent Tax Collector in office.

Each such tax so transferred to the Suspense Tax Book shall not hereafter be included as an asset of the City of Bridgeport.

The total of \$106,684.29 represents the Grand List 1998 through 2012 at the close of day May 7th 2014.

I recommend approval of transfer of these accounts to Suspense.

Thank you.

Tax Collector

cc: Honorable William Finch, Mayor
Anne Kelly-Lenz, CFO

ATTEST
CITY CLERK

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2014 MAY -7 P 2:22

Bill #	Name	Reason	Total Susp
2008-03-0050426	ADAMS DELOIS AND	BANKRUPTCY	259.56
2002-03-6257141	ALEXANDRE JOSEPH	BANKRUPTCY	525.5
2002-03-6612251	ALEXANDRE JOSEPH	BANKRUPTCY	66.64
2002-04-6819009	ALEXANDRE JOSEPH	BANKRUPTCY	65.96
2002-04-6819017	ALEXANDRE JOSEPH	BANKRUPTCY	57.19
2003-03-6257141	ALEXANDRE JOSEPH	BANKRUPTCY	269.5
2003-03-6612251	ALEXANDRE JOSEPH	BANKRUPTCY	45.7
2003-03-6994030	ALEXANDRE JOSEPH	BANKRUPTCY	53.22
2003-03-6994048	ALEXANDRE JOSEPH	BANKRUPTCY	47.76
2004-03-6994048	ALEXANDRE JOSEPH	BANKRUPTCY	45.16
2005-02-8716543	AMARO WILLIAM T	UNCOLLECTABLE	298.75
2006-03-5055493	ANDERSON EVELYN	BANKRUPTCY	321.46
2003-03-8130350	ANDERSON PAUL E JR	BANKRUPTCY	53.22
2005-03-8130767	ANDERSON PAUL E JR	BANKRUPTCY	109.52
2008-02-0040351	ANDRADE TILE & MARBLE SERVICES	OUT OF BUSINESS	38.93
2009-02-0040351	ANDRADE TILE & MARBLE SERVICES	OUT OF BUSINESS	47.37
2010-02-0040351	ANDRADE TILE & MARBLE SERVICES	OUT OF BUSINESS	33.97
2006-02-7953323	APPROVED PURIFICATION CORP	OUT OF BUSINESS	3,870.00
2007-02-7953323	APPROVED PURIFICATION CORP	OUT OF BUSINESS	5,015.26
2008-02-0040388	APPROVED PURIFICATION CORP	OUT OF BUSINESS	4,358.26
2009-02-0040388	APPROVED PURIFICATION CORP	OUT OF BUSINESS	1,040.56
2010-02-0040388	APPROVED PURIFICATION CORP	OUT OF BUSINESS	832.44
2011-02-0040319	APPROVED PURIFICATION CORP	OUT OF BUSINESS	863.32
2006-02-3893034	AS & R PETROLEUM LLC	BANKRUPTCY	1,275.10
2007-02-3893034	AS & R PETROLEUM LLC	OUT OF BUSINESS	2,785.14
2008-02-0040432	AS & R PETROLEUM LLC	OUT OF BUSINESS	2,420.28
2009-02-0040432	AS & R PETROLEUM LLC	OUT OF BUSINESS	2,476.52
2010-02-0040432	AS & R PETROLEUM LLC	OUT OF BUSINESS	1,981.22
2011-02-0040360	AS & R PETROLEUM LLC	OUT OF BUSINESS	2,054.68
2012-02-0000950	AS & R PETROLEUM LLC	OUT OF BUSINESS	2,614.90
2002-03-5929523	AVILA ANGEL	BANKRUPTCY	398
2002-04-6440336	AVILA ANGEL	BANKRUPTCY	179.4
2003-03-5929523	AVILA ANGEL	BANKRUPTCY	191.72
2003-03-6618712	AVILA ANGEL	BANKRUPTCY	148.06
2003-03-7000776	AVILA ANGEL	BANKRUPTCY	74.03
2004-03-5929523	AVILA ANGEL	BANKRUPTCY	158.74
2004-03-7000776	AVILA ANGEL	BANKRUPTCY	131.24
2004-03-7377799	AZEVEDO OLIVIER	BANKRUPTCY	181.32
2004-04-7586045	AZEVEDO OLIVIER	BANKRUPTCY	198.9
2005-03-7377799	AZEVEDO OLIVIER	BANKRUPTCY	185.7
2005-03-7755947	AZEVEDO OLIVIER	BANKRUPTCY	384.76
2006-03-7755947	AZEVEDO OLIVIER	BANKRUPTCY	293.3
2005-02-8353049	BATISTA ANTONIO C	UNCOLLECTABLE	73.47
2005-02-8716539	BAUGH PHILLIP ANTHONY	UNCOLLECTABLE	135.04

2009-03-0004932	BEAUCHEMIN CLAYTON O	DECEASED	181.16
2010-03-0004955	BEAUCHEMIN CLAYTON O	DECEASED	156.98
1998-03-5063429	BELL DEKENYA L	BANKRUPTCY	219.52
2005-02-8716627	BELLAMY LEROY	UNCOLLECTABLE	62.91
2006-03-8147767	BEMBER PATRICIA	BANKRUPTCY	78.02
2006-04-7979098	BEMBER PATRICIA	BANKRUPTCY	1,542.63
2006-04-8366744	BEMBER PATRICIA	BANKRUPTCY	177.71
2006-04-8366752	BEMBER PATRICIA	BANKRUPTCY	183.61
2006-04-8366761	BEMBER PATRICIA	BANKRUPTCY	364.21
2005-02-8716629	BENTO MICHELE	UNCOLLECTABLE	196.09
2004-04-7592487	BOLLINS GEORGE	BANKRUPTCY	111.69
2005-03-7762790	BOLLINS GEORGE	BANKRUPTCY	136.14
2009-03-0006424	BONET ANIBAL	BANKRUPTCY	115.98
2010-03-0006485	BONET LORI L	BANKRUPTCY	300.48
2010-03-0006796	BOWYER JULIE H	BANKRUPTCY	469.34
2011-03-0056977	BRANCH LYDIA M	DECEASED	498.66
2012-03-0057126	BRANCH LYDIA M	DECEASED	413.96
2011-03-0056982	BRANCH PHILIP J	DECEASED	45.22
2004-03-6628084	BRANTLEY ANNIE	DECEASED	132.29
2005-03-6628084	BRANTLEY ANNIE	DECEASED	260.44
2006-03-6628084	BRANTLEY ANNIE	DECEASED	218.88
2007-03-6628084	BRANTLEY ANNIE	DECEASED	194.24
2010-03-0007171	BRENTON YVONNE	BANKRUPTCY	242.2
2009-03-0007503	BROOKS HARRY A	DECEASED	5.93
2010-03-0007561	BROOKS HARRY A	DECEASED	57.08
2010-04-0081907	BROWN ISLINE ARLENE	BANKRUPTCY	122.49
2001-03-6989495	BROWN LICHANDERINE	BANKRUPTCY	685.78
2006-03-7766604	BROWN STANLEY	BANKRUPTCY	338.08
2007-03-7766604	BROWN STANLEY	BANKRUPTCY	299.58
2012-03-0058523	BURSK JONATHAN H	DECEASED	577.18
2009-02-0045325	CAFE LULUS	OUT OF BUSINESS	346.86
2010-02-0045325	CAFE LULUS	OUT OF BUSINESS	346.86
2005-02-8337639	CAFORA LOUIS	UNCOLLECTABLE	80.5
2005-03-7014661	CAJIGAS ADALBERTO C	DECEASED	58.44
2005-02-8716589	CALDERON JORGE O	UNCOLLECTABLE	100.84
2002-03-6277419	CAMPBELL AMANDA	BANKRUPTCY	357.42
2003-03-7015391	CAMPBELL AMANDA	BANKRUPTCY	176.7
2008-04-0082276	CAPLE ESSICK C JR	BANKRUPTCY	6.04
2009-03-0009558	CAPLE ESSICK C JR	BANKRUPTCY	112.98
2010-03-0009585	CAPLE ESSICK C JR	BANKRUPTCY	107.04
2012-03-0061125	CHAPMAN BARBARA F	DECEASED	46.46
2008-03-0061788	CHUPCAVICH DAVID J	DECEASED	257.62
2008-03-0061789	CHUPCAVICH DAVID J	DECEASED	58.5
2005-03-7776863	CLARK GERALDINE G	BANKRUPTCY	206.79
2005-04-6135592	CLARK GERALDINE G	BANKRUPTCY	438.4
2006-03-6285446	CLARK GERALDINE G	BANKRUPTCY	465.94
2006-03-7776863	CLARK GERALDINE G	BANKRUPTCY	341.68

2005-03-7776880	CLARK LATOYA A	BANKRUPTCY	40.68
2006-03-7776880	CLARK LATOYA A	BANKRUPTCY	39.72
2005-04-7993627	CLARK STILL LATOYA A	BANKRUPTCY	45.96
2006-03-8164548	CLARK STILL LATOYA A	BANKRUPTCY	99.7
2007-03-8164548	CLARK STILL LATOYA A	BANKRUPTCY	107.66
2010-03-0013398	COOTE KEITH A	BANKRUPTCY	68.18
2010-03-0013399	COOTE KEITH A	BANKRUPTCY	74.13
2006-03-7780071	CORA NORMA I	BANKRUPTCY	281.74
2007-03-7780071	CORA NORMA I	BANKRUPTCY	258.22
2008-03-0063461	CORREA DOUGLAS J	DECEASED	588.04
2005-03-6646198	CROSS JAMES E JR OR	DECEASED	55.92
2006-03-6646198	CROSS JAMES E JR OR	DECEASED	307
2007-03-6646198	CROSS JAMES E JR OR	DECEASED	281.62
2005-02-8716636	CROSS KAREN S	UNCOLLECTABLE	158.17
2010-03-0016719	DEMKO JOSEPH A	DECEASED	241.81
2006-03-7036321	DENNIS LAWYER	DECEASED	372.02
2006-04-8392648	DENNIS LAWYER	DECEASED	421.14
2007-03-8565151	DENNIS LAWYER	DECEASED	686.54
2008-03-0066750	DENNIS LAWYER	DECEASED	450.94
2011-03-0066611	DESANTO JOHN JR	DECEASED	58.79
2012-03-0066729	DESANTO JOHN JR	DECEASED	53.99
2010-03-0019441	ENCARNACION KATERIN O OR	BANKRUPTCY	882.78
2011-03-0069021	ENCARNACION KATERIN O OR	BANKRUPTCY	1,055.30
2009-02-0041761	EPERNAY BISTRO	OUT OF BUSINESS	1,796.56
2010-02-0041761	EPERNAY BISTRO	OUT OF BUSINESS	2,204.02
2011-02-0041608	EPERNAY BISTRO	OUT OF BUSINESS	2,826.32
2012-02-0003954	EPERNAY BISTRO	OUT OF BUSINESS	3,021.44
2012-03-0070273	FALLON THOMAS	DECEASED	236.94
2012-04-0085929	FEW GOOD MEN TRUCKING LL	DECEASED	353.51
2007-02-1339677	GOLD COAST INC	OUT OF BUSINESS	1,783.20
2012-03-0075819	GRANT-PAUL NICOLE LORRIC	BANKRUPTCY	6.87
2000-04-6167036	HARRISON CATHERINE	BANKRUPTCY	560.76
2001-03-6325898	HARRISON CATHERINE	BANKRUPTCY	457.52
2006-02-8338058	HARRISON CATHERINE	BANKRUPTCY	361.2
2012-03-0077761	HAZEL SHANTANA R	BANKRUPTCY	138.54
2012-03-0077762	HAZEL SHANTANA R	BANKRUPTCY	197.98
2007-04-0087519	HAZEL WILLIAM A	BANKRUPTCY	125.68
2008-03-0078151	HAZEL WILLIAM A	BANKRUPTCY	134.44
2009-03-0027836	HAZEL WILLIAM A	BANKRUPTCY	126.46
2010-03-0027899	HAZEL WILLIAM A	BANKRUPTCY	118.52
2012-03-0077773	HEADLEY WILLIAM W	DECEASED	491.38
2009-02-0044835	HOOPZ SPORTS BAR & GRILL	OUT OF BUSINESS	196.78
2010-02-0044835	HOOPZ SPORTS BAR & GRILL	OUT OF BUSINESS	157.42
2005-03-7825716	JEFFERSON LAWRY J	BANKRUPTCY	522.38
2000-04-6175063	JOHNSON TANYA N	BANKRUPTCY	29.58
2001-03-6336024	JOHNSON TANYA N	BANKRUPTCY	69.17
2001-04-6175063	JOHNSON TANYA N	BANKRUPTCY	328.47

2002-03-6336024	JOHNSON TANYA N	BANKRUPTCY	340.98
2011-03-0081810	JORDAN DIJUANA C	BANKRUPTCY	87.15
2012-03-0082429	JORDAN DIJUANA C	BANKRUPTCY	249.88
2002-03-6339317	KIMBERLY WALKER	BANKRUPTCY	83.08
2006-03-8219075	KIRKSEY EDDIE	DECEASED	20.64
2009-02-0042895	LANTEDESHIA HAIR SALON & SPA	OUT OF BUSINESS	495.5
2010-02-0042895	LANTEDESHIA HAIR SALON & SPA	OUT OF BUSINESS	396.4
2011-02-0042628	LANTEDESHIA HAIR SALON & SPA	OUT OF BUSINESS	411.1
2012-03-0084636	LAPLACA PEGGY E	DECEASED	123.47
2012-03-0084714	LAROSA VINCENT 2ND	DECEASED	72.2
2012-04-0089851	LAROSA VINCENT 3RD	DECEASED	46.42
2012-04-0089852	LAROSA VINCENT 3RD	DECEASED	134.02
2005-03-5665771	LIVINGSTON JOHNNY JR	DECEASED	45.12
2006-03-5665771	LIVINGSTON JOHNNY JR	DECEASED	44.06
2003-03-7088339	LOMINY JEAN P	DECEASED	105.74
2012-03-0087162	LUNA ELIZABETH	BANKRUPTCY	118.88
2011-04-0090681	LUNA ELIZABETH J	BANKRUPTCY	141.5
2012-03-0087163	LUNA ELIZABETH J	BANKRUPTCY	138.54
2011-03-0086498	LUNA HOWARD	BANKRUPTCY	87.15
2011-03-0086499	LUNA HOWARD	BANKRUPTCY	80.58
2011-03-0086500	LUNA HOWARD	BANKRUPTCY	476.46
2010-03-0037703	MAKHRAZ YOUSSEF S	BANKRUPTCY	536.34
2011-03-0087183	MAKHRAZ YOUSSEF S	BANKRUPTCY	496.62
2012-03-0089802	MAYE HAZEL SHANTANA R	BANKRUPTCY	283.36
2008-03-0095031	NASH MICHAEL G	DECEASED	151.05
1998-03-5430456	PEREZ MIRTA	BANKRUPTCY	91.56
1998-03-4879277	PEREZ MIRTA F	BANKRUPTCY	138.78
1998-03-5152022	PEREZ MIRTA F	BANKRUPTCY	65.98
1999-03-5152022	PEREZ MIRTA F	BANKRUPTCY	130.78
1999-03-5753981	PEREZ MIRTA F	BANKRUPTCY	252.54
2000-03-5753981	PEREZ MIRTA F	BANKRUPTCY	219.52
2010-04-0092981	PERUSSE SUSAN E	BANKRUPTCY	65.64
2011-03-0099361	PERUSSE SUSAN E	BANKRUPTCY	104.42
2012-03-0100100	PERUSSE SUSAN E	BANKRUPTCY	95.43
2007-02-1992290	PLEASANT MOMENTS CAFE	OUT OF BUSINESS	835.88
2008-02-0043960	PLEASANT MOMENTS CAFE	OUT OF BUSINESS	581.1
2009-02-0043960	PLEASANT MOMENTS CAFE	OUT OF BUSINESS	743.26
2010-02-0043960	PLEASANT MOMENTS CAFE	OUT OF BUSINESS	594.6
2011-02-0043596	PLEASANT MOMENTS CAFE	OUT OF BUSINESS	616.66
1998-03-4625755	PRICE SAINTELL	DECEASED	70.54
1998-04-5576825	PUGLIESE CARL OR	BANKRUPTCY	472.81
2002-03-5688992	PUGLIESE CARL OR	BANKRUPTCY	340.04
2002-04-6938610	PUGLIESE JOY	BANKRUPTCY	31.85
2003-03-7129001	PUGLIESE JOY	BANKRUPTCY	45.04
2004-03-7129001	PUGLIESE JOY	BANKRUPTCY	45.16
2003-03-5688992	PUGLIESE JOY P	BANKRUPTCY	51.86

2007-03-8267550	RAMOS CARMEN	BANKRUPTCY	347.96
2007-03-8656238	RAMOS CARMEN	BANKRUPTCY	411.92
2007-04-0094280	RAMOS CARMEN	BANKRUPTCY	42.13
2007-04-0094281	RAMOS CARMEN	BANKRUPTCY	28.09
2008-03-0103262	RAMOS CARMEN	BANKRUPTCY	72.06
2005-03-4367926	RAYTAR CARL C	DECEASED	54.96
2006-03-4367926	RAYTAR CARL C	DECEASED	47.06
2007-03-4367926	RAYTAR CARL C	DECEASED	44.58
2012-02-0000482	RINCON NICARAGUENSE REST	OUT OF BUSINESS	523.19
2011-03-0103857	RIVERA EDWARD W	BANKRUPTCY	143.9
2002-04-6946396	ROBINSON NATHANIEL C	MISCELLEANEOUS	299.96
2003-03-7137712	ROBINSON NATHANIEL C	MISCELLEANEOUS	197.88
2004-03-7137712	ROBINSON NATHANIEL C	MISCELLEANEOUS	184.14
2006-03-8717533	ROCHE CARLO	BANKRUPTCY	557.28
2007-03-8717873	ROCHE CARLO	BANKRUPTCY	533.18
2008-03-0122626	ROCHE CARLO	BANKRUPTCY	409.48
2011-03-0106076	ROMERO NANCY C	BANKRUPTCY	480.58
2006-03-8279191	ROSARIO NELSON H	BANKRUPTCY	435.6
2006-03-7148510	SANTIAGO RAUL	DECEASED	75.14
2006-03-7897466	SANTIAGO RAUL	DECEASED	353.98
2006-04-8492073	SANTIAGO RAUL	DECEASED	60.23
2007-03-7897466	SANTIAGO RAUL	DECEASED	337.78
2007-03-8673132	SANTIAGO RAUL	DECEASED	109.22
2007-03-8673141	SANTIAGO RAUL	DECEASED	138.06
2009-03-0059894	SCOTT SARALEE L	BANKRUPTCY	310.78
2010-03-0060014	SCOTT SARALEE L	BANKRUPTCY	276.7
2010-03-0060095	SEASE SONTA OR	BANKRUPTCY	261.62
2011-03-0109312	SEASE SONTA OR	BANKRUPTCY	286.54
2011-04-0097321	SEASE WILLIE J OR	BANKRUPTCY	405.06
2012-03-0110091	SEASE WILLIE J OR	BANKRUPTCY	636.62
2011-03-0109495	SEPULVEDA MARIA G	BANKRUPTCY	97.02
2012-03-0110271	SEPULVEDA MARIA G	BANKRUPTCY	105.48
2004-03-7155176	SMART CLYDE	DECEASED	232.86
2004-03-7538491	SMART CLYDE	DECEASED	50.8
2001-03-6071934	SPENCER ALVELIA N	BANKRUPTCY	528.54
2002-03-6071934	SPENCER ALVELIA N	BANKRUPTCY	350.64
2011-03-0112162	STANZEL OTTO J	DECEASED	50.36
2012-03-0112952	STANZEL OTTO J	DECEASED	92.5
2005-02-8716566	STEWART JEFFREY C	UNCOLLECTABLE	172.97
2009-04-0096467	STILL JUSTYN D	BANKRUPTCY	37.22
2006-04-8500921	STILL LATOYA	BANKRUPTCY	49.12
2007-03-8682697	STILL LATOYA	BANKRUPTCY	52.25
2008-03-0113813	STILL LATOYA	BANKRUPTCY	44.16
2006-03-0966061	SUMYK BOHDAN	DECEASED	95.36
2007-03-0966061	SUMYK BOHDAN	DECEASED	98.3
2003-02-8323981	TABORA JOSE	UNCOLLECTABLE	341.16
2004-02-8323981	TABORA JOSE	UNCOLLECTABLE	352.8

2005-02-8323981	TABORA JOSE	UNCOLLECTABLE	369.96
2007-02-4156542	TITOS REST AND BAR 1T INC	OUT OF BUSINESS	292.9
1998-03-5178285	TODD MICHAEL I	BANKRUPTCY	520.98
1999-03-5178285	TODD MICHAEL I	BANKRUPTCY	487.96
2000-03-5178285	TODD MICHAEL I	BANKRUPTCY	452.74
2003-04-7355035	VITALE JACQUELINE M	BANKRUPTCY	285.91
2004-03-7558271	VITALE JACQUELINE M	BANKRUPTCY	262.48
2005-03-7558271	VITALE JACQUELINE M	BANKRUPTCY	244.18
2011-03-0118321	WAITE BRENNEN	BANKRUPTCY	443.18
2011-03-0118322	WAITE BRENNEN S OR	BANKRUPTCY	511
2005-02-8716506	WALDEN RUTH M	UNCOLLECTABLE	585.45
2005-02-8716618	WALKER TYRONE H	UNCOLLECTABLE	131.32
2005-02-8716694	WELLS LASHALLA CLARICE	UNCOLLECTABLE	149.84
2009-02-0045153	WEST END MINI MART	OUT OF BUSINESS	743.26
2011-02-0044708	WEST END MINI MART	OUT OF BUSINESS	616.66
2011-03-0119617	WILKINS THOMAS	DECEASED	96.2
2003-02-8324146	WILLIAMS KEDRUM	UNCOLLECTABLE	341.16
2004-02-8324146	WILLIAMS KEDRUM	UNCOLLECTABLE	352.8
2005-02-8324146	WILLIAMS KEDRUM	UNCOLLECTABLE	369.96
2012-03-0120817	WILLIAMS MARJORIE	BANKRUPTCY	134.15
2005-02-8716696	WILLIAMS MICHAEL J	UNCOLLECTABLE	317.27
2005-02-8716619	WILLIAMS WILLARD W	UNCOLLECTABLE	221.97
2003-02-8341881	WILLIS DAWNE	UNCOLLECTABLE	341.16
2004-02-8341881	WILLIS DAWNE	UNCOLLECTABLE	352.8
2005-02-8341881	WILLIS DAWNE	UNCOLLECTABLE	369.96
2005-02-8716697	WILSON DIONNE A	BANKRUPTCY	143.99
2005-02-8331606	WOOD JAMES E	UNCOLLECTABLE	20.86
2004-02-4923586	WOOLEN MICHAEL ATTY	BANKRUPTCY	630
2005-02-4923586	WOOLEN MICHAEL ATTY	BANKRUPTCY	908.4
2006-02-4923586	WOOLEN MICHAEL ATTY	BANKRUPTCY	1,064.28
2007-02-4923586	WOOLEN MICHAEL ATTY	BANKRUPTCY	1,379.26
2009-02-0045217	WOOLEN MICHAEL ATTY	BANKRUPTCY	130.66
2011-02-0044769	WOOLEN MICHAEL ATTY	BANKRUPTCY	115.78
2012-02-0001524	WOOLEN MICHAEL ATTY	BANKRUPTCY	71.61
2004-02-8324065	WUSU DESMOND	UNCOLLECTABLE	111.12
2005-02-8324065	WUSU DESMOND	UNCOLLECTABLE	102.66
Grand Total			106,684.29

RESOLUTION

By Councilmember(s): Jack O. Banta

Denese Taylor-Moye

District: 13th

Introduced at a meeting
of the City Council, held:

May 19, 2014

Referred to:

Public Safety and Transportation Committee

Attest:

City Clerk

CITY CLERK
T. SELLER

85 E D H I YW #102

RECEIVED
CITY CLERK'S OFFICE

WHEREAS, Bishop John C. White (J.C.) is a community leader and the pastor of the Cathedral of Praise, Church of God in Christ (COGIC) which is situated at 45 Gregory Street on the corner of the Gregory and Lafayette Streets intersection; and

WHEREAS, as a tireless leader he has dedicated his life work to making a difference in the lives of his family, his church members, and the people of the Bridgeport communities; and

WHEREAS, as a community role model and spiritual pioneer his ministry promotes not only good citizenship but a solid foundation in the word of God and the Christian lifestyle; and

NOW THEREFORE, BE IT RESOLVED to recognize the self-sacrificing work of Bishop John C. White and his unequalled devotion to his church, family and the Bridgeport community that Gregory Street be given the honorary designation of Bishop J.C. White Boulevard by adding his name above the street signage on the corner of Gregory and Lafayette Streets.

(ATTACHMENT)

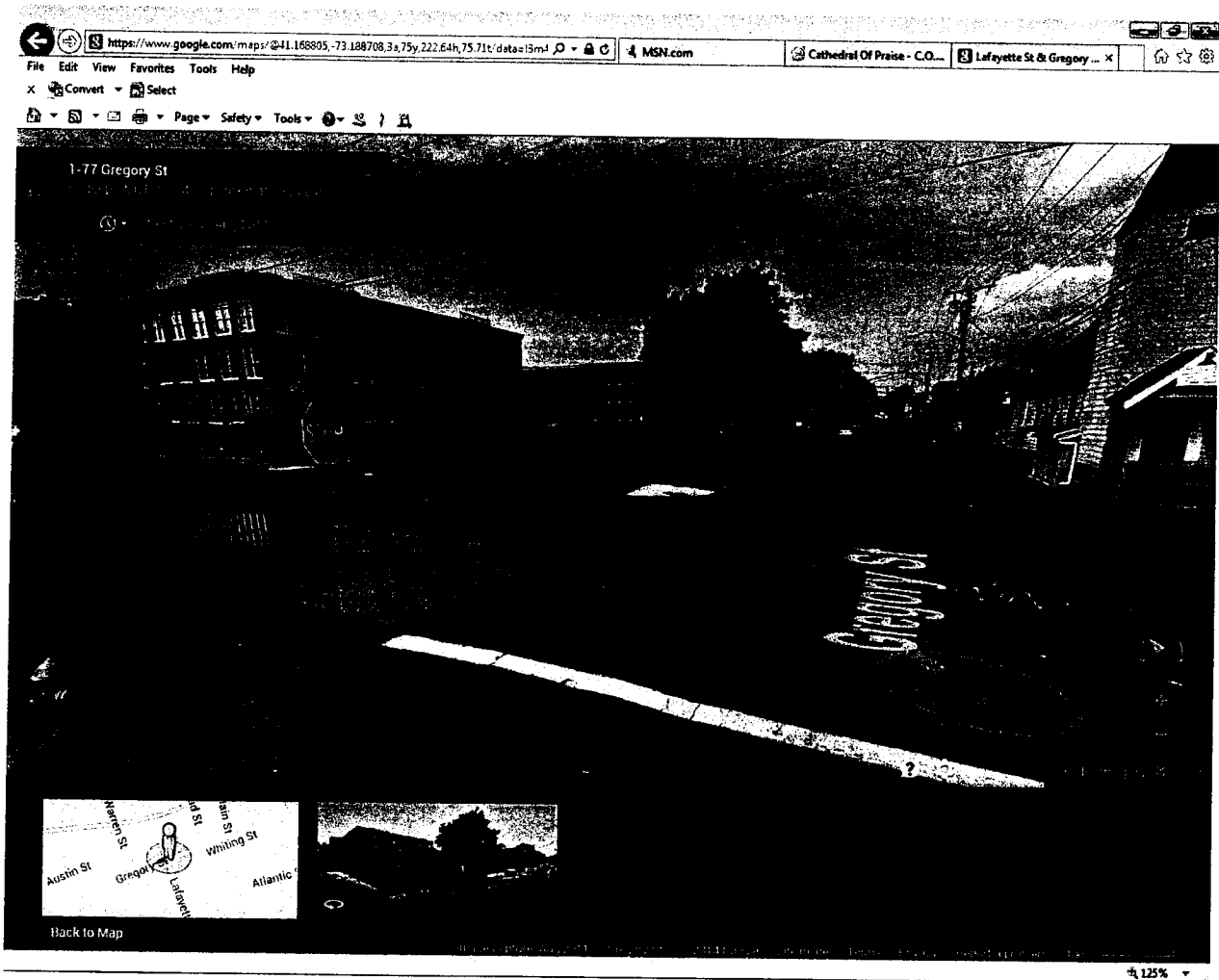
Referrals Made:



RECEIVED
CITY CLERK'S OFFICE

2014 MAY 14 P 3:58

ATTEST _____
CITY CLERK



RECEIVED
CITY CLERK'S OFFICE

2014 MAY 14 P 3:58

ATTEST

CITY CLERK



City of Bridgeport, Connecticut

To the City Council of the City of Bridgeport:

The Committee on Contracts begs leave to report; and recommends for adoption the following resolution:

***58-13 Consent Calendar**

Amended Resolution of the City Council Concerning Hangar Lease with the Connecticut Aerospace Hall of Fame and Museum, Inc. For the Location of the Connecticut Air & Space Center At Sikorsky Memorial Airport

WHEREAS, the Connecticut Aerospace Hall of Fame and Museum, Inc. (CASM) desires to renovate at its sole cost and expense the Curtiss Hangar at the Airport and to create the Connecticut Air & Space Center open to the public to exhibit the City-owned FG-1D Corsair aircraft, aviation artifacts, historic documents and educational displays open to the public, and to operate a maintenance/repair shop and offices; and

WHEREAS, the City believes that this is an appropriate use for the Curtiss Hangar and in return for CASM's investment desires to lease the Curtiss Hangar, attached buildings, and a certain display area to be used in common with the City as more particularly described in the Hangar Lease; and

WHEREAS, the City and CASM desire to enter into the Hangar Lease on the terms and conditions set forth therein.

NOW, THEREFORE, BE IT RESOLVED:

THAT in paragraph 15 of the Hangar Lease, line 1, after the word "furnish" insert the following: "at Landlord's cost and expense for a 2-year period commencing upon the receipt of a certificate of occupancy for the Curtiss Hangar renovation with the parties to revisit the utility provision 5 years after such certificate of occupancy is issued".

THAT the City agrees to grant a 98-year lease of the premises described in the Hangar Lease attached hereto for purposes of renovating the Curtiss Hangar and attached buildings for purposes of creating the Connecticut Air & Space Center and authorizes the Mayor or his designee to execute all documents, take all other actions and do all other things necessary in furtherance of and consistent with this resolution and in the best interests of the citizens of Bridgeport.



Report of Committee on Contracts Committee
***58-13 Consent Calendar**

-2-

**RESPECTFULLY SUBMITTED,
THE COMMITTEE ON CONTRACTS**

Howard Austin Sr., Co-chair

Richard DeJesus, Co-chair

Susan T. Brannelly

James Holloway

Richard D. Salter, Sr.

Alfredo Castillo

Richard Paoletto

Thomas C. McCarthy, President
(Sat in to make quorum)

City Council: May 19, 2014

Tabled and Ref'd back to Committee on 5/19/2014.

**CITY OF BRIDGEPORT
SIKORSKY MEMORIAL AIRPORT
HANGAR LEASE**

THIS AGREEMENT (hereinafter termed "Agreement" and/or "Lease") made and effective this ____ day of _____, 2014, by and between the **City of Bridgeport** ("City" or "Landlord"), in its legal status as owner of the **Igor I. Sikorsky Memorial Airport** ("Airport") at the direction of and under the administrative authority of the City's Airport Commission, and having its principal place of business located at 1000 Great Meadow Road, Stratford, Connecticut, and the **Connecticut Aerospace Hall of Fame and Museum, Inc. d/b/a/ the Connecticut Air & Space Center**, a §501(c)(3) charitable corporation having its principal place of business located at 201 Sniffens Lane, Stratford, Connecticut (hereinafter termed "Tenant")

WITNESSETH

1. Demised Premises.

(a) Exclusive Possession:

The Landlord, for and in consideration of the covenants and agreements hereinafter set forth and the rent hereinafter specifically reserved, the receipt and sufficiency of which is hereby acknowledged, has leased, and does hereby lease, unto said Tenant, the hangar located at the Airport generally identified as "the Curtiss Hangar" together with any and all structural additions, e.g. aircraft maintenance/repair shop, offices, etc., which have been made to the Curtiss Hangar as of the date hereof and/or are made hereafter (hereinafter the "Hangar"), and the land upon which the Hangar is located and that surrounding the Hangar and the additional structures which are currently attached to the Hangar (excluding the former Terminal Building (hereinafter termed "the Terminal") which Terminal is planned to be demolished and removed by the Landlord), as generally described in Exhibit A attached hereto and made a part hereof, which depicts the leased premises as highlighted in blue and in yellow (hereinafter the "Demised Premises") for the term of ninety-eight (98) years (or until such term shall sooner cease and expire as hereinafter provided) commencing on the ____ day of _____, 2014, and ending on the ____ day of _____, 2112, both dates inclusive (hereinafter "the Term"), the said Tenant yielding and paying as rent for said Term the sum of One United States Dollar (US\$1.00) annually, payable upon the first business day of the month following each anniversary of the effective date of this Lease (hereinafter referred to as the "Basic Rental") during the said Term at the office of the Landlord specified in Article 20 hereof or at such other place as the Landlord may hereafter designate in writing to the Tenant. That portion of the Demised Premises highlighted in blue on the attached Exhibit A represents the area of Tenant's exclusive possession hereunder during the Term, and that portion of the Demised Premises highlighted in yellow on the attached Exhibit A represents the area of Tenant's shared possession with the Landlord during the Term as further qualified in Paragraph 1(b) below.

(b) Shared Possession:

That portion of the Demised Premises highlighted in yellow on the attached Exhibit A shall be a shared possession between Tenant and Landlord as further described

herein, where Tenant is hereunder given exclusive rights to that shared possession portion of the Demised Premises for shows and special events, upon giving Landlord ninety (90) days prior written notification of a show or special event, which notice and delivery shall be given in accordance with Section 20 hereof. Landlord shall, by the expiration of such ninety (90) days, clear the shared portion of the Demised Premises for Tenant's exclusive use for the term of the show or special event. When not in use by Tenant for a show or special event, Landlord retains the right to utilize the shared possession portion of the Demised Premises for any rightful and legally permissible purpose under the Part 139 Certification Manual and the City's Code of Ordinances as defined below. It is understood and agreed that the Landlord's purpose for use within that designated shared portion of the Demise Premises is to rent such space to private and corporate aircraft solely for the purpose of parking ("tie down"), all revenue derived therefrom accruing solely to the Landlord, it being understood and agreed that Landlord may make such alterations and improvements to that designated shared portion of the Demised Premises as are reasonable and/or advisable in furtherance of Landlord's "tie down" use, e.g. installation of rebar tie-down rings, area lighting, and security/safety measures, etc. It is further understood and agreed that Landlord's permitted use of the shared portion of the Demised Premises is expressly conditioned upon Landlord's agreement that Tenant, its Directors, Officers, employees, volunteers, invitees and licensees shall have no responsibility and/or liability whatsoever arising in any manner in connection with Landlord's exercise of this right and that Landlord shall defend and indemnify Tenant from and against any and all claims regardless of the nature and regardless of the forum in which brought and fully compensate Tenant for the cost of repair and/or replacement of any of Tenant's owned, possessed and/or leased property damaged and/or destroyed arising in any manner in connection with Landlord's use of the shared portion of the Demised Premises. It is further agreed that Landlord's exercise of this retained right shall not in any way reduce and/or eliminate any common area parking and access rights prescribed in this Lease.

2. The Tenant, for and in consideration of the covenants and agreements hereinafter set forth, the receipt and sufficiency of which is hereby acknowledged, does hereby take and hold said Demised Premises at the rent hereinabove specifically reserved and payable as aforesaid, and upon and subject to the terms and conditions herein contained for, subject to the completion of the Hangar restoration specified hereinbelow, the sole and exclusive purpose of operating the Hangar and Demised Premises by Tenant as an aerospace museum open to the general public in which Tenant shall exhibit aviation artifacts including historic aircraft and parts thereof, historic documents and educational displays, provide guided tours and educational presentations as well as aviation-related events within the Hangar and the Demised Premises, together with the exclusive right to prepare and provide food and refreshments and merchandise in accordance with all applicable laws within the Hangar and such additional structures as described below, it being understood and agreed that all activities in accordance with this Lease, be it by Tenant, its Directors, Officers, employees, volunteers, invitees, and licensees be in full compliance with the Airport Management Plan (hereinafter termed "Part 139 Certification Manual") and the City's Code of Ordinances 1995 (the applicable chapter being Chapter 14), the current copy of both of which is attached hereto and made a part hereof as Exhibit E, as may be amended from time to time, including but not limited to: access times, FOD prevention measures (as described in a

“handout” directive to be provided in writing to Tenant by Airport prior to the signing of the Lease (at which time it shall be identified as Exhibit E “FOD PREVENTION MEASURES” and attached hereto and made a part hereof, and supplied to all Tenant contractors performing services on-site prior to arrival on-site), fire and casualty precautions, ramp security including but not limited to erection of permanent and temporary fences and other boundary markers blocking access to Airport taxiways and runways, event waste management, wildlife controls and routes across Airport property, and all other applicable laws.

Landlord shall provide timely, but not later than the date of initial submission to Landlord’s City Council, detailed written notice to Tenant at the address specified in Article 20 hereof of any proposed changes to the Part 139 Certification Manual and/or the then-in-effect City’s Code of Ordinances, Chapter 14, identifying the changed sections thereof, Tenant being responsible to determine the applicability of any such changed sections to its operations as described hereinabove. Landlord represents, to the best of its knowledge and belief, that the current Part 139 Certification Manual and City Code of Ordinances does not limit or preclude, in whole or in part, Tenant’s activities as contemplated hereunder. Should any such change to Part 139 Certification Manual and/or City’s Code of Ordinances, initiated by Landlord, in the reasonable opinion of Tenant, substantially limit Tenant’s ability to operate as contemplated hereunder, Tenant shall provide written notice to Landlord at the address specified in Article 20 hereof, specifying the adverse impact, following which Landlord and Tenant shall meet, within two (2) weeks following the date of Landlord’s receipt of Tenant’s notice, to attempt to reach agreement as to how to eliminate the adverse impact, failing which mutual agreement, the Landlord shall relocate Tenant, including the contents in and/or on the Demised Premises to a mutually-agreeable location at the Landlord’s sole cost and expense. Any such activities not otherwise addressed within Part 139 Certification Manual are to be reasonably mutually-agreed in writing in advance of commencement of specific activity, e.g. delivery of materials, museum events involving ramp space, etc. between Landlord and Tenant.

In consideration of Tenant’s operation of such museum, including Tenant’s placement in the Hangar of portions of its current and future aircraft and aviation memorabilia collection, effective upon the signing of this Lease, and in consideration of Tenant’s Hangar restoration as described hereinbelow, Landlord hereby grants to Tenant, for the term of the Lease and any extensions thereof, sole and exclusive possession, care and custody (except as otherwise noted herein) of the FG-1D Corsair, identified by its bureau number BU 92460, airplane (hereinafter termed “Corsair”) owned by Landlord (currently being restored by Tenant) for, except as otherwise set forth herein, permanent, uninterrupted display in the Hangar and within the boundaries of the Demised Premises during the term of the Lease and any extensions thereof. Such custody shall not constitute a transfer of title to the Corsair (which shall remain with the City) but shall, instead, constitute a loan of the aircraft for the duration of this Lease. It is understood and agreed, however, that, subject to the prior written mutual agreement of Landlord and Tenant in each case, the Corsair may be made available by Tenant to Landlord for temporary display elsewhere than the Hangar, all costs and expense associated therewith, including but not limited to disassembly, protective packaging, loading/unloading, transport from and to the Hangar, packaging removal, and reassembly being exclusively for the account of Landlord. It is also understood and agreed that, once the restored Corsair is relocated from Tenant’s Sniffens Lane restoration facility to the Hangar, Tenant may not, under any circumstances except in what Tenant, in its sole and exclusive discretion, determines to be an emergency and to protect the

Corsair, remove the Corsair from the Demised Premises (but never off Airport property) without the prior written consent of the Landlord which it may withhold in its sole discretion.

3. At any time during the term of the Lease, in the event that the Landlord has any concern as to the condition and/or location of the Corsair, written notice from Landlord specifying (a) the details of such concern and (b) the particulars of the reply contact information of the Landlord's employee submitting such written request to which Tenant's response is to be directed shall be delivered to Tenant in accordance with the provisions of Article 20 hereof and Tenant shall initiate within five (5) business days following Tenant's receipt of Landlord's written notice (and pursue with due diligence thereafter) completion and delivery of written response to Landlord in accordance with the provisions of Article 20 hereof and/or the contact information supplied as specified hereinabove.

In the event that the Landlord, in its sole discretion, determines the nature of its inquiry as to the condition and/or location of the Corsair to be an emergency, Landlord's inquiry, specifying (a) that the nature of the inquiry is categorized by Landlord to be an "emergency", (b) the details of such concern and (c) the particulars of the reply contact information of the Landlord's employee submitting such "emergency" request to which Tenant's response is to be directed shall be delivered, respectively, to Tenant's then current President, Vice President and Treasurer, at their respective e-mail addresses specified in Article 20 hereof and confirmed by telephone call to each of them made by Landlord's employee to their respective telephone numbers specified in Article 20 hereof. Tenant shall acknowledge receipt of Landlord's "emergency" inquiry upon receipt of said e-mail and telephone call and, commencing with such acknowledgement, immediately pursue with due diligence preparation and delivery of Tenant's response to the reply contact information provided by Landlord.

Tenant shall be obligated to provide to Landlord, in accordance with the provisions of Article 20 hereof, updated President, Vice President and Treasurer contact information as individuals occupying those positions change.

4. The Tenant shall be financially responsible for, at its sole expense (except as specified hereinafter) risk of loss to the property of and/or injury/death of Tenant's employees, contractors, volunteers and other individuals entering upon the Demised Premises to perform services on behalf of Tenant, regarding which each of whom that are under contract with Tenant for (a) the delivery of restoration-related materials to the Demised Premises and/or (b) performance of services on the Demised Premises in connection with the restoration activities described herein and/or any structure maintenance, restoration and/or preservation activities conducted after completion of the initial restoration as described herein, shall carry insurance against such loss, injury/death by the individual contractor's Commercial General Liability insurance coverage in an amount of not less than One Million Dollars (US\$1,000,000.00), a copy of a Certificate of Insurance evidencing such coverage and naming Landlord as an additional insured being provided by Tenant to Landlord upon commencement of this Lease (or, prior to delivery of materials and/or upon commencement of the performance of services by the respective contractor(s) in or upon the Demised Premises by the individual contractor, as applicable) and annually thereafter, as applicable to such continuing deliveries and/or performance of such services during and after the initial restorations as described herein.

5. Such Certificate shall designate the City in the following form and manner:

“The City of Bridgeport, its elected officials, officers, department heads, employees, successors and assigns, as their interest may appear.

Attention: Purchasing Agent
999 Broad Street
Bridgeport, Connecticut 06604”

The Tenant shall, at its sole expense present to the Landlord, and maintain in effect for the Term of this Lease, without interruption, the coverage identified below with insurers licensed to conduct business in the State of Connecticut and having a Best’s A + 15 financial rating:

Commercial General Liability (occurrence form) insuring against claims or suits brought by members of the public alleging bodily injury or property damage and claimed to have been caused by Tenant’s negligent act or omission in the amount of US\$1,000,000.00 per occurrence and in the aggregate.

General Requirements:

(a) All policies shall include, in substance, the following provision if allowed by law:

Cancellation notice – The Landlord shall be entitled to receive from the insurance carriers not less than 30 days’ written notice of cancellation, non-renewal or reduction in coverage to be given to the Landlord at: Airport Manager, Sikorsky Memorial Airport, administrative Office Building, 1000 Great Meadow Road, Stratford, CT 06615.

(b) To the extent covered by Tenant’s insurance coverage and proceeds specified hereinabove, Tenant agrees to defend, indemnify and hold harmless the Landlord, its elected officials, officers, department heads, employees and agents from and against any and all third party claims, liabilities, obligations, and causes of action for damages to the extent proximately caused by the negligence, gross negligence and/or willful misconduct of Tenant, and costs of every kind and description, except incidental and consequential damages, alleging bodily injury and/or property damage, except that the Tenant shall not be responsible or obligated for claims arising out of the sole proximate cause of the Landlord, its elected officials, officers, department heads, employees or agents.

Upon receipt of any such claim as described in the preceding paragraph, Landlord shall timely (a) notify Tenant of such claim and (b) provide to Tenant in accordance with the provisions of Article 20 hereof all of the particulars of said claim, including but not limited to any and all related and/or Tenant-requested documentations, including Service of Process documents, possessed by Landlord and provide Tenant with Tenant-requested access to Landlord elected officials, officers, department heads, employees and agents. At its sole and exclusive expense, Landlord may be represented in any proceedings arising out of such claim by legal counsel of its own choosing; provided, however, that Tenant shall have sole and exclusive claim management and resolution control.

6. The restoration obligations of the Tenant hereunder and in consideration of this Lease are to restore and rehabilitate the Hangar at its own cost and expense and in accordance with the Plans and Specifications approved by the Airport Commission (“Restoration Obligations”) which are

attached hereto and made a part hereof as Exhibit C. Tenant's Restoration Obligations shall be initiated immediately as of the effective date of this Lease and pursued to completion within thirty-six (36) months after the date of issuance to and receipt by Tenant of the last-to-be-issued building permit and/or other statutory, regulatory and/or administrative consent, approval and/or authorization legally and/or administratively permitting Tenant to commence the Restoration Obligations described herein, subject only to Force Majeure event which shall extend such period to the extent of the event plus a reasonable time to remediate the effects of such event and to resume restoration activity. The Tenant shall promptly and diligently apply for and pursue all necessary permits. The Restoration Obligations shall include, but not necessarily be limited to, repairing the Hangar's structural integrity, roof, and installing HVAC, fire suppression and building security, so as to permit the Hangar to be operated by Tenant as an aerospace museum open to the general public. For purposes of this Lease, the term "completion" as described hereinabove shall apply exclusively to the Hangar structure itself, exclusive of any and all structural additions, e.g. aircraft maintenance/repair shop, offices, etc. regarding which Tenant possession shall commence at such later date as those portions of the Demised Premises are vacated and Tenant receives written notice from Landlord stating their availability to Tenant for restoration and occupancy. Tenant's Restoration Obligations Gantt Chart is attached hereto and made a part hereof as Exhibit D ("Project Gantt Chart") for general informational purposes only, Tenant reserving the right to amend restoration work tasks and schedules at its sole and exclusive discretion' provided, however, that the thirty-six (36) month completion schedule described hereinabove is maintained as described herein. Following the commencement of the Restoration Obligations as described hereinabove and for the duration of the restoration activity, on a weekly basis, in advance, Tenant shall provide to the Airport Manager and/or his/her designee, the projected schedule of deliveries of materials/services to the Demised Premises. For purposes of the maintenance of the Hangar during the term hereof, Tenant shall establish and maintain a dedicated building integrity (including roof) fund into which a portion of its revenues collection from museum activities, donations and other contributions shall be deposited. Landlord shall be furnished with a yearly financial report, before the end of January, accurately documenting the amount of the building integrity fund, certified correct by Tenant's Board of Directors. Tenant shall at all times reasonably maintain the Hangar and Demised Premises in good condition and free from overgrowth and blight.

7. In consideration of the Tenant's Restoration Obligations and maintenance of the Hangar as described herein, during the initial restoration and at such future times as Tenant determines may be necessary for the preservation and maintenance of the Hangar, Landlord shall timely, at its expense, provide to Tenant, upon its reasonably-timed written requests to the Airport Manager or his/her designee, such occupancy certificates, permits, zoning and other governmental administrative consents to the performance of all aspects of the restoration of the Hangar and operation of the Hangar as an aerospace museum as described herein and other in-kind, i.e. non-financial, assistance as may be reasonably requested by Tenant such as, but not limited to, timely provision of dumpsters and other requested materials containers and disposal of their contents and such other restoration and/or maintenance waste materials as may be generated by Tenant's Restoration Obligations (it being understood and agreed that Landlord's obligation regarding provision of dumpsters/containers and disposal is expressly limited to currently in-place equipment, materials and debris being removed from the Hangar during the Restoration Obligations described herein and shall not be applicable to materials, waste and/or debris

generated by any contractor or subcontractor engaged by Tenant to deliver to and/or install new materials and/or equipment in the Demised Premises and/or subsequent operations of the Demised Premises, the disposal of which shall be exclusively the responsibility of Tenant and/or its restoration/maintenance and operations, and reasonable access to the Airport property as required for the performance of the aforesaid restoration, maintenance and operation activities.

8. Tenant agrees that it will keep the restored Demised Premises and the Corsair in good order and condition and will, at the expiration or other termination of the term hereof, surrender and deliver up the same in like good order and condition as the restoration and maintenance activity described hereinabove shall produce, ordinary wear and tear and damage by the elements, fire (unless caused by Tenant's negligent, willful and/or gross misconduct action and/or failure to act) and other reasonably unavoidable casualty excepted. Tenant will also permit the existing tenants in the repair shop area and office area attached to the original Hangar structure to remain until April 1, 2014 at the latest, it being understood and agreed that in the event that either or both such tenants relinquish possession of their respective areas prior to that date, Tenant's possession and use rights under this Lease shall immediately thereupon extend to such relinquished area. Notwithstanding the above continued possession rights, Tenant shall have reasonable entry rights to the two areas and to their respective roofs in connection with performance of the Hangar restoration activity, such entry rights to be scheduled and organized to provide minimum practical disruption, if any, to the area tenants' activities.

9. Tenant will not sublet the Demised Premises or any part thereof or transfer possession or occupancy thereof or the Corsair to any person, firm or corporation or transfer or assign this Lease without the prior written consent of the Landlord, which consent will not be unreasonably withheld following identification of the sublessee or transferee to the Landlord as regards the Demised Premises. As regards the Corsair, the Landlord may withhold its consent in its sole discretion.

Tenant's activities within the Demised Premises shall be as described hereinabove and shall not be substantially changed from that described hereinabove without Landlord's prior written consent, which shall not be unreasonably refused. Landlord hereby (a) represents to Tenant that, as of the effective date of this Lease and during term hereof, no other person or entity has been granted nor will be granted any right, license and/or other form of permission or consent by the Landlord and/or the City which conflicts with the rights granted to Tenant hereunder, and (b) hereby acknowledges that Tenant, in connection with its fundraising representations to potential and actual contributors, restoration of the Hangar, and continuing operations as described herein is relying upon Landlord's representations. Tenant will not make any alterations, installations, changes, replacements, additions or improvements (structural or otherwise) in or to the Demised Premises or any part thereof except as specified hereinabove, without the prior written consent of the Landlord. It is expressly understood that all alterations, installations, changes, replacements, additions to or improvements upon the Demised Premises (whether with or without the Landlord's consent), shall, at the election of the Landlord, remain upon the Demised Premises and be surrendered with the Demised Premises at the expiration of this Lease without disturbance, molestation or injury.

10. Tenant further agrees that no sign, advertisement or notice shall be inscribed, painted or affixed on any part of the outside or inside of the Demised Premises or building(s) without the prior written approval of the Landlord which shall not be unreasonably refused. Notwithstanding the above, Tenant shall be entitled to fix upon the front and rear of the Hangar a removable sign (which may be a single or multiple-piece attachment) identifying the Hangar with Tenant's name and logotype. Upon the expiration of the Lease or its earlier termination as specified hereinabove, Tenant shall, at its sole and exclusive expense, remove said signs and repair any damage to the Hangar caused by sign attachment point brackets and/or other hardware. Sign design, dimensions, reflectivity and/or other attribute possibly having adverse effect upon safe aircraft operation, and placement to be approved by Landlord prior to installation. Such approval shall not be unreasonably withheld.

11. Tenant further agrees that it will allow the Landlord, its agents or employees to enter the Demised Premises at reasonable times to examine, inspect or to protect the same or to prevent damage or injury to the same or to the Corsair, or to make such repairs as the Landlord may deem necessary; or to exhibit the same to prospective tenants during the last three (3) months of the term of this Lease.

12. Tenant will not use or permit the Demised Premises or any part thereof to be used for any disorderly, unlawful or extra-hazardous purpose, nor for any other purpose than hereinbefore specified, without the prior written consent of the Landlord.

13. All injury to the Demised Premises caused by Tenant and all breakage done by Tenant, or the agents, servants, employees and visitors of Tenant, shall be repaired by Tenant, at the expense of Tenant. In the event that Tenant shall fail to take reasonable steps to do so within thirty (30) days after the existence of such injury and/or breakage has come to the notice of Tenant, then Landlord shall have the right to make such necessary repairs, alterations and replacements (structural, no-structural or otherwise) and any reasonable charge or cost so incurred by the Landlord shall be paid by Tenant, subject to Landlord's presentation to Tenant of detailed incurred expense documentation. Tenant shall not be deemed to have defaulted in its obligations hereunder during any period in which an insurer or governmental entity is conducting an investigation or study with respect to such injury and/or breakage or where such injury or breakage cannot reasonably be repaired due to the expense or nature of such repair. In such event the parties agree to cooperate with each other to arrive at a mutually agreeable resolution to such injury and/or breakage.

14. The Landlord assumes no liability or responsibility whatsoever with respect to the conduct and operation of the business to be conducted on the Demised Premises. The Landlord shall not be liable for any accident to or injury to any person or persons or property in or about the Demised Premises which are caused by the conduct and operation of said business or by virtue of equipment or property contractors, employees, or invitees of the Tenant in said Demised Premises. Landlord shall not be liable for (1) any damage to property placed in the custody of its employees, nor the loss of any property by theft by parties other than the Landlord or its employees; (2) damage or injury to persons or property unless due to Landlord's negligence; (3) interference with light and air.

15. The Landlord shall furnish reasonably adequate electric current, water, heat and air conditioning service (but not the equipment and appliances making use of such utilities) during the appropriate season of the year in response to Tenant's requirements which shall be provided to Landlord during but not later than completion of the restoration as described hereinabove, provided, however, that the Landlord shall not be liable for failure to furnish, or for suspension or delays in furnishing any of such services caused by breakdown, maintenance or repair work or strike, riot, civil commotion, or any cause or reason whatsoever beyond the reasonable control of the Landlord ("Force Majeure"). Tenant, in the course of its operation during the term of this Lease shall make all reasonable efforts to conserve the use of all utilities provided by Landlord.

16. If Tenant shall make an assignment of its assets for the benefit of creditors, or if the Tenant shall file a voluntary petition in bankruptcy, or if an involuntary petition of bankruptcy or for receivership be instituted against the Tenant and the same be not dismissed within thirty (30) days of the filing thereof, or if the Tenant be adjudged bankrupt, then and in any of said events this Lease shall immediately cease and terminate at the option of the Landlord with the same force and effect as though the date of said event was the day herein fixed for expiration of the term of this Lease.

17. It is agreed that if the Tenant shall fail to pay the rent as aforesaid at the time the same shall become due and payable or if the Tenant shall violate or fail or neglect to keep and perform any of the covenants, conditions and agreements herein contained on the part of the Tenant to be kept and performed and Tenant shall not have initiated and thereafter pursued with due diligence termination of any said violation and/or elimination of any such negligent failure to perform as is specified in written notice furnished to Tenant by Landlord within thirty (30) business days of Tenant's receipt of such written notice or if the Demised Premises shall become vacant or deserted for a period of longer than thirty (30) successive days following the issuance of a certificate of occupancy, then, at the option of the Landlord, the Tenant's right of possession shall thereupon cease and the Landlord may forthwith proceed to recover possession of the Demised Premises by process of law, including but not limited to recovery of possession of the Corsair. No provision of this Lease shall be deemed to have been waived by Landlord unless such waiver shall be in writing signed by the Landlord. For purposes of this section, Tenant shall not be deemed to have violated or failed to perform any provision of this Lease during any tie in which such alleged violation or failure is disputed in good faith by Tenant or where the cure of such violation or failure is impossible or impractical for reasons outside Tenant's direct control.

18. In case of damage by fire or other casualty to the Corsair, Demised Premises or any part thereof not caused by Tenant or Tenant's Directors, Officers, employees, volunteers, invitees or licencees, the Landlord shall have sixty (60) days within which to repair and restore the same; provided, however, that Landlord shall not be in breach of its obligation hereunder in the event that its performance is rendered impracticable due to Force Majeure circumstances, its performance to commence and/or resume upon the cessation of the Force Majeure circumstance.

19. It is agreed that all rights, remedies and liabilities herein given to or imposed upon either of the parties hereto shall extend to their respective heirs, executors, administrators, successors, and assigns.

20. Except regarding emergency contact as prescribed by Section 3 hereinabove, all notices and/or communications required or desired to be given hereunder by either party to the other shall be given by certified mail or registered mail or, exclusively in the event of emergency as specified in Section 3, by e-mail, confirmed by telephone call. Notices to the respective parties shall be addressed as follows:

If to the Landlord:

Sikorsky Memorial Airport
Administrative Office Building
1000 Great Meadow Road
Stratford, Connecticut 06615
Attention: Airport Manager

With copy to:

Office of the City Attorney
999 Broad Street
Bridgeport, Connecticut 06604

If to the Tenant:

Connecticut Aerospace Hall of Fame and Museum, Inc.
d/b/a Connecticut Air & Space Center
P.O. Box 1293
Stratford, Connecticut 06612
Attention: President

President: Eugene E. Madara
emadaralaw@yahoo.com
(203) 268-2224

Vice President: Mark Corvino
Mc42953@gmail.com
(203) 650-5603

Treasurer: Edward McGuinness
emcgns@optonline.com
(203)877-1198

Either party may, by like written notice, designate a new address to which such notices shall be directed.

21. This Lease includes shared rights with other Landlord tenants to the area of parking contiguous to the Demised Premises and the direct access route from the nearest public road with dimensions and road surface sufficient to enable physical entry and egress by cars, trucks and such other motorized and/or towed vehicles and equipment as Tenant may deem appropriate to its operations during and following the restoration describe hereinabove, it being understood and agreed that such access shall be subject to such fence, gate and/or other Airport security measures as Landlord may reasonably require to comply with FAA and other governmental regulations and for the maintenance of public safety and Airport tenants. Relocation of parking

spaces and access routes, fencing, gates and other security barriers as shown on Exhibit A necessary to make such access and parking spaces available to Tenant, snow plowing and other maintenance of said parking spaces and access route shall be the exclusive responsibility of Landlord. Tenant hereby acknowledges that use of the parking spaces and other common areas described contiguous to the Demised Premises and accessible to the public in general will be shared with the present and future operators of Hangar 1 (currently "Blue Sky") and the restaurant (currently "Windsock"), contingent upon Tenant's receipt of the prior written acknowledgement by each of Blue Sky and Windsock operators that each retains total financial and liability responsibility for any property damage and/or injury, death or other casualty arising out of and in any manner in connection with their respective access and use of such common areas. Responsibility for Tenant-related, Airport-approved signage, including that to be affixed to the Airport fence bounding Main Street identifying the Museum's location, shall be that of the Tenant unless mutually-agreed otherwise in writing.

22. This Lease may not be amended except by a written amendment duly executed by the duly-authorized representatives of the respective parties.

23. The Tenant agrees not to discriminate, nor permit discrimination, against any person in its employment practices, in any of its contractual arrangements, in all services and accommodations it offers to the public, and in any of its other business operations on the grounds of race, color, national origin, religion, sex, disability or veteran status, marital status, civil service status, mental retardation or physical disability, unless it can be shown that such disability prevents performance of the work involved, in any manner prohibited by the laws of the United States or of the State of Connecticut, and further agrees to provide the Commissioner of Human Rights and Opportunities with information which may be requested from time to time by the Commission concerning the employment practices and procedures of Tenant as they relate to the provisions of Section 4-114a of the Connecticut General Statutes and any amendments thereto. This Agreement is subject to the provisions of the Governor's Executive Order No. 3 promulgated June 16, 1971, and, as such, this Agreement may be canceled, terminated, or suspended by the State Labor Commission for violation of, or noncompliance with, Executive Order No. 3, or any State or Federal law concerning nondiscrimination, notwithstanding that the Labor Commissioner is not a party to this Agreement. Landlord and Tenant, as part of the consideration hereof, agree that Executive Order No. 3 is incorporated herein and made a part hereof. Landlord and Tenant agree to abide by Executive Order No. 3 and agree that the State Labor Commissioner shall have continuing jurisdiction in respect to performance in regard to performance in regard to nondiscrimination, until the Agreement is completed or terminated prior to completion. Landlord and Tenant agree as part of the consideration hereof that this Agreement is subject to the Guidelines and rules issued by the State Labor Commissioner to implement Executive Order No. 3 and that they will not discriminate in employment practices or policies, will file reports as required, and will fully cooperate with the State of Connecticut and the State Labor Commissioner.

24. Any provision hereof found by a tribunal of competent jurisdiction to be illegal or unenforceable shall be deleted and the balance of the Agreement shall be automatically conformed to the minimum requirements of law and all other provisions shall remain in full

force and effect. The failure to enforce any provision hereof shall not be deemed a waiver of any right herein.

25. This Lease shall be governed by and construed according to the laws of the State of Connecticut, excluding its conflicts of laws rules. The Federal and State Courts situated in the State of Connecticut shall have exclusive jurisdiction over any and all disputes arising out of or in relation to this Agreement.

IN WITNESS WHEREOF, Landlord has caused these presents to be signed and sealed by its authorized representative and Tenant has caused these presents to be signed in its corporate name by its duly authorized officers, duly attested by its corporate Secretary, both as of the date first written hereinabove.

LANDLORD

TENANT

By: _____

By: _____

Title: _____

Title: _____

Witness: _____

Witness: _____

Exhibits to be attached:

Exhibit A- Demised Premises

Exhibit B- Airport Management Plan & City Code of Ordinances Chapter 14

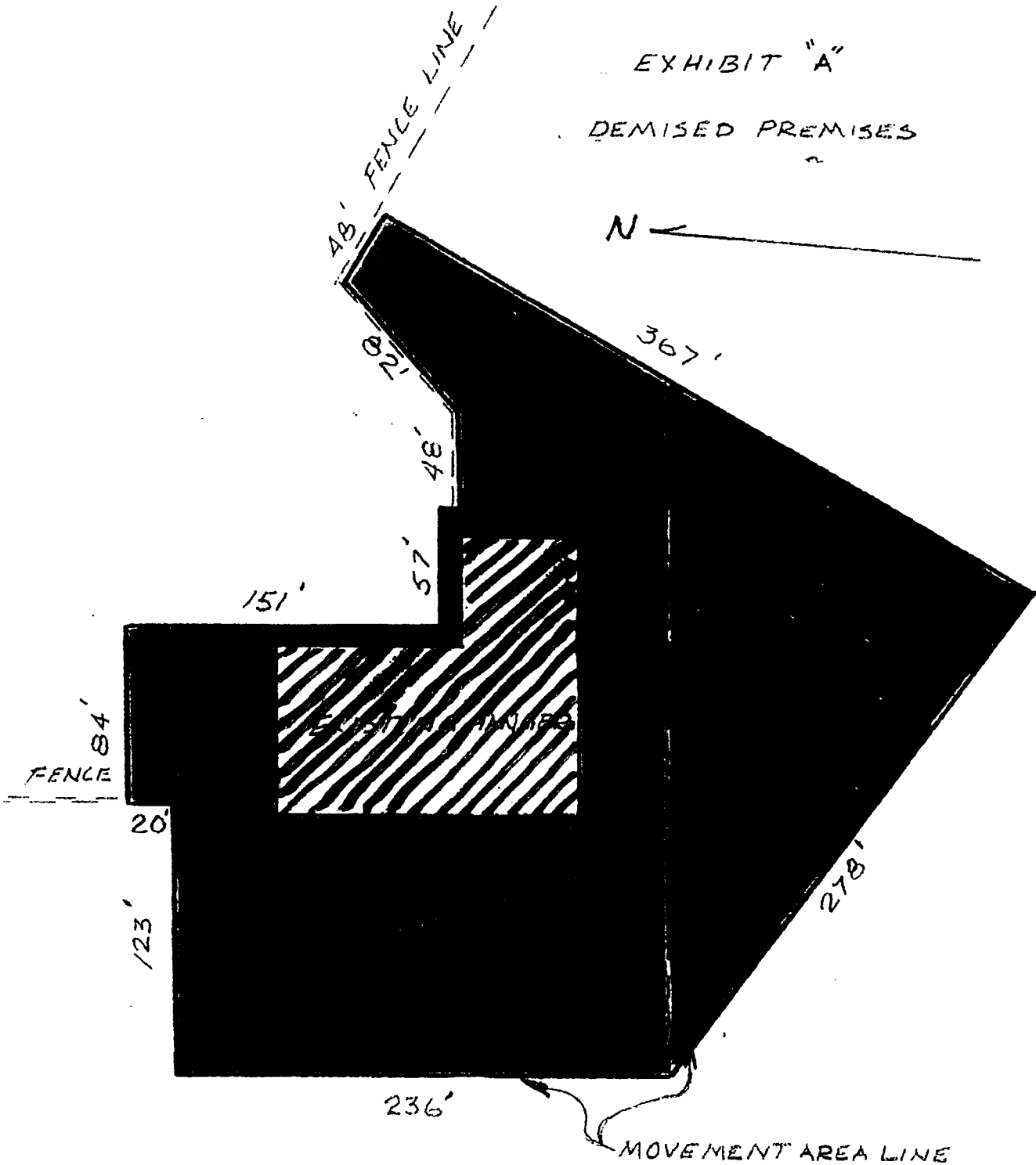
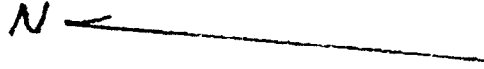
Exhibit C - Project Plans and Specifications

Exhibit D – Project Gant Chart

Exhibit E – FOD Prevention Measures Handout

EXHIBIT "A"

DEMISED PREMISES



LEASED AREA

CT AIR & SPACE CENTER

OCTOBER 14, 2013

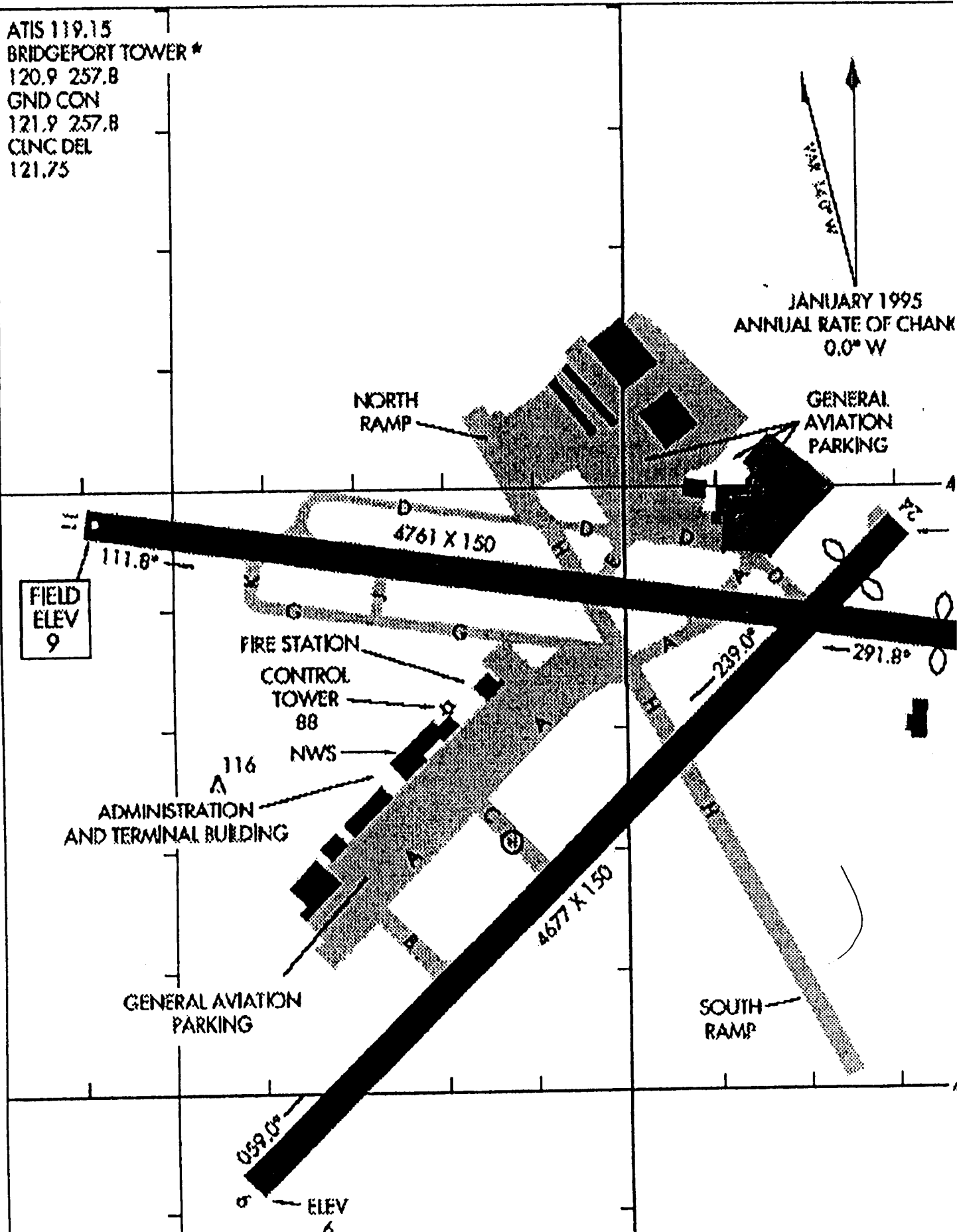
03191

AIRPORT DIAGRAM

BRIDGEPORT / IGOR I. SIKORSKY MEM
AL-621 (FAA) BRIDGEPO

ATIS 119.15
BRIDGEPORT TOWER *
120.9 257.8
GND CON
121.9 257.8
CLNC DEL
121.75

JANUARY 1995
ANNUAL RATE OF CHANG
0.0° W



FIELD
ELEV
9

NE-1, 22 DEC 2005 to 19 JAN 2006

ELEV
6

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.



Igor I. Sikorsky Memorial Airport

Airport Certification Manual

Pauline Mize

Airport Manager

September 30, 2013

Revision # 20 – September 2013

TABLE OF CONTENTS

<u>Section</u>	<u>Description</u>	<u>Reference</u>	<u>Page</u>
	Table of Contents		i
	Revision Log		ii-vi
	Exhibit Index		vii
	Introduction		viii-xii
1.	Records	139.301	1-1
2.	Personnel	139.303	2-1
3.	Paved Areas	139.305	3-1
4.	Unpaved Areas	139.307	4-1
5.	Safety Areas	139.309	5-1
6.	Marking, Signs and Lighting	139.311	6-1
7.	Snow and Ice Control	139.313	7-1
8.	Aircraft Rescue & Fire Fighting- Index Determination	139.315	8-1
9.	Aircraft Rescue & Fire Fighting – Equipment & Agents	139.317	9-1
10.	Aircraft Rescue & Fire Fighting – Operational Requirements	139.319	10-1
11.	Hazardous Materials Storage & Handling	139.321	11-1
12.	Traffic & Wind Indicators	139.323	12-1
13.	Airport Emergency Plan	139.325	13-1
14.	Airport Self- Inspection Program	139.327	14-1
15.	Pedestrians and Ground Vehicles	139.329	15-1
16.	Obstructions & Obstruction Lighting	139.331	16-1
17.	Protection of Nav aids	139.333	17-1
18.	Public Protection	139.335	18-1
19.	Wildlife Hazard Management Program	139.337	19-1
20.	Airport Condition Reporting	139.339	20-1
21	Identifying, Marking, Reporting Construction and Other Unserviceable Areas	139.341	21-1
22.	Non-Complying Conditions	139.343	22-1
23.	Appendix 1 - Related Advisory Circulars		
24.	Appendix 2 – Current Wildlife Permits		

REVISION LOG: Sikorsky Memorial Airport

Revision #	Date	Page(s)	Description	Approved By
1	December, 2005	All	Entire manual submission to reflect revised FAR Part 139, effective February 10, 2004	Laurie Suttmeier FAA
2	March, 2006	18-1 – 18-4 19-1 – 19-18 i ii iii 3-1 3-3 3-5 10-4 11-11 15-2 16-1	Add Wildlife Management Plan Add Snow and Ice Control Plan Revision Log update Table of Contents update Exhibits Index update Updated Line of Succession & Key Personnel Updated Personnel Qualifications Updated Organization Chart Updated list of ARFF Personnel Updated Exhibit 11B Updated Lighted Obstruction Exceptions Call List Updated NOTAM Authorization List	Laurie Suttmeier FAA
3	July, 2006	10-4 11-9 i Appendix 2	Updated list of ARFF personnel Updated Exhibit 11A1 Revision Log update Federal Fish and Wildlife Permit updates	Laurie Suttmeier FAA
4	January, 2007	i ii iii 11-10 19-1 – 19-5 19-4 19-5 Appendix 2	Revision Log update Table of Contents update Exhibits Index update Updated Exhibit 11AII Snow and Ice Control section update Updated Exhibit 19A Updated Exhibit 19B 2007 State of Connecticut Wildlife Permit	Laurie Suttmeier FAA
5	May, 2007	i 3-1, 3, 5 7-1 – 7-2 11-11 14-2 15-1 16-1 18-1 – 18-5	Revision Log update Personnel changes Advisory Circular updates Personnel changes Inspection staff changes Advisory Circular updates Advisory Circular / personnel changes Wildlife Plan update	Laurie Hyman FAA
6	May, 2007	i 10-4	Revision Log update ARFF personnel update	Laurie Hyman FAA

REVISION LOG: Sikorsky Memorial Airport

Revision #	Date	Page(s)	Description	Approved By
7	July, 2007	i, ii iii iv 13-4 – 13-16	Revision Log update Table of Contents Exhibits Index AEP update	Laurie Hyman FAA
8	December, 2007	ii iv 3-1, 3, 5 3-4 4-1 6-2 7-1 8-1 10-2 10-4 11-7 – 11-8 11-10 11-11 12-1 13-1 – 13-17 13-15 16-1 18-2 18-4 – 18-5	Revision Log update Exhibit Index Update Personnel Changes Revised Personnel Training Advisory Circular update Revised Maintenance of Safety Areas Revised Markings Description Revised Index Criterion Revised ARFF Personnel Training Updated list of ARFF Personnel Revised Fuel Agent Training Section Updated Exhibit 11AII Updated Fuel Inspection Personnel Revised Supplemental Wind Cone Reference Include AEP TOC and Revised Page Numbers Revised Review of Emergency Plan Updated Authorized NOTAM Personnel Wildlife Authority Personnel Changes Revised Personnel Responsibilities	Laurie Hyman FAA
9	January, 2008	ii 3-1, 3, 5 11-11 16-1	Revision Log Update Personnel Changes Updated Fuel Inspection Personnel Updated Authorized NOTAM Personnel	Laurie Hyman FAA
10	March, 2008	ii iv 1-3 3-5 11-9 12-1 12-2 - 12-4 14-4 Appendix 2	Revision Log Update Exhibit Update Removed Exemption Updated Organizational Chart Updated Exhibit 11AI Revised Supplemental Windssock Description Added Copy of Modification to Standard Added Daily Inspection Form Map Federal Fish and Wildlife Permit update	Laurie Hyman FAA

REVISION LOG: Sikorsky Memorial Airport

Revision #	Date	Page(s)	Description	Approved By
11	April, 2008	All	Entire Manual Submission Reorganized to Meet Standard Format	Laurie Hyman FAA
		Introduction	Added RWY 6-24 to Limitations	
		2-1, 3, 5	Personnel Changes	
		3-2	Amended Exhibit 3A	
		10-4	Updated ARFF Personnel List	
		11-11	Updated Fuel Inspection Personnel	
		15-1	Added Pedestrian and Ground Vehicle Section	
		17-1	Added Protection of Navaid Section	
		18-1	Added Public Protection Section	
		20-1	Updated Authorized NOTAM Personnel	
		21-1	Added Ident., Marking, and Reporting Const. Section	
12	June, 2008	iv	Revision Log Update	Laurie Hyman
		v	Exhibit Index Update	FAA
		3-2	Updated Exhibit 3A	
		14-5	Added Exhibit 14C	
		15-1 - 15-4	Added Pedestrians and Ground Vehicle Section	
		20-2	Updated Exhibit 20A	
13	August, 2008	iv	Revision Log Update	Laurie Hyman
		v	Exhibit Index Update	FAA
		2-1, 3	Personnel Changes	
		2-5	Updated Exhibit 2A	
		6-3, 4	Updated Exhibits 6A and 6B	
		10-4	ARFF Personnel List Changes	
		11-11	Fuel Inspection Personnel Changes	
		19-2	Wildlife Authority Personnel Changes	
		20-1	Authorized NOTAM Personnel Changes	
		Appendix 2	Federal Fish and Wildlife Permit updates	
14	April, 2009	iv	Revision Log Update	Laurie Hyman
		2-1, 3	Personnel Changes	FAA
		2-5	Updated Exhibit 2A	
		7-2, 3	Updated Snow and Ice Control	
		10-4	ARFF Personnel List Changes	
		11-11	Fuel Inspection Personnel Changes	
		19-2	Wildlife Authority Personnel Changes	
		20-1	Authorized NOTAM Personnel Changes	
		Appendix 2	Department of Environmental Protection updates	

REVISION LOG: Sikorsky Memorial Airport

Revision #	Date	Page(s)	Description	Approved By
15	December, 2009	v 2-1, 3 2-5 10-4 11-11 19-2 20-1	Revision Log Update Personnel Changes Updated Exhibit 2A ARFF Personnel List Changes Fuel Inspection Personnel Changes Wildlife Authority Personnel Changes Authorized NOTAM Personnel Changes Federal Fish and Wildlife Permit Updates	Laurie Hyman FAA
16	May, 2010	Appendix 2 v vi x 2-1, 3 2-5 7-6,7,8 10-4 11-11 16-1,2 19-2 20-1	Revision Log Update Exhibits Airport Layout Maps Personnel Changes Updated Exhibit 2A Added Exhibit 7C ARFF Personnel List Changes Fuel Inspection Personnel Changes Obstruction changes and OC Map update Wildlife Authority Personnel Changes Authorized NOTAM Personnel Changes	Kelly Slusarski FAA
17	June, 2010	v 15-1, 8	Revision Log Update Pedestrians and Ground Vehicles	Kelly Slusarski FAA
18	August, 2010	v 9-1, 2 10 - 1, 4	Revision Log Update ARFF: Equipment and Agents ARFF: Operations Requirement	Kelly Slusarski FAA
19	October, 2010	v Sec 19	Revision Log Update Wildlife Hazard Management Plan	Kelly Slusarski FAA
20	September, 2013	v Cover vii ix x 2-1 2-3 2-5 3-1 5-4 6-1,2 7-1 7-3 7-6 9-3 10-4 11-9	Revision Log Update Update Cover Page Exhibits Distribution List Update Exemptions/Limitations Update Personnel Update Personal Qualifications Update BDR Organizational Chart Paved Areas Update Runway 11/29 Safety Area Update Marking, Signs, and Lighting Update Responsibilities and Supervision Snow and Ice Removal Equipment Update LOA-Airport Condition Reporting Update Advisory Circular References Update Personnel Availability Update Hazardous Material Update	

REVISION LOG: Sikorsky Memorial Airport

Revision #	Date	Page(s)	Description	Approved By
20	September 2013	11-11	Fuel Handling Inspection Personnel	
		15-8	Attachment B BDR Movement Areas Update	
		16-2	Lighted Obstruction Exceptions Update	
		19-2	Responsible Office Update	
		19-24	Current Migratory Bird Depredation Permit Update	
		19-26	Current State of Connecticut Depredation permit Update	
		20-1	Airport Condition Reporting Update	

EXHIBITS

Exhibit Page Reference

<u>Item</u>	
1A - RUNWAY & TAXIWAY DESIGNATION SYSTEM	x
2A - ORGANIZATIONAL CHART	2-5
3A - AIR CARRIER MVNT AREAS & NON-AIR CARRIER MVNT AREAS	3-2
5A - RUNWAY 6-24 SAFETY AREAS	5-3
5B - RUNWAY 11-29 SAFETY AREAS	5-4
6A - SIGN PLAN - PAGE 1	6-3
6B - SIGN PLAN - PAGE 2 (KEY)	6-4
7A - ILS CRITICAL AREA	7-4
7B - SNOW LIMITS	7-5
7C - LOA - AIRPORT CONDITION REPORTING	7-6 - 7-8
11AI - HAZARDOUS MATERIAL LOCATIONS - TERMINAL AREA	11-9
11AII - HAZARDOUS MATERIAL LOCATIONS - ATLANTIC RAMP	11-10
11B - FUEL HANDLING INSPECTION PERSONNEL	11-11
11C - MOBILE FUELER INSPECTION FORM	11-12
11D - FUEL STORAGE INSPECTION FORM	11-13
12A - SUPPLEMENTAL WINDSOCK MODIFICATION TO STANDARD	12-2 - 12-4
13A - GRID MAP	13-17
14A - DAILY SELF-INSPECTION FORM	14-3
14B - DAILY SELF-INSPECTION FORM MAP	14-4
14C - MAINTENANCE WORK ORDER FORM	14-5
15A - LOA - ATC CONTROL OF AIRPORT MOVEMENT AREAS	15-5 - 15-8
16A - OBSTRUCTION LIGHTING	16-3
20A - NOTAM FORM	20-2
20B - NOTAM LOG	20-3

INTRODUCTION

A. PURPOSE

This manual provides direction and lines of responsibility in the day-to-day operation of the Sikorsky Memorial Airport. As well, it details operating procedures to be followed for both routine matters and unusual circumstances or emergencies that may arise. The contents of this manual are designed to meet the Federal Aviation Administration rules and regulations for airport certification contained in the February 10, 2004 Federal Register 14 CFR Part 139, and is designed in conformance with FAA Advisory Circular 150/5210-22 (Airport Certification Manual). Appendix 1 contains a listing of the applicable Advisory Circulars.

Under this regulation, Sikorsky Memorial Airport operates as a Class IV airport with no scheduled air carrier service. On occasion, the airport receives non-charter operations involving B-737 aircraft (Note: FAR Part 139 does not apply to any scheduled helicopter operations and hence they are not part of this ACM).

B. KEEPING THIS MANUAL UPDATED

The Airport Manager will keep this manual current at all times and will submit two (2) copies of any proposed amendments to the FAA Airports Division for approval no less than 30 days prior to the proposed effective date, unless a shorter filing period is allowed by the FAA. After FAA approval, the revisions will be printed and distributed.

C. DISTRIBUTION

One complete and current copy of the Airport Certification Manual (ACM) will be maintained on file in the Airport Manager's office and FAA Airports Division office, Burlington, Massachusetts. The ACM will be made available for inspection by the FAA Administrator per 139.201(b)(2). Airport personnel with responsibilities under these specifications will have ready access to a current copy of the ACM or to applicable sections for fulfillment of their responsibilities.

- See ACM Distribution List on following page (1-2)

Distribution List

The airport's Master Copy of the Airport Certification Manual (ACM) is located in the Airport Operations Office, and shall be made available for inspection by an FAA Airport Certification and Safety Inspector (ACSI) upon presentation of proper credentials.

The following agencies or persons will be provided a copy of the ACM:

1. FAA New England Regional Office - Burlington, Massachusetts
2. Sikorsky Memorial Airport (BDR) - Airport Manager
3. BDR - Air Traffic Control Tower (ATCT)
4. Connecticut Airport Authority

The following agencies will be provided with a copy of the Airport Emergency Plan (AEP):

1. BDR - Airport Manager
2. City Of Bridgeport - Fire Chief
3. City of Bridgeport - Police Chief
4. Town of Stratford - Fire Chief
5. Town of Stratford - Police Chief

Within this manual, there are sections that affect the tenants and users of the airport. As appropriate, airport management will distribute, as necessary, those portions of the Airport Certification Manual, which specifically require compliance by other operators on the airport, such as Fixed-Base Operators (FBOs).

D. EXEMPTIONS/LIMITATIONS (139.111)

Limitations: Non-Air Carrier Runways

Runways not available for air carrier aircraft operations greater than 9 passenger seats are depicted on Exhibit 4A under Section 4 and are listed below:

Runway 6-24 – Full Length

Runway 11-29 – Full Length

Limitations: Non-Air Carrier Taxiways

Taxiways not available for air carrier aircraft operations greater than 9 passenger seats are depicted on Exhibit 4A under Section 4 and are listed below:

Taxiway Alpha - east of Taxiway Delta

Taxiway Delta - between Taxiway Alpha and Taxiway Echo

Taxiway Hotel - south of Runway 6/24

E. PROCEDURES FOR REPORTING DEVIATIONS (139.113)

In emergency conditions, Sikorsky Memorial Airport may deviate from the requirements of 14 CFR Part 139. When it does so, the Airport Manager or his/her designee will notify the FAA within 14 days of the deviation as specified in section 139.113. If requested, the details of the deviation will be provided in writing.

F. AIRPORT LAYOUT MAPS 139.203 (b)

1. The airport maps (including the grid map) contained within this manual (Exhibits 1A, 6B, 13A, 15A) show the location of all runways, taxiways, ramps, parking areas, access roads and buildings. The runway and taxiway identifications are likewise shown.

2. Airport Movement Areas

The movement areas are the runway and taxiways (under control of the Air Traffic Control Tower), which are used for taxiing, air taxiing, and landing of aircraft. It does not include loading ramps and aircraft parking areas. The following movement areas are identified at Sikorsky Memorial Airport and depicted on Exhibit 1A under Section 1, and Exhibit 4A under Section 4:

Runway	6	4677' x 150'	Asphalt
Runway	24	4677' x 150'	Asphalt
Runway	11	4761' x 150'	Asphalt
Runway	29	4761' x 150'	Asphalt
Taxiway	A	3350' x 50'	Asphalt (*)
Taxiway	B	450' x 70'	Asphalt
Taxiway	C	450' x 70'	Asphalt
Taxiway	D	2800' x 50'	Asphalt (*)
Taxiway	E	200' x 60'	Asphalt
Taxiway	G	1850' x 60'	Asphalt
Taxiway	H	2150' x 70'	Asphalt
Taxiway	J	300' x 60'	Asphalt
Taxiway	K	300' x 60'	Asphalt

(*) = narrowest part of taxiway (some portions are wider)

Note: All taxiway lengths are approximate

3. The Runway and Taxiway Designation System is depicted in Exhibit 1A.

1) RECORDS 139.301

- A. The Sikorsky Memorial Airport will furnish all records required under FAR Part 139 to the FAA and/or the FAA Airport Certification Safety Inspector (ACSI), and will make and maintain additional records as may be required by the FAA.
- B. Sikorsky Memorial Airport maintains training records according to the requirements of FAR Part 139:
- Airport Personnel, including Aircraft Rescue and Fire Fighting personnel and other emergency personnel training records:
 - 24 consecutive calendar months
 - Airport fueling agent inspection records:
 - 12 consecutive calendar months
 - Fueling personnel training records:
 - 12 consecutive calendar months
 - Self-inspection records:
 - 12 consecutive calendar months
 - Movement area and safety area training records:
 - 24 consecutive calendar months
 - Accidents and incidents occurring in the movement and safety areas:
 - 12 consecutive calendar months
 - Airport Condition Reports (NOTAMs):
 - 12 consecutive calendar months

PERSONNEL 139.303

Line of Succession & Key Personnel

The Sikorsky Memorial Airport is operated by the City of Bridgeport. The airport is a department under the Department of Public Facilities. The Airport Manager is appointed by the Mayor under a civil service selection process, and reports to the Deputy Director of Public Facilities and an Airport Commission.

Throughout the ACM, it is the intent of the manual that when referencing airport management or the Airport Manager, it includes those individuals having designated authority to carry out the duties and responsibilities of the Airport Manager under FAR Part 139. The line of succession for airport operational responsibility under FAR Part 139 and those individuals having designated authority of the Airport Manager are:

Acting Airport Manager	Pauline Mize
Superintendent of Operations	Stephen D. Ford
Airport Certification Specialists	Willie McBride III Thomas Norko Jean Paul Chacur Kyle Hoffman

Personnel Position Descriptions

Airport Manager:

Has charge of the municipal airport with responsibility for its administration and operations; assures compliance with federal, state and municipal laws, ordinances, and regulations; recommends changes in procedures and policy when necessary; coordinates matters relative to air traffic control with control tower chief or offices of the Federal Aviation Administration; supervises a force of maintenance, custodial, office and other employees.

The Airport Manager of Sikorsky Memorial Airport shall maintain a sufficient number of trained and qualified personnel to comply with the requirements of this Airport Certification Manual and the requirements of FAR Part 139 of the Federal Aviation Regulations.

Airport management shall:

1. The City of Bridgeport will provide personnel with sufficient resources needed to comply with the requirements of its Airport Certification Manual (ACM).
2. Operate the airport in accordance with the approved Airport Certification Manual;
3. Comply with the applicable provisions of the ACM;
4. Allow the Administrator to make any inspections to help determine compliance with this part;
5. Provide sufficient qualified personnel to comply with the requirements of the ACM and applicable rules of FAR Part 139.

Superintendent of Operations:

Assists the Airport Manager or, in his absence, has full charge of the municipal airport; makes inspections, recommends improvements, manages work schedules and assigns and instructs a force of maintenance, custodial and other employees; supervises the purchase and storage of supplies; develops and conducts training programs; maintains liaisons with federal and state authorities; enforces laws, rules, and regulations; responsible for assuring that all inspections required by FAR 139 are conducted in accordance with this manual.

Airport Certification Specialists:

Performs all inspections required by FAR 139 and insures airport operations are conducted in accordance with this manual; implements, coordinates and participates in the Airport Emergency Plan (AEP) and snow plan; responds to aircraft and other emergencies; develops and conducts training programs; issues work orders and follows through on completion; updates this manual as necessary.

Personnel Qualifications

The following individuals are familiar and knowledgeable with the requirements of FAR Part 139, as obtained through formal and informal education, performance and experience in their positions, exposure and familiarity with identified advisory circulars, and review of the Airport Certification Manual:

PAULINE MIZE, Airport Manager at KBDR September 2013, former Airport Manager at KFOK Gabreski Airport 1997-2006, Voting member of Airport Lease Screening Committee 1990-1997, Member AAAE.

STEPHEN D. FORD, has been employed with the City of Bridgeport and the Sikorsky Memorial Airport since February 1991. He has previous operational experience of aviation and airports through nine years with the military and civil sectors. He has delegated authority to act in the absence of the Airport Manager.

WILLIE C MCBRIDE III, has been employed with the City of Bridgeport and Sikorsky Memorial Airport since January 2010. He has delegated authority to act in the absence of the Airport Manager.

THOMAS NORKO, has been employed with the City of Bridgeport and Sikorsky Memorial Airport since January 2011. He has delegated authority to act in the absence of the Airport Manager.

JEAN PAUL CHACUR, has been employed with the City of Bridgeport and Sikorsky Memorial Airport since June 2011. He has delegated authority to act in the absence of the Airport Manager.

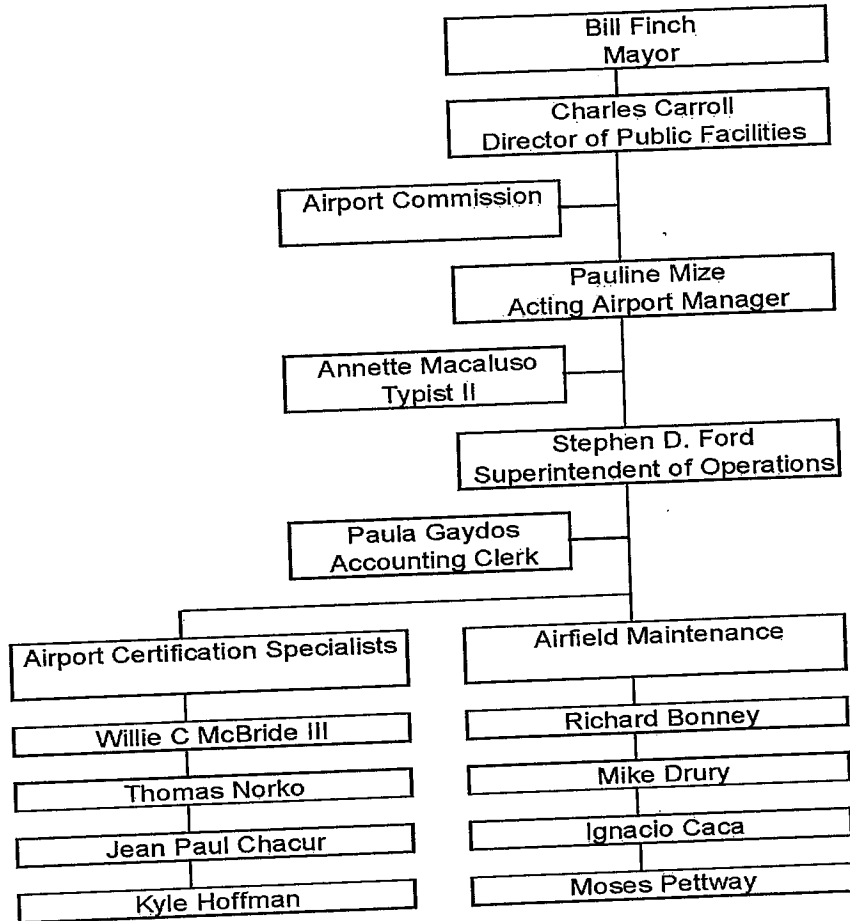
KYLE HOFFMAN, has been employed with the City of Bridgeport and Sikorsky Memorial Airport since March 2013. He has delegated authority to act in the absence of the Airport Manager.

- A. The Superintendent of Operations and Airport Certifications Specialists are all given on-the-job training before being allowed to exercise full duties by themselves. In addition, they receive recurrent training once every 12 consecutive months. This training includes:
1. Airport driving training, as well as airport familiarization training in recognition and understanding of airport markings, lighting and signs. Copies of the training material are located in the Airport Operations Office.
 2. Airport communications, using CTAF and ATCT communications.
 2. Techniques for runway inspections and how to accomplish other elements of daily and periodic inspections.
 4. They are also instructed on the Airport Emergency Plan and other duties required under the ACM.
 5. Aircraft Rescue and Fire Fighting training in all subject areas as required by Part 139.319 and listed in Section 10 of this ACM.
 6. Aircraft fuel storage, handling, and dispensing on airports.
 7. Airport wildlife hazard management procedures and responsibilities.
 8. Airport condition reporting, including responsibilities, procedures, and functions of the Notice to Airmen (NOTAM) system.
- B. Other personnel (such as maintenance personnel) who access movement and safety areas receive initial and recurrent training as follows:
1. Airport familiarization, including signs, marking, and lighting, as well as proper safety area operations and maintenance. This is done in the classroom, as well as on-the-job training.
 2. Use of CTAF and ATCT communications to access the movement area.
 3. Airfield driver training, including training in night and inclement weather.
 4. They are also instructed on the Airport Emergency Plan and other duties required under the ACM.
- C. The training records maintained under this section are available in the Airport Operations Office.
- D. A description of the organizational structure at Sikorsky Memorial Airport is included in Exhibit 3A at the end of this section.

EXHIBIT 2A – BDR ORGANIZATIONAL CHART

**Sikorsky Memorial Airport
City of Bridgeport**

BDR Organization Chart



3. PAVED AREAS 139.305

A. Inspection

The runways, taxiways and air carrier parking aprons are to be inspected daily by the airport operations personnel, with particular attention being paid to the paved surfaces and pavement edges.

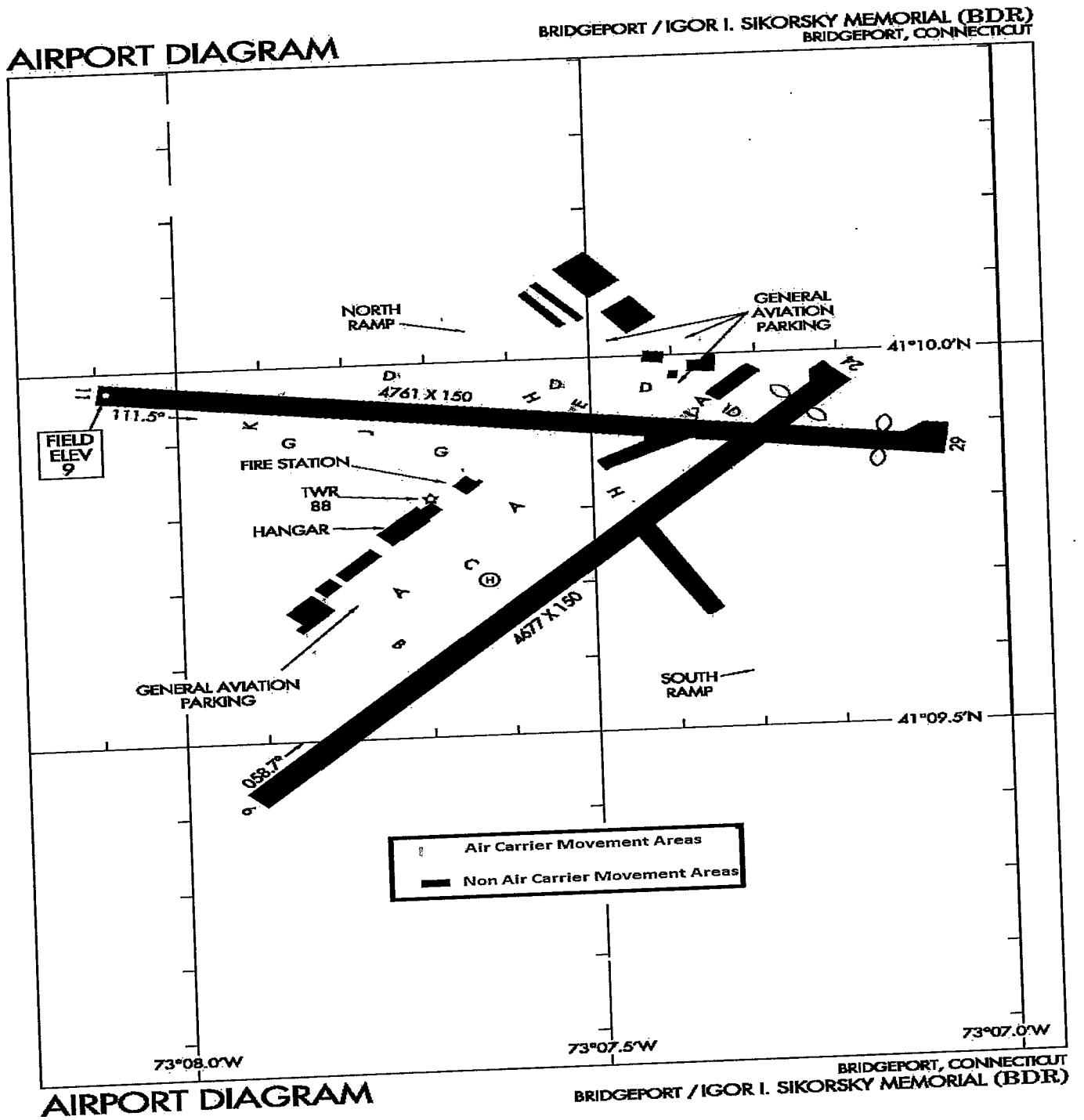
1. No pavement lip shall be allowed to be more than three (3) inches above the level of the shoulder soil.
2. No hole in the pavement shall be allowed to exceed three (3) inches in depth, have sides exceeding 45 degrees nor be greater than five (5) inches in diameter.
3. The pavement shall be free of cracks or other surface variations that could impair directional control of air carrier aircraft, including any crack or surface deterioration that produces loose aggregate or other contaminants.
4. The surface shall be kept clean of mud, and any other foreign debris. It shall also be kept free of solvents or other liquids that may be used to clean the surface or are accidentally spilled on the movement area.
5. No water ponding or ice sheeting shall be allowed that may obscure markings or impair aircraft control.
6. Any chemical solvent used to clean any pavement area shall be removed as soon as possible, consistent with the instructions of the manufacturer of the solvent.

B. Should any of the above conditions or any other unsatisfactory conditions exist, Airport Operations personnel shall initiate prompt action to make the needed repairs or restrict air carrier use of the area and/or issue a NOTAM regarding the condition until corrected. Corrective action will be initiated by the individual performing the inspection as soon as practical when any unsatisfactory conditions are found in the paved areas. Corrective action is taken through a work order system. Airport maintenance is responsible for correcting any unsatisfactory condition on paved areas. In the event that repairs are beyond the capability of airport maintenance, the airport management will contact the City of Bridgeport Public Works Department or an outside contractor and arrange for the necessary completion of work.

C. Inspections and evaluations of the paved areas are performed utilizing the guidelines of AC 150/5320-6D, AC 150/5200-18C, AC 150/5380-5B and AC 150/5320-17.

D. A description of each air carrier movement area is depicted in Exhibit 4A (Lengths and widths are listed on page 1-4)

EXHIBIT 3A - AIR CARRIER & NON-AIR CARRIER MOVEMENT AREAS



4. UNPAVED AREAS 139.307

A. No unpaved movement areas exist at Sikorsky Memorial Airport.

5. SAFETY AREAS 139.309

A. Runway Safety Area Description:

The safety areas are graded and are drained by an airport storm drainage system. Due to the airport being located in a coastal wetlands area adjacent to the ocean, high water often precludes proper drainage and water will accumulate in the safety areas until the weather or tide changes. The runway safety areas for air carrier operations are 500' wide except for Runway 11/29 and for all extended runway safety areas. The safety areas are noted below. These areas were established prior to December 31, 1987.

B. Runway Approach Safety Areas:

	<u>Length From Runway Threshold</u>	<u>Width on Either Side Runway Centerline</u>
Runway 6	100'	250'
Runway 24	0'	250'
Runway 11	250'	250'
Runway 29	146'	250'

C. Taxiway Safety Areas Associated with Air Carrier Operations:

The taxiway safety areas are graded and drained by an airport storm drainage system. Due to the airport being located in a marsh area adjacent to the ocean, high water often precludes proper drainage and water will accumulate in the taxiway safety areas until the weather or tide changes. The taxiway safety areas for air carrier operations are 120' wide for the lengths noted below.

	<u>Length</u>	<u>Width On Either Side Taxiway Centerline</u>
Taxiway A	3350'	60'
Taxiway B	450'	60'
Taxiway C	450'	60'
Taxiway D	2800'	60'
Taxiway E	200'	60'
Taxiway G	1850'	60'
Taxiway H	1000'	60'
Taxiway J	50'	60'
Taxiway K	50'	60'

Note: All taxiway lengths are approximate

D. Maintenance of Safety Areas:

- All safety areas are to be mowed and graded so as not to have any potentially hazardous humps, ruts, depressions, or surface variables.
- Each safety area shall be capable of supporting snow removal and ARFF equipment and occasional passage of aircraft under dry conditions without causing major damage to the aircraft.
- No objects, except the supplemental wind cone for Runway 11, are located in any safety area except for those that need to be located in the safety areas because of their operational functions. The objects currently located in the safety areas because of their function are constructed on frangible mounted structures of the lowest practical height and are maintained so the frangible point is no higher than 3 inches above grade. Any future objects that will be located in the safety areas because of their function will be constructed on frangible mounted structures.
- Airport personnel conducting daily safety inspections will initiate corrective action when any unsatisfactory condition is found in the safety areas. Airport maintenance is notified through a work order system of any unsatisfactory conditions in the safety areas and is responsible for correcting the situation. If necessary, any of the key personnel listed under Section 3 may undertake corrective action.
- The FAA Sector Field Office is responsible for maintenance of FAA-owned NAVAID's at the airport. If any FAA-owned NAVAID's have the frangible point more than 3 inches above grade, Airport Management is responsible for taking the corrective action.
- Whenever an unsatisfactory condition is discovered in a safety area, inspection or maintenance personnel will correct the condition and a NOTAM detailing the condition will be issued by an individual having the authority to do so under Section 3. Should an unsafe condition exist in a safety area contrary to Section 6, that portion of the runway or taxiway will be closed to air carrier activity.
- At the present time EMAS is not in use.

EXHIBIT 5A - RUNWAY 6-24 SAFETY AREAS

EXHIBIT 6A - RUNWAY 6-24 SAFETY AREAS

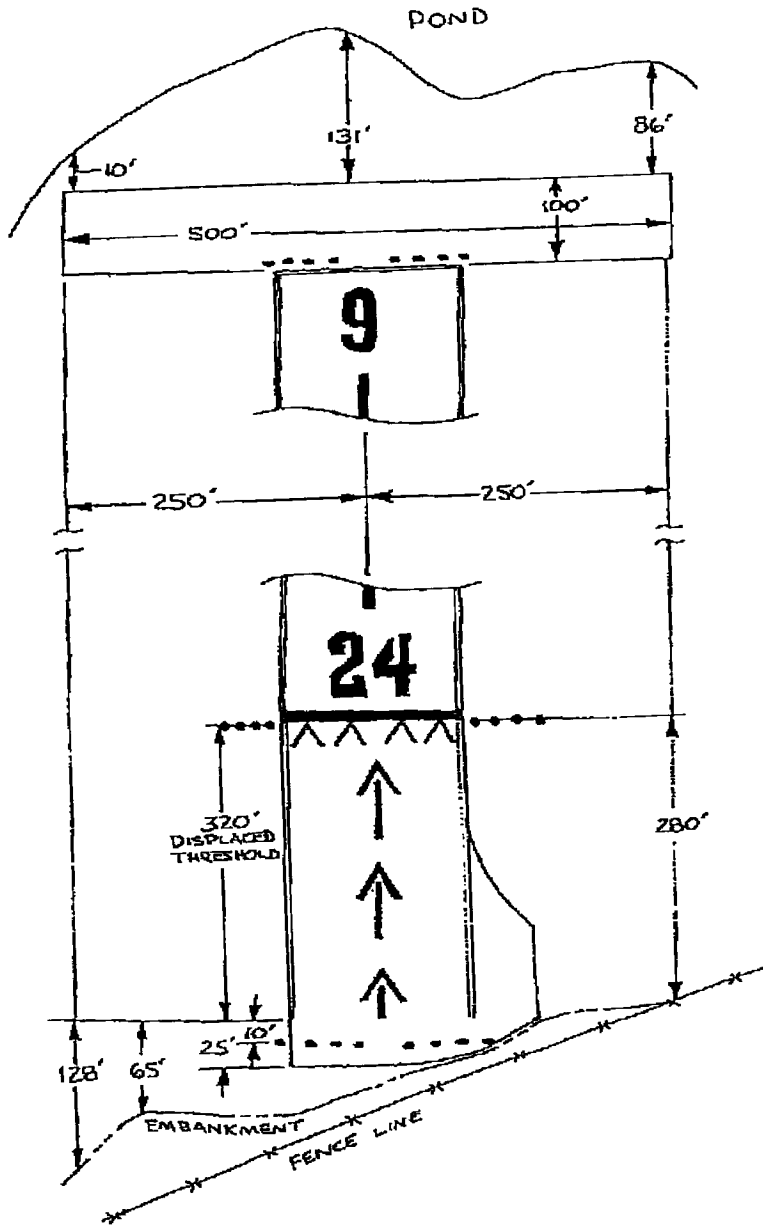
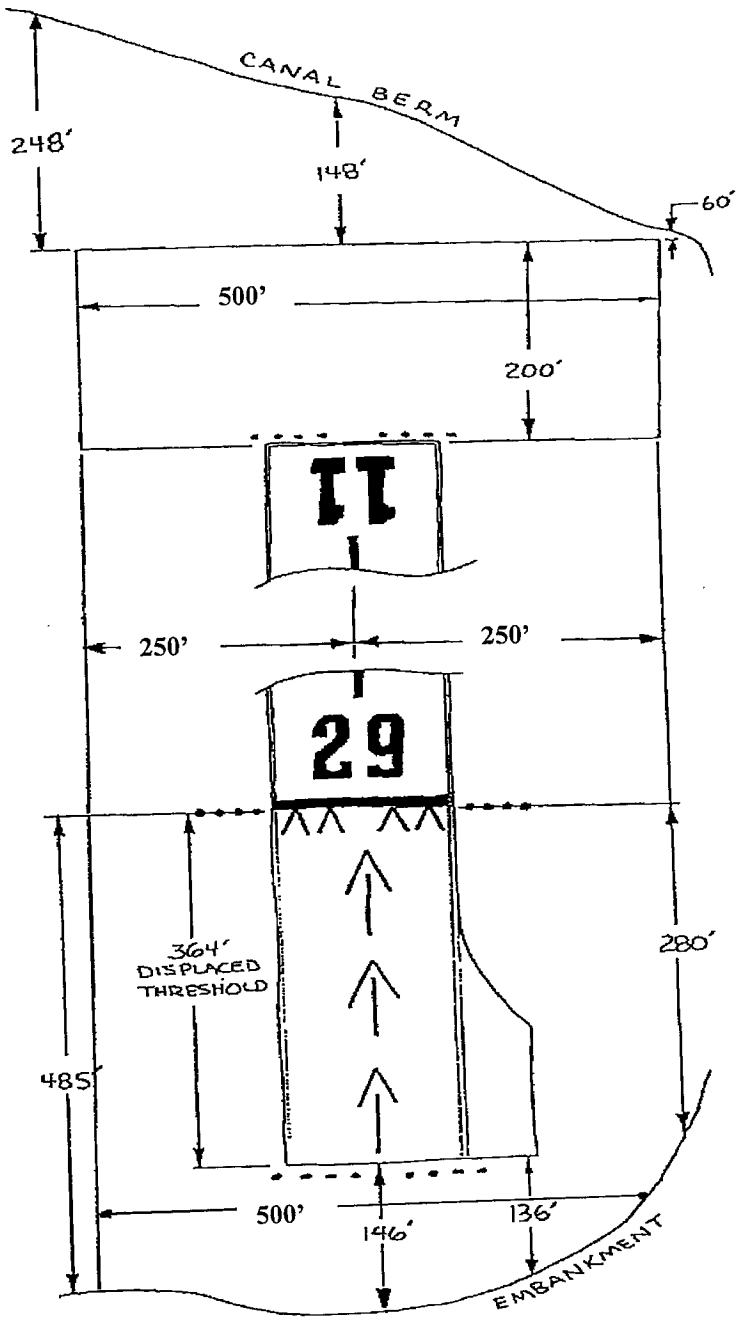


EXHIBIT 5B - RUNWAY 11-29 SAFETY AREAS

Exhibit 5B – Runway 11-29 Safety Area



6. MARKING, SIGNS AND LIGHTING 139.311

- A. It is the responsibility of Airport Operations personnel to inspect, check the functioning of, and repair as necessary, the lighting equipment, airfield signs and markings. A supply of replacement bulbs, lenses, reflectors and replacement pole mounted light units is kept on hand for maintenance purposes. The Superintendent of Operations will schedule repainting of the marking when paint becomes significantly dulled or worn. Inspections will be made as stipulated in Section 14 of this manual.
- B. High-Intensity runway lights illuminate runway 6; the runway ends by split-lens end lights. The threshold of runway 6 is equipped with REIL lights. Runway 6 is equipped with PAPI lights. High-Intensity runway lights illuminate runway 24; the runway ends by split-lens end lights. The threshold of runway 24 is equipped with REIL lights. The approach end of Runway 24 is equipped with threshold and displaced threshold lights. Runway 24 is equipped with VASI lights. High-Intensity runway lights illuminate runway 11; the runway ends by split-lens end lights. The threshold of runway 11 is equipped with REIL lights. Runway 11 is equipped with PAPI lights. High-Intensity runway lights illuminate runway 29; the runway ends by split-lens end lights. The threshold of runway 29 is equipped with REIL lights. The approach end of Runway 29 is equipped with threshold and displaced threshold lights. . Runway 29 is equipped with VASI lights.
- C. Marking - All runways, taxiways, and holding position markings are marked in accordance with AC 150/5340-1K (Standards for Airport Markings), and contain the following markings:
- Runway 6 – Threshold, Aiming Point, Touchdown Zone.
 - Runway 24 – Displaced Threshold, Threshold, Aiming Point.
 - Runway 11 – Aiming Point.
 - Runway 29 – Displaced Threshold, Threshold, Aiming Point.

BDR does not enhanced runway or taxiway markings or any surface painted signs.

- D. Signs - Taxiway and runway guidance signs are provided and all airfield signs are placed in accordance with the FAA-approved Airport Sign and Marking Plan, and they meet the standards of AC 150/5340-18D (Standards for Airport Sign Systems).
- E. Taxiway/Runway holding position signs are situated as required by FAA regulations.
- F. The airport beacon is an HB36 with one 400-watt halide lamp, and it is situated on top of the control tower with obstruction lights. The airport beacon meets the standards outlined in AC 150/5345-12E.
- G. An illuminated Segmented Circle Wind Sock provides wind indication. The Segmented Circle meets the standards outlined in AC 150/5340-5B.
- H. Electrical power for the runway and other lighting is supplied by United Illuminating Power Company, and the auxiliary generator provides back-up power in the event of an electrical failure.

- I. All apron, vehicle parking, roadway and building lights are either shielded or positioned to prevent interference with aircraft operations.
- J. Red obstruction lights are mounted on the obstructions listed in Section 15 of this manual. Obstruction lights are maintained with reference to AC 150/5345-43F.
- K. Airfield lighting is maintained with reference to AC 150/5340-26B.

EXHIBIT 6B - SIGN PLAN – PAGE 2 (KEY)

7. SNOW AND ICE CONTROL

139.313

1. Responsibilities and Supervision:

A. Operations personnel, listed in Section 16, will be responsible for:

1. Promptly issuing a NOTAM when pavement conditions change on an air carrier aircraft movement area due to snow, slush, or ice conditions, or when runways are closed for snow or ice control. Refer to Section 16 for NOTAM issuance procedures.
2. Prompt notification of any air carriers using this facility, in accordance with FAR 139.339, when any portion of the movement area normally available to them is less than satisfactorily cleared for safe operation by their aircraft.
3. Supervision of the maintenance personnel who are utilizing the snow removal equipment.
4. Assisting the maintenance personnel, when possible, with the removal of snow and ice.

B. Maintenance personnel will be responsible for:

1. Ensuring the availability of adequate snow removal equipment.
2. Ensuring that the equipment is in good operating condition.
3. Ensuring that each unit has adequate fuel (minimum of 72 hours).
4. Ensuring the availability of an adequate supply of dry, heated sand.

C. All personnel will be responsible for:

1. Maintaining two-way radio contact between Operations and Maintenance personnel at all times.
2. Maintaining contact with the ATCT, when the ATCT is in operation, while operating any vehicles in the Movement Area.
3. Monitoring local operations on the CTAF frequency when the ATCT is not in operation.

Note: If the runway or taxiway is closed, or otherwise noted as a movement area that is not under ATCT control, snow removal equipment operators are not required to be in radio contact.

D. Supervisory personnel:

- i. Pauline Mize, Airport Manager: (475) 298-0589
- ii. Stephen Ford, Superintendent of Operations: (203) 339-2936

2. Snow Positioning:

Snow must be positioned off the movement areas such that all air carrier aircraft propellers, engine pods, rotors, and wing tips will clear any snow drifts or snow banks as the aircraft travels any full strength portion of the movement areas. A NOTAM is to be issued if snow banks, windrows, or other snow conditions do not meet the dimensions identified in Exhibit 19B. Piled or blown snow will be regulated so that all runway, taxiway, and threshold lights will be clearly visible to landing aircraft. Hand shoveling may be necessary to maintain visibility. Windrows are to be removed as the need arises.

Snow removal in the vicinity of NAVAIDs is to be accomplished in a manner to avoid obscuring any visual aids. Caution is to be taken to avoid parking snow removal vehicles in ILS Critical Area (Exhibit 19A) during aircraft instrument approaches. All NAVAID operation is the responsibility of the FAA Facilities Maintenance personnel.

3. Ice Control:

Abrasives and Solid Compound Deicer/Anti-icer as defined in AC 150/5200-30A are to be applied to the runway, taxiway and ramp areas as required to maintain positive braking action for aircraft. The inspection personnel on duty will assess the conditions and make a decision in consultation with maintenance personnel, the Superintendent of Operations, and/or the airlines.

4. Snow Removal Operations:

Snow removal operations will be initiated by on-duty Operations personnel, in collaboration with maintenance personnel and/or the Superintendent of Operations. Snow removal operations are to commence prior to the accumulation of dry or wet snow that causes braking action to be less than good. Should storm conditions be so intense that the continuous maintenance of the runway in an operational condition is not possible, a NOTAM will be issued closing affected movement areas.

AC 150-5200-30A was referenced with regard to developing these snow and ice control procedures.

5. Movement Areas Inspection:

- A. Upon request, movement area conditions are to be reported frequently to the ATCT and the FAA AFSS by the Operations personnel on duty. Conditions are also to be promptly reported when airfield conditions that may affect air carrier operations change.
- B. The Operations personnel on duty are the primary individuals responsible for monitoring and reporting snow or ice conditions. In the absence of the Operations personnel, the Superintendent of Operations or the Airport Manager will make frequent checks of movement area conditions and report accordingly. The Operations personnel are to monitor the weather forecast and reports.
- C. Priority of Airfield Snow Removal

1. The primary instrument runway, connecting taxiways and the intersection of the two runways.
2. The General Aviation ramp, any FBO ramps, and the ARFF ramp area (to be accomplished simultaneously with the primary runway).
3. Secondary runway and connecting taxiways.
4. Taxiway routes to the General Aviation ramp and FBOs.
5. All remaining taxiways and other general aviation parking areas.

The above sequence can be changed at the discretion of the inspection personnel on duty, taking into consideration the nature and duration of the storm, direction of winds, type of accumulation (heavy wet snow, dry, frozen, slush, etc.) and time of day. The primary focus is the maintenance of the primary instrument runway in operational use, and maintaining satisfactory braking condition throughout the snow removal operation. Attention is further focused on the removal of snow windrows across previously plowed taxiways, and that NAVAIDs are not obscured.

6. Snow and Ice Removal Equipment:

- A. Freightliner dump truck with a 22-foot snow plow.
- B. Oshkosh dump truck and sand spreader with a 16-foot snow plow.
- C. Oshkosh snow blower.
- D. Michigan front-end loader with a 30-foot ramp blade and snow bucket.
- E. Oshkosh High Speed Sweeper
- F. Ford L-8000 dump truck and sand spreader with a 12-foot snow plow.
- G. Kodiak snow blower.

EXHIBIT 7A - ILS CRITICAL AREA

Exhibit 7A - ILS Critical Area

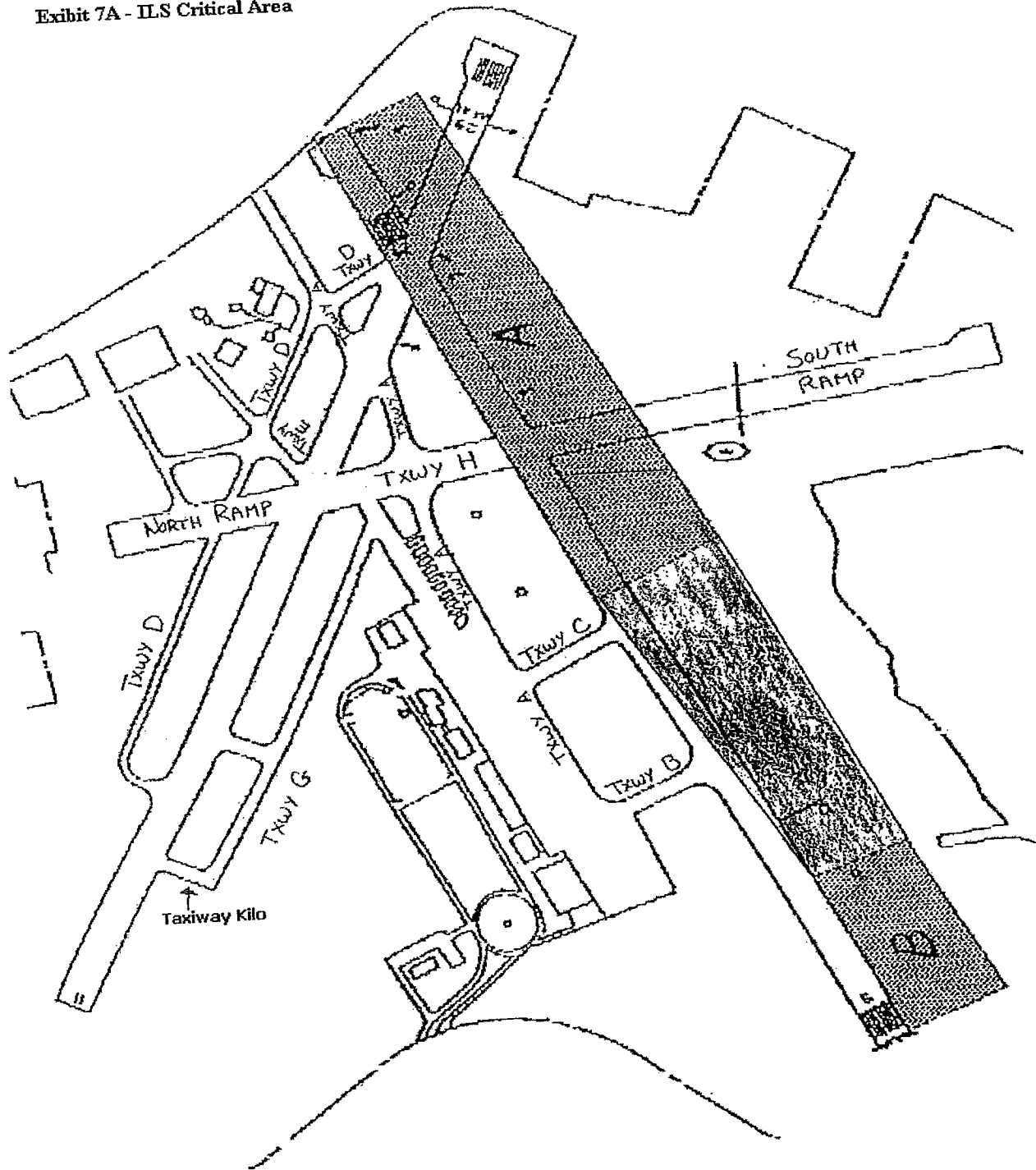
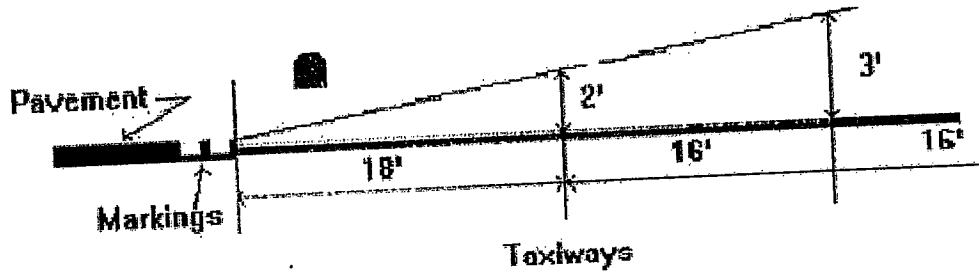


EXHIBIT 7B - SNOW LIMITS

Exhibit 7B - Snow Clearance Limits



Snow not to obscure lights from any angle.

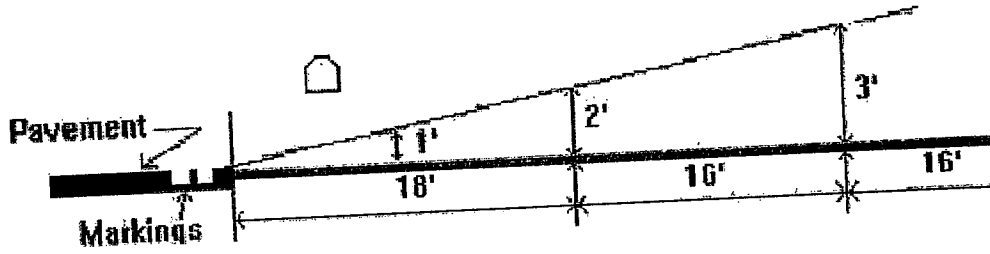


EXHIBIT 7C – LOA – AIRPORT CONDITION REPORTING

Bridgeport FCT and City of Bridgeport, CT

LETTER OF AGREEMENT

EFFECTIVE: February 19, 2010

SUBJECT: Reporting Airport Conditions

1. PURPOSE: To establish a procedure for the prompt exchange of Field Condition Reports concerning airfield conditions and braking action reports at Igor I. Sikorsky Memorial Airport.

2. CANCELLATION: Bridgeport FCT/City of Bridgeport Letter of Agreement, Reporting Airport Conditions dated February 7, 2008.

3. RESPONSIBILITIES:

1) Airport Operations is responsible for the recording and updating of all Field Condition Reports and Braking Action Reports and issuing/canceling all associated airfield Notices to Airman (NOTAMs).

2) Bridgeport FCT is responsible for disseminating the Field Condition Reports, Braking Action Reports and NOTAMs via two way radio communications, the Automated Terminal Information Service (ATIS), and the New York Tracon IDS4 computer.

3) Bridgeport FCT is responsible for requesting and immediately disseminating pilot reports (PIREPs) braking action "POOR" or "NIL" to Airport operations.

4. PROCEDURES:

A. Airport Operations shall:

- 1) Record and update Field Condition Reports on an hourly basis when meteorological conditions warrant.
- 2) Report braking action at least once per hour when braking action advisories are in effect or when braking action reports are received reporting the braking action as less than good.
- 3) Advise the control tower of all Field Condition Reports or Braking Action Reports and forward a written copy of the reports to the tower.
- 4) Issue/cancel all NOTAMs concerning field conditions or braking action.
- 5) Report braking action as:

- a) GOOD
- b) FAIR
- c) POOR
- d) NIL

- 6) Immediately suspend operations on "NIL" braking surfaces and take corrective action or close affected surface.
- 7) Continuously monitor affected areas upon receiving two consecutive braking action "POOR" PIREP s after receiving a PIREP of "GOOD" or "FAIR" to ensure conditions don't continue to deteriorate to "NIL".

B. Bridgeport FCT shall:

- 1) Transmit via the ATIS: "*Braking action advisories are in effect.*"
- 2) Issue to all inbound/outbound air traffic the most current airport conditions and braking action as reported by airport management or other air traffic.
- 3) Advise New York Approach Control of the most current airport conditions and braking action via the IDS4 computer or the GP 1766 line if the IDS4 is inoperative.
- 4) Advise Airport Operations of Pilot Reports (PIREP) concerning field conditions or braking action.
- 5) All pilot braking action reports (PIREPS) of "NIL" or "POOR" are to be immediately transmitted to Airport operations
- 6) Immediate cessation of operations upon receipt of a "NIL" PIREP until corrective action was taken by airport operations and condition no longer exist.
- 7) When a PIREP is received or conditions are observed that indicate deterioration in the field conditions or braking action and Airport Operations personnel are not available:
 - a. Disseminate the report via the ATIS and IDS4.
 - b. Initiate a NOTAM indicating the appropriate conditions.
 - c. Advise Airport Operations as soon as possible of the PIREP or observation and of the issuance of the NOTAM.

MIKE BLINDERMAN
Air Traffic Manager
Bridgeport FCT
Midwest Air Traffic Control Services, Inc.

JOHN RICCI
Airport Manager
Igor I. Sikorsky Memorial Airport

8. AIRCRAFT RESCUE AND FIRE FIGHTING: Index Determination 139.315

- A. Sikorsky Memorial Airport operates as a Class IV airport without scheduled airline service and is ARFF Index A.
- B. A criterion for index determination is based on F.A.R Part 139.315(a)(1)(2) and F.A.R. Part 139.315(d).

9. AIRCRAFT RESCUE AND FIRE FIGHTING: Equipment and Agents 139.317

A. The Airports Aircraft Rescue Fire Fighting (ARFF) vehicle is stationed in the airport's Crash-Fire-Maintenance building, (located approximately 100 yards northeast of the terminal building). This heated storage facility is centrally located on the airport and has direct access to the ramp areas, taxiways, and runways. This unit is maintained in a quick response readiness status when ATCT personnel are on duty (and manned at all hours) and for PPR's, (Prior Planning Requests).

B. Vehicles:

1. The #1 Aircraft Rescue and Firefighting (ARFF) vehicle is a 1991 Oshkosh T-1500, 4x4. This vehicle complies with all FAA requirements for Index B ARFF vehicles and has the following capabilities:

- 1,500 - gallons of water
- 200 - gallons AFFF concentrate
- 500 - pounds dry chemical system allowing discharge via the Hand Line or Roof turret
 - 1 each - 20 pound dry chemical Class D fire extinguisher for metal fires
 - 2 each - 10 pound dry chemical Class B/C extinguisher
 - 2 each - 20 pound Halon 1211 extinguisher

J. This Unit is outfitted with the following apparatus:

- 1 each -Roof turret capable of delivering 375 gpm low-rate/ 750 gpm high-rate of water or 3% water foam (AFFF) OR: 16 lbs/sec. dry chemical
- 1 each -Bumper turret capable of delivering 300 gpm of water or 3% light water foam (AFFF)
- 1 each -Hand Line delivering 5lbs/sec. dry chemical
- 1 each -Hose reel delivering 60gpm water or 3% light water foam (AFFF)

2. A temporary Aircraft Rescue and Firefighting (ARFF) vehicle on contract from TWEED New Haven Airport is a 1996 Oshkosh T-1500, 4x4. This vehicle complies with all FAA requirements for Index B ARFF vehicles and has the following capabilities:

- 1,500 - gallons of water
- 210 - gallons AFFF concentrate
- 500 - pounds dry chemical system allowing discharge via the Hand Line or Roof turret
 - 1 each - 20 pound dry chemical Class D fire extinguisher for metal fires
 - 2 each - 10 pound dry chemical Class B/C extinguisher
 - 2 each - 20 pound Halon 1211 extinguisher

This Unit is outfitted with the following apparatus:

- 1 each -Roof turret capable of delivering 375 gpm low-rate/ 750 gpm high-rate of water or 3% water foam (AFFF) OR: 16 lbs/sec. dry chemical
- 1 each -Bumper turret capable of delivering 300 gpm of water or 3% light water foam (AFFF)
- 1 each -Hand Line delivering 5lbs/sec. dry chemical
- 1 each -Hose reel delivering 60gpm water or 3% light water foam (AFFF)

A current copy of the North American Emergency Response Guidebook is kept in each vehicle at all times.

C. Advisory Circular References:

1. Vehicles:

Sikorsky Memorial Airport equips and maintains the Airport Rescue and Fire Fighting vehicles, noted in Part B of the section, in accordance with the following FAA Advisory Circulars:

- AC 150/5220-10D (Guide Specification for Water/Foam Aircraft Rescue and Fire Fighting Vehicles).
- AC 150/5210-5D (Painting, Marking and Lighting of Vehicles Used on Airports).

2. Equipment:

Sikorsky Memorial Airport provides Aircraft Rescue and Fire Fighting personnel with Personnel Protective Equipment (PPE), including Self-Contained Breathing Apparatus (SCBA). The PPE provided meets or exceeds the requirements of the National Fire Protection Association (NFPA) standards, and is regularly inspected or replaced to ensure adequate protection. PPE also meets or exceeds the requirements of the following FAA Advisory Circular:

- AC 150/5210-14B (Airport Fire and Rescue Personnel Protective Clothing).

10. AIRCRAFT RESCUE AND FIRE FIGHTING: Operation Requirements 139.319

1. Equipment and Training

The airport ARFF vehicles are inspected and maintained by airport personnel.

All personnel qualified for ARFF response are given training on the operation of the ARFF vehicles and on fire fighting techniques. Training is provided through airport training personnel, Connecticut State certified fire instructors or other personnel having experience in instructional technique and material.

Protective clothing is maintained so it can be readily available for up to four emergency response personnel at the scene of an accident.

The Oshkosh T-1500 is the primary response vehicle in the event of emergency. Trained airport personnel man and operate the initial response vehicle (Oshkosh T-1500) during the course of an emergency.

The TWEED New Haven 1996 Oshkosh T-1500 is a substitute vehicle for the 1991 Oshkosh T-1500. Until such time personnel from the Bridgeport Fire Department arrive on the scene with additional equipment, trained airport personnel can man and operate the backup vehicle during emergencies. The response time for the City Fire Department is approximately 6 minutes.

Squad 5 of the Bridgeport Fire Department responds to airport emergencies and travels approximately 5 miles. Back-up equipment is available from the Town of Stratford (headquarters) station and can reach the airport boundary in approximately three minutes from time of notification.

2. Operational Requirements

If an increase in the average daily departures or the length of air carrier aircraft would result in an increase in the Index required by FAR 139, the Airport shall comply with the increased requirements before authorization is given to the air carrier concerned.

- A. Vehicle Communications. Both ARFF vehicles are equipped with two-way radio equipment for communication with:
- 1) The ATCT.
 - 2) The Bridgeport and Stratford Fire Departments.
- B. Vehicle Marking and Lighting. Both ARFF vehicles are equipped with a flashing or rotating beacon and are painted in colors to enhance their recognition in comparison to the environment.
- C. Vehicle Readiness. At least one ARFF vehicle and its systems are maintained in an operational condition during all air carrier operations by airport, fire or outside contractual individuals. Should both ARFF vehicles become inoperative, a NOTAM will be filed and all efforts will be made to substitute a vehicle having at least the minimum capabilities in agent quantities, discharge capabilities, and communications outlined in FAR 139.319.

If substitute equipment is not available, Airport Management shall notify the FAA Regional Airports Division through the Airport Certification Inspector or FAA Regional Office and each air carrier serving the airport. If ARFF capability is not restored within 48 hours, the airport, unless otherwise waived or exempted by the FAA, shall restrict air carrier operations at the airport until such time that ARFF capabilities are restored.

Both airport ARFF vehicles are primarily stored in a heated maintenance facility east of the terminal building as protected from the elements.

3. Response Requirements. Sikorsky Memorial Airport personnel will respond during periods of air carrier operations to each emergency for which procedures have been established in the Airport Emergency Plan. Airport personnel will demonstrate compliance with the response requirements of FAR Part 139.319 when requested by the FAA. The stationing of the vehicle shall be such to allow a response within 3 minutes from the sound of the alarm to the application of water, foam, or chemical at a point comparable to the midpoint of the furthest runway.

Air carriers are required to contact airport management one hour before arrival for prior permission to operate. In the event such permission is granted, airport management will have personnel available for emergency notification and response.

4. Off-Airport ARFF Responses. An off-airport response to an aircraft accident or incident is at the trained judgment of the responding individuals in the ARFF vehicle. In the event the ARFF vehicle does leave the airport boundaries, the trained ARFF individual shall request ATCT to file a NOTAM precluding air carrier operations until such time that the ARFF vehicle returns to the airport or a second ARFF vehicle is properly manner.
5. Rescue and Firefighting Personnel Training and Qualification. Each person assigned to rescue and firefighting duty will be trained in the following subject areas prior to assignment to either temporary or permanent duty. Annual re-current training will be conducted in the same subject areas. The airport manager or designated trainer officer is responsible for ensuring that recurrent training is provided to the ARFF trained individuals.

Training records are maintained in each subject area below:

- 1) Airport familiarization (i).
- 2) Aircraft familiarization (ii).
- 3) Rescue and firefighting personnel safety (iii).
- 4) Emergency communications (iv).
- 5) Use of fire hoses, nozzles, and turrets (v).
- 6) Application of extinguishing agents (vi).
- 7) Aircraft Evacuation Assistance (vii).
- 8) Firefighting Operations (viii).
- 9) Adapting Structural Equipment (ix).
- 10) Aircraft Cargo Hazards (x).
- 11) Airport Emergency Plan (xi).

6. Live Fire Training. All rescue and firefighting personnel participate in live-fire training at least once every 12 months.

7. Medical Training. Fully trained Bridgeport Fire Department and Emergency Ambulance personnel respond to the airport in an emergency. At least one of these on-duty personnel is current in emergency medical care to the level of Emergency Medical Technician (EMT). These individuals have had training that includes 40 hours covering at least the following areas:

- 1) Bleeding
- 2) Cardiopulmonary resuscitation
- 3) Shock
- 4) Primary patient survey
- 5) Injuries to the skull, chest, and extremities
- 6) Internal injuries
- 7) Moving patients
- 8) Burns
- 9) Triage

8. Emergency Notification. The alarm siren is tested daily by the ATCT. Any malfunction is to be promptly reported to the Airport Manager for immediate repair. A backup alert system is utilized through the use of a radio or beeper system.

In an emergency, Tower personnel will perform the following duties per Letter of Agreement dated March 1, 1992:

- A. Activate siren.
- B. Advise by "hot line" of nature and location of emergency.
- C. Alert Emergency Reporting Service.
- D. Direct emergency equipment to accident on 121.9 MHz and/or ERS frequency.

10. Emergency Alerting System. The Emergency Alerting System is originated at the Air Traffic Control Tower (ATCT). ATCT personnel activate a dedicated alarm system that initiates notification of an ARFF response. The alarms are located in the airport manager's office, the police booth, the operations trailer, and the maintenance garage. The alarm further induces a tone signal across the FM radio frequency that is monitored by ARFF response individuals. The ATCT also contacts the City of Bridgeport emergency reporting systems (ERS) through a direct line.

The ERS notifies the City of Bridgeport Fire Department. The Stratford Fire Department monitors the Bridgeport fire response frequency for standby assistance or is informed of the need for response through the ERS.

During non-ATCT hours, the alerting system can be activated through the ERS by dialing 911 on any standard telephone. FAA AFSS can initiate emergency response by calling Bridgeport ERS and will also notify airport personnel by standard telephone line.

11. Personnel Availability. The following airport personnel are currently ARFF trained:

Willie McBride
Thomas Norko
Jean Paul Chacur
Kyle Hoffman

11. HAZARDOUS MATERIALS STORAGE AND HANDLING 139.321

The management of Sikorsky Memorial Airport does not act as a cargo-handling agent. Fixed Based Operators, airlines, and other fueling agents authorized by the Airport Manager are responsible for the receiving and handling of all cargo shipped through their facilities. A copy of the Emergency Response Guidebook issued by the Federal Department of Transportation (DOT P 5800.5) is kept on file in the Airport Operations Office and in the emergency vehicles for quick reference.

Hazardous material that is intended to be shipped or is being shipped by air is not authorized on Sikorsky Memorial Airport without prior permission from the airport manager. Hazardous materials not allowed by agreement with the Airport Manager or hazardous material to be brought onto the airport by an unauthorized cargo agent will require notification and coordination with the Bridgeport Fire Department. Airport Rescue and Firefighting personnel will be alerted and made available to stand by during loading and unloading under the direction of the Fire Chief, City of Bridgeport.

During periods when hazardous cargo is shipped into or out of Sikorsky Memorial Airport, safe material handling is required. The following procedures will be followed in the shipping or storage of hazardous material:

1. Only those persons trained and certified in handling hazardous materials in accordance with their airline operating certificate and Federal Aviation Administration / Department of Transportation regulations shall be allowed to handle these materials.
2. Cargo handling agents authorized by the Airport Manager will accept only cargo that the shipper assures can be handled safely. The agents will follow any special handling procedures included in the instructions by the shipper or as regulated by the Federal Department of Transportation.
3. Storage of hazardous cargo shall be in areas consistent with and in conformance with applicable regulations regarding the use of the type of hazardous substance. The Fire Marshall, City of Bridgeport, will interpret and apply the regulations as necessary. The Airport Manager has the right to preclude any storage of hazardous material on the airport.
4. Assistance in the determination or handling of hazardous material can be obtained through CHEMTREC at 1-800-424-9300.
5. A statement of assurance that hazardous articles or materials received for shipment or storage are safe to handle will be signed by the shipper and contain any special handling instructions required to assure safe shipment or storage.
6. Identified on Exhibits 11AI and 11AII are the locations of the FBO's fuel storage areas and other hazardous material locations.

Standards for Storage & Handling of Fuel

All aviation fuels on the airport are handled and dispensed by the Fixed Base Operators (FBOs), except for those instances where written approval is given by the Airport Manager for self-fueling under the Federal Aviation Regulations Part 61.

The following standards will apply to the storage and handling of fuel, lubricants and oxygen not intended for cargo transport:

1. Proper bonding of aircraft, vehicles and facilities will be performed during fueling operations to reduce the potential for inadvertent static discharge during fueling operations.
2. Public protection shall be provided by the following identification of fuel, oil and oxygen handling areas:
 - a. All fuel loading/unloading areas, storage areas, and fueling vehicles shall be posted with NO SMOKING and FLAMMABLE (or the DOT hazardous material placard: JET A - 1863, JET B - 1223, AVGAS - 1203) signs. Placards or color-coding (Jet fuel - black; Avgas - blue) is to further designate the type of fuel where appropriate. Fuel trucks shall have the quantities identified on the sides of each vehicle.
 - b. Any fuel spillage is to be contained in the immediate area and is to be reported expeditiously to the Airport Manager's office or representative on duty. The fueling agents will make themselves aware of any applicable Department of Environmental Protection regulations relating to fuel spills and the requirement for notification to the DEP by the fueling agent of any fuel spillage. The Bridgeport Fire Department responds to fuel spillage incidents when requested.
 - c. Each fueling agent and their personnel are to prevent potential ignition sources from being displayed or operated in close vicinity to fueling operations or fuel storage facilities. Parking of cars or aircraft within ten feet of fuel storage facilities is prohibited.
 - d. Each fueling agent and their personnel are to ensure that fueling is not performed in a closed environment such as a building, hangar or T-hangar facility. All fueling is to be accomplished outside and away from potential ignition sources.
 - e. Each fueling agent and their personnel are to park mobile fuelers no closer than 10 feet from each other or not closer than 50 feet from any building. Pavement markings are to be placed within the fueling agent's controlled leased area to identify where parking is acceptable for fuel vehicles.
 - f. While on the general aviation ramp by the terminal building, each fueling agent and their personnel will remain with the fueling vehicle at all times. No fueling vehicle is to remain unattended in the general aviation ramp area unless parked in the space exclusively provided for that purpose (near ARFF/maintenance garage).

3. Control of access of fuel storage areas is to be provided or regulated. Access control may be provided by the following:
 - a. Control is to be provided through the use of placards/markings and by fencing or other physical barriers. Fuel storage areas are to be monitored on a regular basis by fueling agent personnel to preclude unauthorized personnel from the storage areas. Fuel storage areas are to be locked when not in use to prevent unauthorized entry or tampering.
 - b. Fueling vehicles are to be parked in secured or regulated areas. A designated parking area is to be outlined by all fueling agents on their premises.

4. Provisions for fire safety in the fuel farms or storage facilities are to be provided in accordance with the following:
 - a. Fuel storage areas and unloading/loading stations will be free of materials, equipment, functions, and activities, which could be ignition sources.
 - b. Piping will be underground or reasonably protected from damage by surface sources. Piping shall be identified as to type of fuel if not otherwise apparent.
 - c. Fuel storage areas and unloading/loading stations will be equipped with a minimum of two accessible fire extinguishers, each at least 20 BC rated. Fire extinguishers shall be inspected as recommended by the manufacturer or City fire codes.
 - d. Electrical equipment, switches, and wiring in fuel storage areas and unloading/loading stations will be explosion proof and reasonably protected from heat, abrasion, or impact which could be an ignition source.
 - e. Piping, filters, tanks, and electrical components will be bonded together and interconnected to an adequate ground.
 - f. Unloading/loading stations will be equipped with a bond/ground wire with appropriate clip for grounding tankers and mobile fuelers.
 - g. All fueling equipment is to be kept in good operating condition and free of fuel leaks.
 - h. Loading stations will be equipped with a deadman control which requires the positive continuous action of an operator to allow the flow of fuel.
 - i. Fueling stations will be equipped with a boldly marked emergency fuel cutoff, capable of overriding all other control and stopping all fuel flow with one physical movement.

5. Provisions for fire safety on mobile fuel vehicles and/or fueling cabinets are to be provided in accordance with the following:
- a. Standard hazardous material placards or letters at least 3 inches high to show flammability are to be posted or marked on two sides.
 - b. Mobile fuelers will be marked with letters at least 3 inches high on both sides identifying the type of fuel and the capacity in gallons.
 - c. A "NO SMOKING" sign will be visibly placarded in the cab of mobile fuel vehicles.
 - d. Fueling pits & cabinets will be posted with a "NO SMOKING" sign.
 - e. Mobile fuelers will be equipped with a minimum of two fire extinguishers at least 20 BC rated, each accessible from different sides.
 - f. Fueling pits & cabinets will be equipped with a minimum of two accessible fire extinguishers, each at least 20 BC rated. Fire extinguishers shall be inspected as recommended by the manufacturer or City fire codes.
 - g. Mobile fuelers will be equipped with an emergency cutoff system capable of overriding all other controls and stopping all fuel flow with one physical movement. Emergency fuel cutoffs should be boldly marked.
 - h. Mobile fuelers will also be equipped with a tank bottom outflow cutoff valve, which can block fuel flow in the event of piping rupture or valve failure.
 - i. Fuel tanks on mobile fuelers will be equipped with gasketed dome covers, which contain an emergency vapor pressure relief valve and are adequate to prevent fuel spillage during vehicle movement.
 - j. Electrical equipment, switches, and wiring on mobile fuelers, pits, and cabinets will be reasonably protected from heat, abrasion, or impact, which could be an ignition source.
 - k. Mobile fuel vehicles, pits, and cabinets will be equipped with bonding wires/clamps to facilitate prompt, definite electrical bonding connections to aircraft being fueled.
 - l. Fuel systems on mobile fuelers will have electrical continuity between all metallic or conductive components. Fuel systems on pits and cabinets will also have electrical continuity between all metallic or conductive components and, in addition, will be permanently grounded.
 - m. Fuel system piping on mobile fuelers, pits, and cabinets will be reasonably protected from impact/stress, which could cause fuel spillage.

- n. All fueling equipment is to be kept in good operating condition and free of fuel leaks.
- o. All nozzles on mobile fuelers, pits, and cabinets will have a deadman fuel-flow cutoff feature.
- p. Mobile fuelers will be equipped with a leak-free exhaust system terminating in a standard baffled muffler. Mobile fuelers will contain no feature that would allow fuel or concentrated fumes to contact exhaust system if overfilled.
- q. Mobile fuelers will be equipped with an integral brake safety interlock system or other device that will prevent the vehicle from being moved unless all fueling nozzles, hydrant couplers and mechanical lifts have been properly stowed. If the device is inoperative or the vehicle is unequipped with interlock braking system then wheel chocks will be used to immobilize the vehicle during fueling procedures.

Fueling and Defueling Aircraft

The provisions of this section shall be strictly enforced in all aircraft fueling operations.

The following general rules shall govern the refueling, defueling, oil service and sumping of aircraft, the placing of fuels in storage tanks or dispensers:

1. No aircraft shall be refueled or defueled while aircraft engines are running, or aircraft is being warmed by application of heat or while such aircraft is in a hangar or congested or enclosed space.
2. No person shall smoke or permit any open flames within 100 feet of any aircraft undergoing fuel service.
3. When malfunction of refueling equipment is detected, all refueling shall cease immediately and the malfunction remedied or the entire unit replaced. Any malfunction or irregularity detected on or within the aircraft being serviced will be brought to the attention of the aircraft owner or operator immediately.
4. Crews engaged in the fueling and defueling of aircraft, the filling of dispensing equipment, or dumping aviation fuels into storage shall exercise extreme caution to prevent spills. When spills occur, servicing will cease and spills will be absorbed with suitable material and removed by fueling crews.
5. Fueling pumps, meters hoses, nozzles, and fire extinguishers will be kept in excellent condition.
6. During fuel handling operations in connection with any aircraft, no less than two Carbon Dioxide or approved dry chemical fire extinguishers shall be immediately available for use in connection therewith.

7. No person shall perform, or allow performance, of any refueling operation during an electrical storm.
8. No person shall operate any radio transmitter or receiver, or operate any electrical switches or appliances, on or in an aircraft being fueled or defueled.
9. No person shall use any material or equipment during fueling or defueling of aircraft that is likely to cause a spark or ignition.
10. No person shall start the engine of any aircraft when there is any gasoline on the ground under the aircraft.
11. All hoses, funnels, and appurtenances used in fueling and defueling operations shall be equipped with an appropriate bonding device to prevent ignition of volatile liquids.
12. No aircraft shall be fueled or defueled while passengers are on board the aircraft unless a passenger loading ramp is in place at the cabin door of the aircraft, the aircraft door is open, and a cabin attendant is present at or near the open cabin door.
13. During refueling or defueling, fuel-handling vehicles shall be so placed as to be readily removable in the event of fire.
14. Each fuel-handling vehicle shall be conspicuously marked in letters of contrasting color with the word "FLAMMABLE" on both sides and rear of the cargo tank.

Compliance

Persons or organizations desiring to dispense fuel on the airport must receive written authorization from the Airport Manager. Persons authorized to dispense aircraft fuel on the airport are required to develop and submit an acceptable fueling agent manual which outlines to the airport manager the methods of fuel, oil and oxygen handling and storage operations. The manual must include procedures for the safe storage, dispensing, and handling of: aircraft fuel, oil and oxygen; fuel spills; bonding of aircraft and equipment; and the providing of fire protection.

A copy of Section 11 is to be provided to each fueling agent. Fueling agent training, tests, and inspections are to be recorded and those records made available to the Airport Manager or the Fire Marshall, City of Bridgeport.

The fueling agent manual must also include procedures to ensure that the fuel storage areas will be fenced, secured, placarded, and lighted to prevent unauthorized entry into these areas. Fuel dispensing vehicles will be stored in a secured area at all times.

The fueling agent procedures must further include a training program for all employees who receive or dispense fuel and other hazardous materials. All individuals dispensing fuel must be trained in aviation fire safety.

The fueling agent will certify on a yearly basis to the airport manager that sufficient personnel will be available to safely operate the fueling systems and to perform periodic checks / inspections essential to ensure that fueling systems are properly functioning.

All fuel facilities are inspected periodically by the fuel supplier and the general area is inspected daily by trained airport personnel listed under Section 14 of this manual. Primary daily inspection and quality control is the responsibility of the fueling agent(s) in accordance with their manual.

Inspections

The Superintendent of Operations or Operations personnel shall, at least every three months, inspect the physical facilities and operating procedures of all fueling facilities on the airport premises. He/she shall keep a record of the quarterly inspection of each facility for 12 consecutive calendar months. These inspections shall be conducted by the trained personnel noted above, who are listed on Exhibit 11B in this section. All inspection reports are kept for a minimum of one year from the date of issue at the Airport Operations Office. The inspection reports consist of two forms: (1) a Mobile Fueler Inspection Form (Exhibit 11C – Section 11), and (2) a Fuel Storage Inspection Form (Exhibit 11D – Section 11).

Inspection of Fueling Agents

Each fueling agent shall supply the Airport Manager with a copy of their training manuals with regard to fueling, and those manuals shall be kept in the operations office for inspection purposes.

Training

Fueling agent personnel operating on the airport are to be trained in the handling and storage of fuel, lubricants, and oxygen in accordance with the following:

1. At least one supervisor with each FBO engaged in handling and dispensing fuel at the airport will have completed an aviation fuel-training course in fire safety, which is acceptable to the FAA Administrator. Such an individual must be trained prior to initial performance of duties, or enrolled in an authorized aviation fuel training course that will be completed within 90 days of initiating duties, and receive recurrent instruction at least every 24 consecutive calendar months. All records concerning the training course and those persons who attended the course are maintained in the Airport Manager's office. If the supervisor meeting the requirements of FAR Part 139.321(e)(1) discontinues employment with the fueling agent, then the fueling agent must immediately identify to the Airport Manager a new supervisor who meets the same training requirements.

2. All other employees with each fueling agent who fuel aircraft, accept fuel shipments, or handle fuel will receive at least on-the-job training in fire safety from the supervisor who has completed an aviation fuel training course in fire safety acceptable to the Administrator. All new employees with each fueling agent will receive on-the-job training on fire safety from a qualified supervisor during their initial training program. Recurrent training will be accomplished on an annual basis.
3. Each fueling agent engaged in handling and dispensing fuel at the airport will submit certification of training to the Airport Manager once every 12 consecutive months. Certification statements will be maintained in the Airport Manager's office for 12 consecutive calendar months.
4. Fuel handler's training must contain as a minimum:
 - (1) Bonding
 - (2) Public protection
 - (3) Control of access to fuel storage
 - (4) Fire safety in fuel storage areas
 - (5) Fire safety in fuel trucks, fueling pits and fueling cabinets
 - (6) City of Bridgeport / Town of Stratford adopted fire codes

Under no circumstances shall the public or untrained or unauthorized persons have access to any fuel handling facility. All fuels and other combustible materials shall be stored inside the airport security fence.

Non-compliance

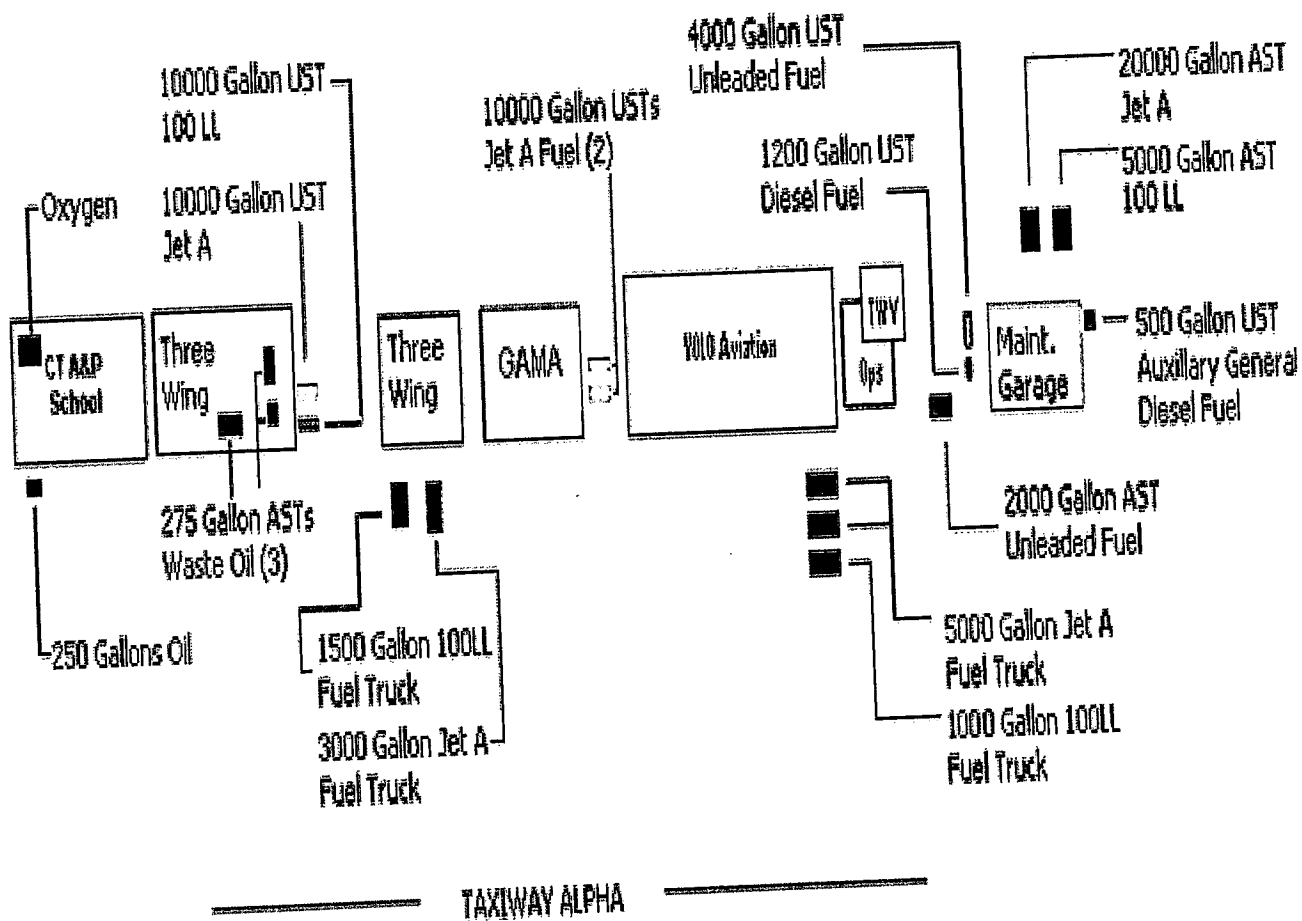
Should noncompliance with the requirements of this section be observed during any inspection of the tenant fueling facilities, those conditions are to be brought to the immediate attention of the fueling operator and the Airport Manager. Should the non-compliant condition pose a threat to persons or property on the airport, cessation of fueling operations is to be ordered until such time that the non-compliance item is corrected. Failure to comply with this section may result in the fuel-handling agent losing the privilege to accept or dispense fuel on the airport.

The Airport Manager is to notify the FAA Regional Airports Division Manager whenever fuel-handling cessation is ordered due to non-compliance, and corrective action cannot be accomplished within a reasonable period of time. The telephone number for the FAA Regional Communication Center is (781) 273-7001.

Reference to FAA Advisory Circulars

AC 150/5230-4A was referenced with regard to developing fuel storage and handling procedures at Sikorsky Memorial Airport.

EXHIBIT 11AI - HAZARDOUS MATERIAL LOCATIONS - TERMINAL AREA



AST = Aboveground Storage Tank
 UST = Underground Storage Tank

EXHIBIT 11AII - HAZARDOUS MATERIAL LOCATIONS - ATLANTIC RAMP

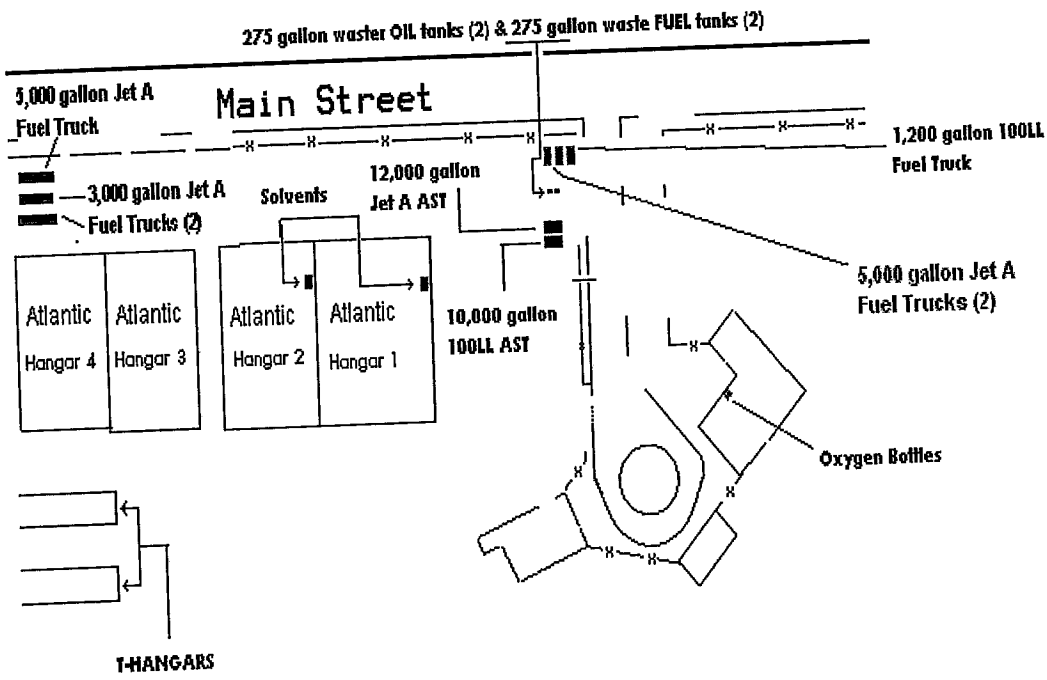


EXHIBIT 11B - FUEL HANDLING INSPECTION PERSONNEL

The following individual(s) are authorized to conduct, every three months, inspections of fueling facilities and vehicles at Sikorsky Memorial Airport:

- 1) Stephen D. Ford, Superintendent of Operations
- 2) Willie McBride, Airport Certification Specialist
- 3) Thomas Norko, Airport Certification Specialist
- 4) Jean Paul Chacur, Airport Certification Specialist
- 5) Kyle Hoffman, Airport Certification Specialist

EXHIBIT 11C - MOBILE FUELER INSPECTION FORM



MOBILE FUELER INSPECTION

Truck No.:

FBO: _____

DATE: _____

INSPECTED BY: _____

SIGNED: _____

Fuel Type:

QUARTERLY

INITIAL

FOLLOW UP

OTHER

	S-Satisfactory		U-Unsatisfactory		COMMENTS
	S	U	S	U	
No Smoking Signs					
Flammable Signs/Placards					
Fire Extinguishers(Min. two 20-BC)					
Emergency Cutoffs/Markings					
Bonding Cables					
Fuel Leaks					
Deadman Control					
Ignition Sources					
Evidence Of Smoking					
Piping Protected					
Condition Of Hoses					
Gasketed Dome Covers					
Vehicle Exhaust System					
Vehicle Lights					
Tires/Brakes/ Interlock System					
Vehicle Parking					
Fueling Procedures Observed					
Vehicle Radio Test					
Other Remarks:					

Is Follow-up Required? Yes No Date for Follow-up/Action: _____

Vehicle Status: In Service Out of Service

Reviewed By:

12. TRAFFIC AND WIND INDICATORS 139.323

- A. A lighted wind cone and segmented circle is located approximately 75 feet southeast of Taxiway Alpha, between Taxiway Hotel and Taxiway Charlie. All aircraft maneuvers being conducted are of the standard left-hand pattern except for runway 29, which has a right-hand pattern. The segmented circle conforms to guidelines found in AC 150/5340-5B. The wind cones conform to guidelines found in AC 150-5345-27D.
- B. A lighted supplemental wind cone for Runway 11/29 is located on the left side in the Runway Safety Area of the approach-end of Runway 11. This location is non-standard, therefore there is an approved modification to standard. A copy of the approved modification to standard is located in Exhibit 12A.
- C. Airport Operations shall inspect the wind cones daily and note the condition of the wind cones on the Daily Safety Inspection Checklist (Exhibit 14A / 14-3).
- D. Maintenance of the wind cones and segmented circle is performed by maintenance personnel, based on any discrepancies noted on the inspection checklist mentioned in paragraph C above.

EXHIBIT 12A – SUPPLEMENTAL WINDSOCK MODIFICATION TO STANDARD

MODIFICATION TO AIRPORT STANDARDS

NUMBER: 122

AIRPORT: Igor I. Sikorsky Airport, Stratford, Connecticut

DEVIATION SUMMARY: Install Supplemental Windcone less than 250 feet from Runway 11-29 centerline to avoid tidal ditch regulated as a wetland.

STANDARD: AC 150/5340-213B, Figure 1, Location of Supplemental Windcone.

DEVIATION: Locating the supplemental windcone at the required offset of 250 feet places it within the buffer area for a sensitive tidal ditch. By placing it at 240 feet, the environmental impacts are avoided without degradation of the information provided by the windcone. The proposed location is sited, longitudinally, in accordance with Figure 1, 1000 feet from the Runway 11 end.

JUSTIFICATION: The supplemental windcone is being proposed at the request of airport users. The existing wind indicators are not visible to pilots on Runway 11. Paragraph 306a(2) of AC 150/5300-13, Airport Design requires an Obstacle Free Zone (OFZ) of 400 feet (200 feet half width). The proposed siting is outside the OFZ. Table 3.3, note 4, of AC 150/5300-13 provides for a Runway Safety Area for Approach Category C, Design Group II of 400 feet (200 feet half width). The proposed siting is outside the safety area. The supplemental windcone will be frangibly mounted.

RECOMMENDED BY:

F. Craig Bailey 1/13/04
F. Craig Bailey
Senior Project Manager

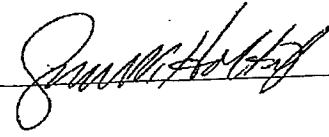
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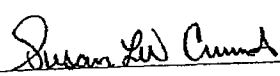
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Igor I. Sikorsky Memorial Airport
Modification to Standards No. 122

COORDINATION:

DATE:

for ANE-200  Jan 15, 2004

BOSFPO  1-21-04

APPROVED BY:  1-26-04
Vincent A. Scarano
Manager, Airports Division



Memorandum

11147775

08. December, 2003

Craig Bailey, Project Engineer
FAA/Airports Division
12 New England Executive Park
Burlington, Massachusetts, 01803

Re: Supplemental Wind Cone: Request for Modification of Standards
Taxiway Improvements: AIP 3-09-0002-16
Sikorsky Memorial Airport - Stratford, Connecticut

Dear Craig,

The design of the reference project includes the placement of a supplemental wind cone for Runway 11-29. According to Advisory Circular 150/5340-23B, the preferred location of this facility is 250 feet left and between 1000 and 1500 feet of the runway threshold (see figure 1, A.C. 150/5340-23B). At the Sikorsky Airport the runway offset location is compromised by the wetland limits of a tidal ditch and wetland, which runs approximately 253 feet left of Runway 11-29. Due to the fluctuation and limitation inherent in delineating a wetland, URS is applying for a modification of standards for the placement of the supplemental wind cone at a distance of 240 feet from the runway centerline. This ten foot difference from the standard will allow for all construction activity to occur outside the wetland limits; hopefully, reducing the environmental oversight of the overall project. The supplemental wind cone (FAA Specification L-806) will be placed on a frangible coupling and will not pose an unwarranted hazard to aircraft.

Sincerely,
URS Corporation,

Gerard W. D'Amico, P.E.
Senior Airport Engineer

Enc:

cc: John Ricci, Sikorsky
Gary Nash, URS

URS Corporation
P.O. Box 96
Roxbury, VT 05669-0096
Tel: 802.485.4735
Fax: 802.485.4735

4645

[sikorsky/taxiway1112]

DEC 16 2003

Airport Emergency Plan

Table of Contents

Description	Page
Intro and Participating Agencies	13-2
Aircraft Accidents and Emergencies	13-4
Bomb Incidents	13-5
Structural Fire Procedures and Fires at Fuel Farms and Storage Areas	13-6
Natural Disaster Procedures	13-7
Hazardous Materials and Dangerous Goods	13-8
Sabotage and Other Interferences	13-9
Movement Area Power Failures	13-10
Water Rescue	13-11
Emergency Medical Services	13-12
Medical Assistance Transport	13-12
Hospital and Medical Personnel	13-12
Medical Transportation Inventory	13-13
Disabled Aircraft Removal/ NTSB Guidelines	13-14
Crowd Control	13-15
Holding Facilities	13-15
Air Traffic Control Tower	13-15
Emergency Alerting System	13-15
Airport Employee Response	13-16
Review of Emergency Plan	13-16
Exhibit 13A - BDR Grid Map	13-17

13. AIRPORT EMERGENCY PLAN 139.325

In the event of an emergency situation at Sikorsky Memorial Airport, the Airport's Emergency Plan will be immediately activated as outlined in the ACM. The City's designated Emergency Management Coordinator will be responsible for implementing the provisions of this plan.

Sikorsky Memorial Airport falls under the auspices of the City of Bridgeport's current Emergency Operations Plan (EOP) that is prepared and maintained by the Office of Emergency Services. Copies of the City of Bridgeport Mass Casualty Incident Plan are on file in the Airport Manager's office. Response for all emergencies are channeled through the City of Bridgeport's Emergency Reporting Center (ERC) which is staffed 24 hours a day, seven (7) days a week. ERC personnel are responsible for determining the various agencies to be contacted based upon the nature of the emergency that arises. Formal "Letters of Agreement" regarding airport emergencies have been developed between the fire and police agencies involved and the City of Bridgeport Office of Emergency Services. These "Letters of Agreement" are kept on file in the Airport Manager's office.

<u>Participating Agencies</u>	<u>Telephone #</u>
FAA 24-hr Communication Line	781-238-7001 (New England Region) 718-553-3100 (Eastern Region)
Bridgeport Fire Dept.	203-367-5351 or 911
Stratford Fire Dept.	381-6969
Bridgeport Police Dept.	367-5351 or 911
Stratford Police Dept.	385-4100
Office of Emergency Management	576-8376
C-Med (Supervisor)	338-0762
FBI	203-777-6311 (24-Hours) 333-3512 (Monday-Friday)
State Police	203-696-2500
State Police, Aviation Division	860-537-7570
Chief Pilot	860-566-5377
Coast Guard	203-773-2400 468-4403
ATCT	203-378-4106
FAA-FSDO	860-654-1000
NTSB	973-334-6420
Department of Transportation	860-594-2000 (day / office)
Bradley State Police	860-627-3340
Bradley Fire	860-627-3360
Airport Management	203-576-8161
US Postal Service	332-5302
Bridgeport EMS	367-5351 or 911
Transportation Security Administration (TSA)	866-289-9673

- The airport ARFF vehicle(s) respond(s) to emergencies at the airport as noted in Section 13 and other sections of this manual.
- The Bridgeport Fire Department is responsible for the establishment of the airport on-site incident command center, based on the specific emergency.
- All areas of the airport that are impacted by the emergency are to be inspected, as indicated in Section 14 of this manual, subsequent to the emergency and prior to returning to normal operations. More specific actions and responsibilities are detailed in the “Letters of Agreement” in the “Airport Emergency Plan” dated March 1, 1992, and are also included within this section.
- A copy of the airport Grid Map is depicted in Exhibit 13A at the end of the section. BFD and ambulance will stage at the Maintenance Garage (G5), and Stratford Fire and EMS will stage at Taxilane Echo (G4).
- AC 150/5200-31A was referenced regarding the development of the Airport Emergency Plan for Sikorsky Memorial Airport.
- The Sikorsky Memorial Airport Emergency Plan has been distributed to all key departments and personnel.

1. Aircraft Accidents and Incidents

- A. Airport management will close all affected areas of the airfield as required. NOTAMs will be issued by airport management, and the FAA will be contacted directly by airport management or through the ATCT or AFSS. Airport management shall be in charge of the scene until relieved by a ranking official of the Bridgeport or Stratford Fire Department. Airport management shall report to the on-site command center to act as the airport liaison.
- B. During the hours that the ATCT is in operation, the ATCT controller will activate the ARFF alarm and notification through a direct line alarm hookup to the airport police booth, maintenance building, airport operation's office and Airport Manager's office. In addition, a direct line to the ERC will be activated by the ATCT controller.
- C. During the hours when the ATCT is closed or at any other time, airport personnel can activate the ARFF response by direct line to the ERC via a standard telephone line (203-367-5351 or 911), cell phone, or by two-way radios, either by a portable or by vehicle directly to the ERC. These radios are maintained in all emergency response vehicles and in the Airport Operations Office.

2. Bomb Incidents

A. Bomb Threat - General

Upon receiving a bomb threat, the individual receiving the call shall attempt to gather all information possible regarding the threat. Specifically, information listed below is sought:

- bomb location
- bomb description
- time and date
- source of threat
- other pertinent information

This information is presented to one of the Airport Certification Specialists, or other on duty personnel, and appropriate emergency response actions are initiated. When the threat is made at this facility, the individual involved is to be searched, detained, and arrested by local law enforcement authorities if the circumstances warrant. All appropriate agencies shall be notified of the occurrence of the incident as necessary, which shall include the TSA.

B. Bomb Threat - Airplane

When a bomb is discovered on an airplane, the aircraft shall be directed by the ATCT to the approach end of Runway 11 or the approach end of Runway 6, depending on runway in use and taxi time. All passengers shall be deplaned and evacuated at the discretion of the pilot-in-command.

The appropriate runway shall be closed and response agencies will be notified.

A command post shall be established under direction of the on-scene incident commander.

The airplane shall not be moved until a determination is made by the on-scene commanding officer that the threat has been negated.

C. Bomb Threat - Terminal, Ground Vehicle, or Other Airport Property

Upon notification of a bomb or the threat of a bomb being in any of the above locations, ATCT personnel shall be contacted immediately to initiate standard notification procedure. During non-tower operating hours, the individual discovering the threat shall notify the Bridgeport ERC.

A perimeter of 500 feet will be established surrounding the reported bomb location and the area will be evacuated.

A command post shall be established as appropriate. The airport shall remain closed until a decision is made by the on-scene Commanding Officer and airport management that safe operations can be resumed.

3. Structural Fire Procedures and Fires at Fuel Farms and Storage Areas

Upon receipt of notification or alarm, the on-duty airport personnel shall respond to the site to assist when possible and ensure the safety of airport operations during the incident.

Standard response notifications are made via radio or land line to the ERC, and response is undertaken by Bridgeport and/or Stratford Fire Departments in accordance with standard operating procedures for fire response by the City of Bridgeport Fire Department.

Areas affected by emergency vehicles or smoke will be closed accordingly.

4. Natural Disaster Procedures

At first warning of a natural disaster, the airport will coordinate with the City of Bridgeport Office of Emergency Services to provide an evaluation of the impact of the event.

All tenants and aircraft owners shall be notified to the extent practicable. All airport-owned buildings will be checked for security, and emergency supplies will be checked and replenished as necessary.

5. Hazardous Materials and Dangerous Goods

These emergencies are most appropriately responded to in the context of the City of Bridgeport Emergency Response Plan, which is on file at the Airport Manager's office. The following shall be immediately undertaken by airport personnel on duty:

- A. The ERC will be notified and an evacuation of the area directed immediately.
- B. Airport management or police and fire personnel on-site will notify to the extent practicable other airport tenants and employees.
- C. Protection of essential equipment will be arranged, if possible, by airport management.

6. Sabotage and Other Interference

The first responsibility under this or any other emergency condition is to provide a safe environment to people utilizing Sikorsky Memorial Airport. Standard notification to the ERC will be initiated by the ATCT personnel or, during non-tower operating hours, by the discovering individual.

Airport management will be in charge at the scene until relieved by a ranking officer of the Bridgeport Fire or Police Department or law enforcement agency having jurisdiction. In addition, the TSA shall be notified. Airport personnel will assist these agencies.

Affected areas are to be cordoned off at the direction of the on-scene commander. Airport management will ensure that the Air Carrier ramp area is secured. In consultation with the Incident Commander, airport personnel will notify airport tenants and operators of aircraft that are on the ground during the incident.

Aircraft and other facilities will be inspected / searched by their crews and Bomb Squad personnel as appropriate prior to operation of those aircraft, or occupancy of buildings, in case a second act of sabotage was initiated but not discovered. Airport management is to notify the agencies listed on page 13-1.

7. Movement Area Power Failures

Sikorsky Memorial Airport is equipped with a 100-Kilowatt emergency power generator. The generator is available to power the parking lot lights, airfield lighting system, airport beacon, fence line obstruction lights and wind cone indicator. In the event of a power failure and the emergency generator fails to function or the generator does not power equipment that affects air safety, the Airport Manager will ensure that appropriate NOTAMs are issued to inform air traffic and airport users of the power failures affecting aircraft movement areas. Sikorsky Memorial Airport cannot provide power during power failures to any NAVAID system or other airport facilities except the Operations Center.

In the event of power failure, the discovering individual is to notify immediately the Airport Manager or the Superintendent of Operations. Upon direction, the city electrician and/or United Illuminating will be contacted to initiate emergency repairs if necessary.

8. Water Rescue

Sikorsky Memorial Airport is located in a coastal wetlands area. Emergency response to this area is the responsibility of the Bridgeport or Stratford Fire Departments depending upon the location of the accident. The terrain in the wetlands area generally precludes the use of vehicles or vessels.

Upon report or observance of an accident in the marsh or water area, the Bridgeport ERC will be contacted. The ERC activates the standard Bridgeport Fire Department response and informs Stratford Fire Department as necessary. The ERC also contacts the Coast Guard Station and the Bridgeport Harbormaster. The Coast Guard has primary responsibility for water rescue. The Coast Guard Station is staffed 24 hours a day, seven days a week.

The City of Bridgeport has upon request or direction by the on-scene commander two former military LARK vehicles, one 21-foot rescue cruiser, and a 12 foot Zodiac rescue boat available for emergency response.

9. Emergency Medical Services

The ERC has a "fan-out" procedure that initiates calls to the appropriate emergency response agencies and medical facilities. The ERC has the ability to immediately activate the EOP. The agency responsible for coordination and dispatch of all Emergency Medical Response Teams to individuals or mass casualty incidents is the American Medical Response/Bridgeport Ambulance Service (AMR/BAS). C-Med is responsible for coordinating the transportation of casualties to area hospitals. In the event of a situation requiring activation of C-Med, the on-site C-Med activities are coordinated and directed by the senior medically-trained person who becomes the Triage Officer designated by the City of Bridgeport.

10. Medical Assistance Transport

Medical assistance is provided by the City of Bridgeport and Bridgeport Ambulance Service with qualified paramedics and Emergency Medical Technicians (EMT). Medical assistance is activated through the ERC which in turn has immediate direct communication links to AMR/BAS. AMR/BAS, based upon its mutual aid agreements with 14 area communities, provides emergency medical services and is able to order additional emergency medical personnel to the disaster scene. In addition, these same responding emergency medical service teams are capable of providing ground transport to area hospitals. C-Med maintains constant contact with all responding emergency medical teams and area hospitals through its Communication Center. All casualty transport activities are coordinated by the on-site Triage Officer and C-Med Communication Center. Emergency medical teams transporting casualties are radio-equipped for constant communication with the C-Med Communication Center or the assigned hospital. C-Med also has direct communication link for ordering an air medical evacuation (helicopter) of a casualty.

11. Hospital and Medical Personnel

C-Med is responsible for notification to area hospitals of a multiple casualty disaster. All other coordination regarding bed availability, injury status, and medical facilities capable of handling each particular casualty is also handled by C-Med. Due to the close proximity of Sikorsky Airport and its immediate surrounding area to the majority of the area hospitals (less than 15 minutes ground time), specialized medical personnel are not generally required at the disaster site.

Listed below are area hospitals which are involved in C-Med's disaster response planning.

Bridgeport Hospital	St. Vincent's Medical Center
267 Grant Street	2800 Main Street
Bridgeport, CT 06602	Bridgeport, CT 06606
Telephone 384-3566	Telephone 576-5171

- NOTE: Bridgeport Hospital is the only hospital in Connecticut with a Burn Care Unit

12. Medical Transportation Inventory

The following ambulance companies are part of AMR/Bridgeport Ambulance's Mass Casualty First Response for the City of Bridgeport area:

A. American Medical Response / Bridgeport Ambulance	30 units
Telephone 332-4080	
B. Nelson Ambulance	2 units
Telephone 333-9433	
C. Stratford EMS	3 units
Telephone 385-4060	
D. Trumbull EMS	3 units
Telephone (203) 261-3482	
E. LIFESTAR Helicopter	2 aircraft

In addition to the listed emergency medical transportation services, casualties not requiring immediate medical treatment at area hospitals can be transported by other means such as public, school, or private buses, and cars.

All notifications to the ambulance companies are via hotline through the Communication Center. C-Med has the capabilities of ordering additional units from outside the First Response Area if the number of casualties requires it.

13. Disabled Aircraft Removal / NTSB Guidelines

A. Disabled Aircraft / Degree

1. Non-structural problems, i.e., engine failure, blown tire, brake malfunction or similar situations are to be expeditiously handled by the FBO, including removal of the aircraft from movement or safety areas. No report to the FAA or NTSB is necessary.
2. Substantial damage in landing, takeoff, or taxiing must be reported to the FAA Communication Center. Notification to the NTSB is required if injuries or death occurs.

B. Removal of Wreckage

Wreckage is not to be removed prior to notification to the FAA and NTSB (in event of death). However, action may be taken to remove injured or trapped persons giving due care for the protection of wreckage from further damage or if protection of the public from injury is necessary or to prevent further damage to the wreckage itself. If neither FAA nor NTSB offices can be contacted, airport management is to make a judgment as to removal or displacement of the aircraft taking into consideration the need for public protection and airport safety needs. The Airport Manager will ensure attempts are made to record or document all available evidence (photographs, if possible) and take the necessary steps for removal.

1. The following is a list of support equipment or resources:

McClinch Crane, Inc.	259-8387 (7:00 am to 5:30 pm) 395-1099 (fax / 24-hour phone)
Smedley Crane Service Hallamore	203-562-6181 203-481-8833 617-767-2000 617-848-2277 (8:00 pm to 6:00 am) 617-858-8683 (8:00 pm to 6:00 am)
Mickey's Towing Breezy Point	336-3042 377-2092

- C. The following procedures shall be adhered to by the airport official in charge of the scene.

1. Require stand-by of ARFF and rescue vehicles.
2. Eliminate or reduce hazards or fuel spills by using extinguishing agents or by water flushing, if applicable.
3. Secure area.
4. Record or document aircraft condition and related accident information.
5. Have wreckage removed to a secure area.
6. Order clean up of the area after completion of removal operations.
7. Order or conduct a safety inspection of the area per Section 14.

14. Crowd Control

The Bridgeport and Stratford Police Departments, under a Letter of Agreement, will conduct crowd control activities. These agencies can either be contacted directly or through the ERC for assistance.

15. Holding Facilities

All uninjured passengers will be transported by the air carriers or may be escorted on foot to a designated holding area. The airport has a maintenance building that can be designated as a holding facility, which can accommodate persons uninjured or injured. A temporary morgue will be established at the maintenance garage located on the south side of the field near the Civil Air Patrol building.

16. Air Traffic Control Tower

During emergencies, constant communication and coordination will be maintained with the ATCT. Airport management stationed at the Command Center shall be the liaison between the ATCT and the command Center via hand-held Motorola FM radios, use of the Ground Control (121.9) frequency, or by telephone.

17. Emergency Alerting System

The Emergency Alerting System originates at the Air Traffic Control Tower (ATCT). ATCT personnel activate a dedicated local alarm system that initiates an ARFF response. Audible alarms are located in the Airport Manager's office, the police booth, the operations trailer, and the maintenance garage (inside and outside). The alarm further induces a tone signal, which is transmitted across an FM radio. The radio is continually monitored by on-duty ARFF personnel regardless of their location.

The ATCT also contacts the City of Bridgeport Emergency Reporting Center (ERC) through a direct line. The ERC in turn notifies the Bridgeport and Stratford Fire Departments, and a first assignment is dispatched.

During non-ATCT hours, the emergency response can be activated through the ERC by dialing 911 on any standard telephone, cell phone, or personnel can contact them by mobile or portable 2- way radio.

18. Airport Employee Response

All airport management personnel are to assist in emergency procedures, or to institute the same prior to arrival of ARFF.

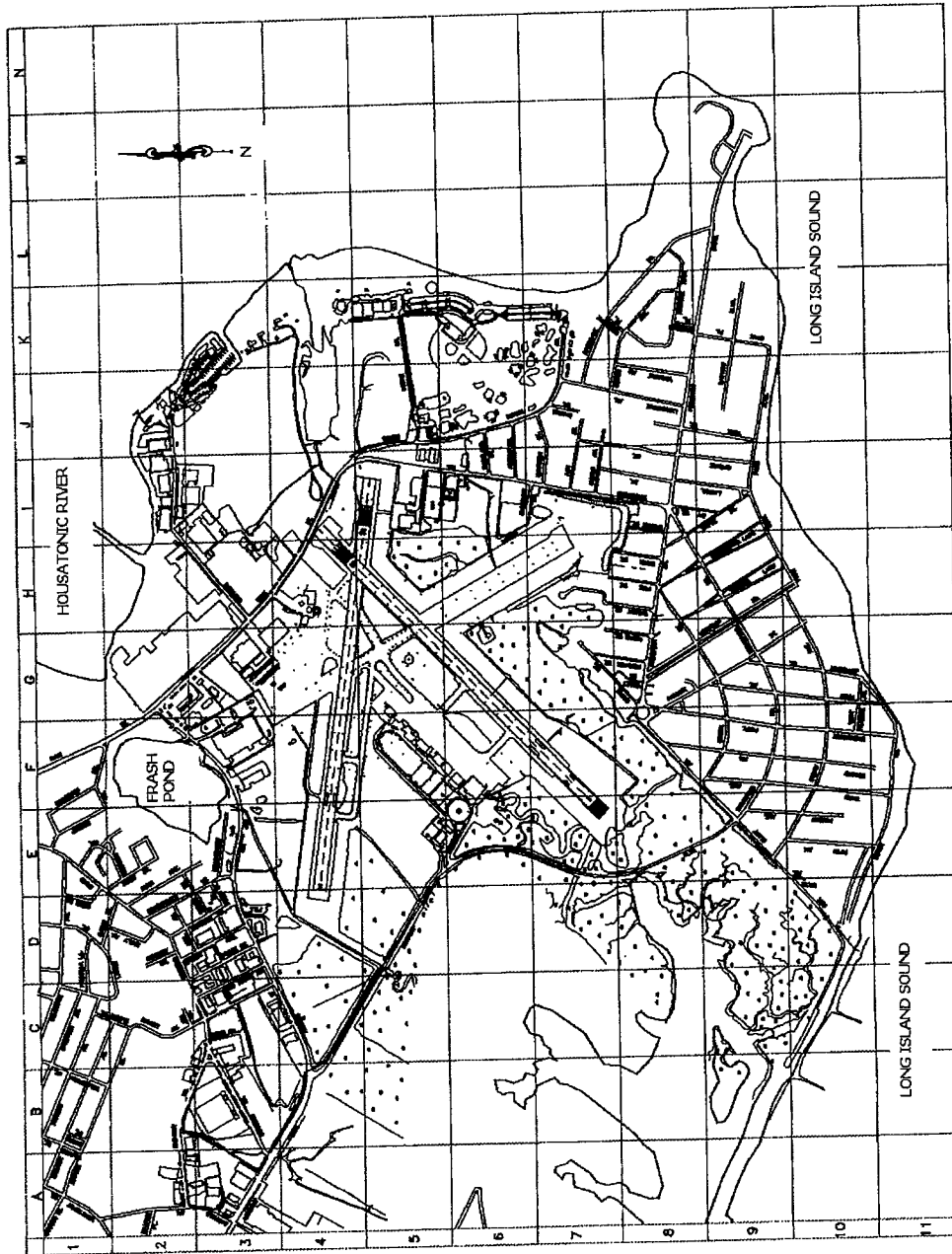
Airport Certification Specialists are to perform duties and responsibilities associated with the return of the airport to normal operating condition. Their role is to further coordinate and facilitate the emergency response, and act as airport liaison and representative until airport management instructs otherwise.

Airport maintenance personnel are to play a limited role in any emergency (i.e., crowd and vehicular control) and/or provide other assistance as directed.

19. Review of Emergency Plan

The Airport Emergency Plan will be reviewed to the extent practicable with the participating agencies at least every 12 months. A review of the AEP is due on an annual basis, and a record of the review will be retained in the offices of airport management.

EXHIBIT 13A – BDR GRID MAP



14. AIRPORT SELF-INSPECTION PROGRAM 139.327

A. The Airport Operations Personnel, Superintendent or Manager will make all inspections at the airport using a vehicle equipped with an ATCT radio and flashing light. The Airport Operations personnel will immediately schedule any condition not in compliance for repair via a written work order. He/she will also inform the Superintendent of any action requiring the assistance of non-airport staff.

B. Inspections will be made as follows:

1. Daily - Both runways, taxiways, commercial and General Aviation aprons, wind socks, and their lighting and reflector systems shall be checked daily. Airport Operations will use the supplied Daily Safety Inspection Checklist (Exhibit 14A / 14-3), to be filled out twice daily.
1. Unusual Conditions - Airport management or operations personnel will make a thorough inspection of the affected portion of the airport facility:
 - a. Immediately following an accident or incident.
 - b. When weather conditions could affect the safe operation of aircraft (snow, rain, hail, high wind, windblown debris or other weather conditions).
 - c. While construction work is going on at the airport, Airport Operations will inspect the facility each evening immediately after work has stopped for the day. He/she will verify that the contractor has left all areas in a safe condition. If operations personnel find any conditions that they feel pose a safety issue, they shall contact the contractor first and try to get it resolved. Then, if the issue is not resolved, he/she will contact the Airport Superintendent about the unsafe condition. If the Airport Superintendent deems that there is no way to correct the condition to make it safe, he/she will notify the Airport Manager, the air carriers, and put out a request through the FAA facility to issue a NOTAM on the unsafe condition.
 - d. If any other unusual conditions exist that warrants a thorough inspection of any portion of the airport facility.

C. Communicating Unsafe Conditions

Should the airport operations personnel discover any unsafe condition during their inspection, they will immediately issue a NOTAM through the Bridgeport AFSS, and then brief the following personnel as necessary on the condition, what corrective action is planned, and when the corrective action will be completed:

- The Superintendent of Operations
- The Airport Manager

The Superintendent of Operations will then brief the Airport Manager of the condition, corrective action, and time frame if necessary.

D. Assuring Qualifications of Inspection Staff

Only the Superintendent of Operations, or Airport Operations personnel who have been specifically trained in proper inspection procedures, shall make inspections of the airport facilities. While making these inspections, Operations personnel will strictly follow the procedures established by the Superintendent of Operations.

All Airport Operations personnel receive initial and annual recurrent training in the following areas:

1. Airport Familiarization.
 2. Airport Emergency Plan.
 3. NOTAM notification procedures.
 4. Inspection information contained within this section.
 5. Airfield Inspection Form contained within this section.
 6. Work Order Form contained within this section.
 7. Procedures for assessing movement areas.
 8. Procedures for filing discrepancies.
 9. FAR Part 139.327
 10. AC 150/5200-18C (Airport Safety Self Inspection).
 11. Driver Training:
- All candidates must be able to demonstrate that they can operate a ground vehicle safely on the movement area, and all associated ramps and aprons.

E. Correction of Unsafe Conditions

The Operations personnel making the inspections shall take prompt action to correct any unsafe condition that is discovered. The assistance of other city departments, if needed, will be requested through the Superintendent of Operations or the Airport Manager. If the conditions cannot be immediately corrected, Airport Operations personnel will issue a NOTAM through the Bridgeport AFSS.

F. Maintenance of Inspection Records

The Airport Operations personnel shall file and maintain for 12 months, written copies of all inspections. These records shall be made available for the FAA Airport Certification Safety Inspector. These records shall be kept on file at the Airport Manager's office.

Corrective action taken on each discrepancy found during the self-inspection shall be recorded and made available to the FAA. These records will be kept in the Airport Manager's office and maintained for a period of 12 months.

EXHIBIT 14A – DAILY SAFETY INSPECTION CHECKLIST



**Sikorsky Memorial
Airport
Daily Safety Inspection Checklist**

	Day	Night
Date		
Time		
Inspector		

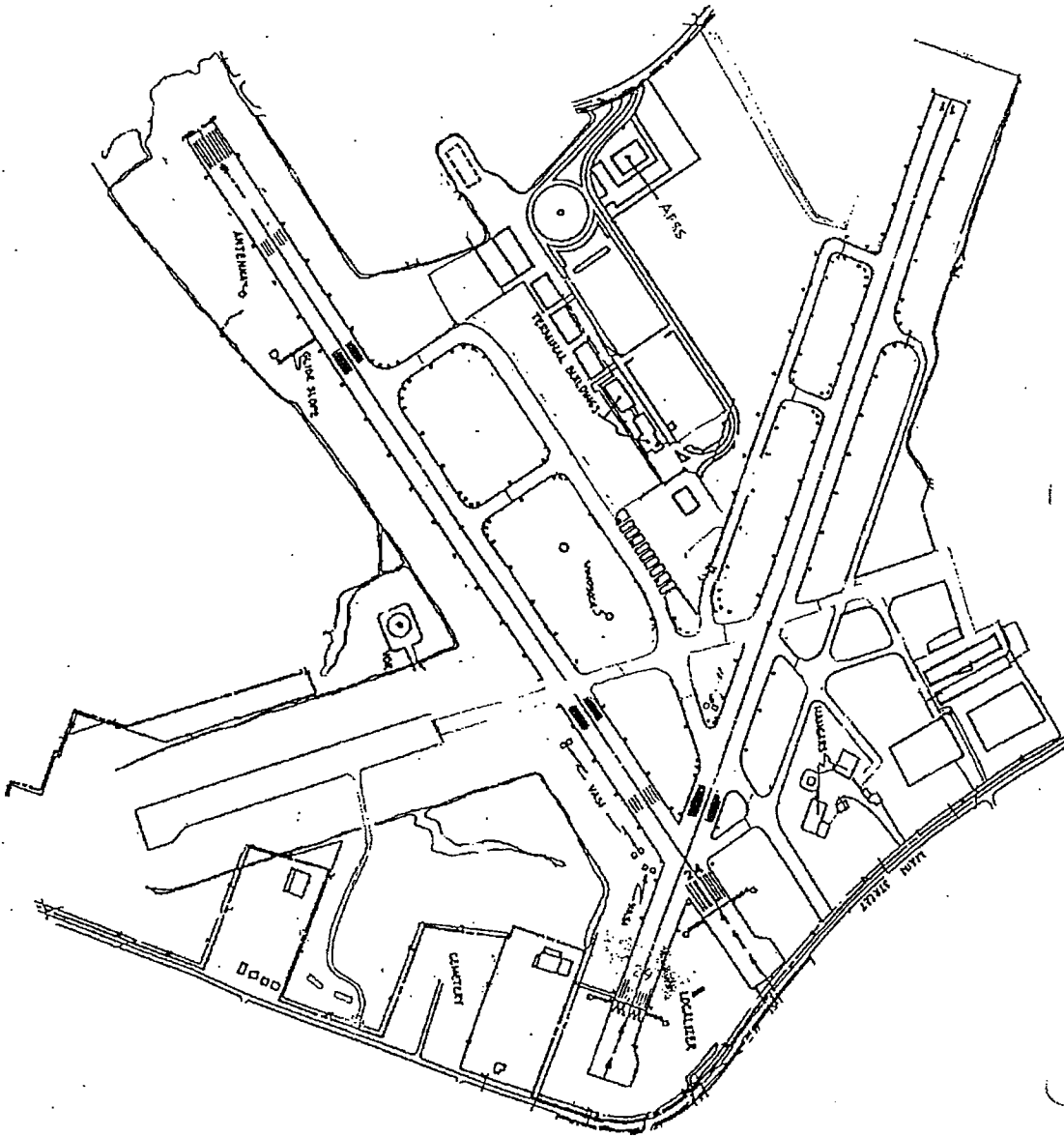
X = Unstisfactory
√ = Satisfactory

Areas/Items	DAY	NIGHT	CONDITIONS & CORRECTIVE ACTIONS NEEDED:	WORK ORDER #
Runway 6-24				
Runway 11-29				
Taxiway A				
Taxiway B				
Taxiway C				
Taxiway D				
Taxiway E				
Taxiway G				
Taxiway H				
Taxiway J				
Taxiway K				
Air Carrier & GA Ramp				
North Ramp				
South Ramp				
Obstructions				
FBO's				
ARFF Readiness				
Public Safety				
Nav Aids				
Notams in Effect:			Notes to Mgt.:	

Use Diagram on Reverse to Mark or Highlight Discrepancy or Areas of Concern

May-05

EXHIBIT 14B – DAILY SAFETY INSPECTION MAP



A. Limiting Access**1. Personnel and Equipment**

Pedestrians and ground vehicles authorized by Airport Management, to operate on movement areas and safety areas at the airport are limited to those pedestrians and vehicles necessary for airport operations and include the following type of vehicles:

- i. Airport owned vehicles equipped with ATCT radio. Airport owned vehicles equipped with a rooftop beacon.
 - a. FAA Airway Facilities vehicles authorized for maintenance of FAA NAVAIDs.
 - b. Authorized construction vehicles.
 - c. Fueling vehicles.
 - d. Tugs repositioning aircraft.
 - e. Non-crew, taxi certified mechanics taxiing aircraft.

Other individuals who need access to the movement areas are escorted by qualified personnel or required to complete the Airports Driver's Training and Licensing Program prior to operating a vehicle on the aircraft movement area. Copies of the Airport's Driver/Vehicle Regulations and Violation of Rules and Penalties are distributed to all employees authorized to operate a vehicle on movement areas or areas adjacent to movement areas.

2. Controls

Access to the AOA is controlled by fences and gates. Access through perimeter gates is controlled by access codes, electronic badges, or combination padlocks. Only persons authorized by Airport Management are issued electronic badge access. Airport Tenant managers are responsible for controlling pedestrians and ground vehicles in their respective leased areas that permit access to the AOA.

3. Gate Access

1.

2. Employee Access Policies

1. All employees on the airport must carry their airport badges while on the airport. Only the assigned owner of the badge shall be able to use it to gain access through security gate.
2. In the case a badge is lost or misplaced, the owner must notify airport operations staff immediately.
3. If an employee has forgotten their badge, they must contact airport operations staff for a temporary access card. Temporary access cards are issued for a specific period of time.
4. Employees are not allowed to share their airport badges.
5. All employees will visibly display their airport badges at all times while in the AOA.

Employee Escorting Procedures for Visitors without Access Cards

1. In order to prevent traffic congestion at the gate(s), prior communication will be made with the relevant airport contact to request permission for gate access.
2. All airport visitors without airport access privileges must be escorted, with direct supervision, by a valid airport badge holder while anywhere in the AOA.

Vehicle/Pedestrian Ramp Roadways

All vehicles and pedestrians shall comply with set ramp movement rules.

1. Obey all traffic control signs.
2. Yield to all aircraft.
3. Vehicles shall yield to pedestrians.
4. If unsure of proper procedures, STOP! Seek help from an airport employee or call airport operations office.
5. All airport badge holder pedestrian(s) and/or vehicles will remain clear of all movement areas at all times.

Any anticipated increase in vehicle and/or pedestrian traffic will warrant immediate notification of the airport operations staff.

B. Procedures for Ground Vehicle Operations

A Letter of Agreement with ATCT contains procedures for air traffic control of the airport movement area and is included in this section as exhibit 15A. Additional airport ground vehicle procedures are as follows:

1. Ground vehicles are required to operate under the procedures established by the Airport Management.
2. No vehicles shall be permitted on the airside unless:
 - a. It is properly marked and lighted, as outlined in 'FAA Advisory Circular 150/5210-5C, Painting, Marking, and Lighting of Vehicles Used on an Airport'.
 - b. It is in sound mechanical condition with unobstructed forward and side vision from the driver's seat.
 - c. It has operable headlamps and brake lights.
3. Operators of any radio equipped vehicles on the movement areas must be trained and familiar with airport radio procedures prior to operating on movement areas or safety areas.
4. Vehicle operators must obtain ATCT clearance before operating on the movement areas and safety areas during ATCT normal operation hours of 0630-2200L. Self announcing shall be utilized on the CTAF (120.90 MHz) during the hours of 2200-0630L.
5. Vehicle operators at all times must monitor the radio when on movement areas and safety areas adjacent to the movement area.
6. Aircraft have the right of way on movement areas and aprons. Vehicles are required to yield to all moving aircraft unless commanded otherwise by ATCT.
7. Movement areas or safety areas under construction shall be closed to aircraft operations if possible. Operators of construction equipment shall be briefed on their procedures for operating on or near movement areas.
8. In the event ground control frequency failure, clearance on the movement areas will be

via alternate Tower frequency (120.9 MHz). For complete ATC radio failure or vehicle aviation radio failure, other communication methods may be used including the airport communication radios or calling Tower at 378-4106 and as a last resort. Tower light gun signals may be used.

Any person who does not comply with any of the provisions of the Rules and Regulations will be subject to progressive penalties for repeat violations.

C. Training of Employee Authorized to Operate on the Movement Area and Safety Areas

BDR maintains a two-tiered airport drivers program. This program takes into account the nature of the operator's occupation and the level of knowledge required to perform that occupation safely. The two different classes of driver's licenses are Class-A and Class-B.

Class-A drivers have limited access to movement areas, and are allowed to utilize taxiways and cross active runways enroute to Atlantic Aviation, North Ramp, South Ramp, East Ramp, and the Main Terminal.

Class-B drivers have access to all movement areas and safety areas when properly cleared by ATCT.

The Airport Management has prepared a Driver's Agreement that is provided to all airport employees authorized to operate on the movement area and safety areas. In addition, to ensure that all employees, tenants, and contractors are familiar with the ground vehicle regulation and consequences of noncompliance, Airport Management has developed the following airfield drivers training program:

1. Training Curriculum

New employees authorized to operate a vehicle on the movement area and safety areas are required to successfully complete the Airfield Drivers Training Program which includes classroom training and on the job training covering the following subjects:

- a. Runway Incursions and Airfield Safety
- b. Definitions and Terms used on the Airport
- c. Vehicle Operating Requirements
- d. Airport Familiarization
- e. Airport Communications
- f. Airport Radio Communications and Procedures and Aircraft Operations
- g. Review of Airport Pedestrian and Ground Vehicle Procedures and Consequences for Noncompliance.

2. Testing

To ensure all employees, tenants, and contractors have the level of knowledge required to safely perform their duties on the movement areas, Airport Management mandates all airfield drivers must pass a written and practical drivers test based on the class of drivers license required.

3. Recurrent Training

Employees, tenants, and contractors with airfield driver's privileges are required to have recurrent Airfield Drivers Training every 12 consecutive calendar months conducted by Airport Management.

D. Consequences of Non-Compliance

Any person that does not comply with any of the provisions of the Rules and Regulations will be subject to progressive penalties for repeat violations. Penalties for failure to comply with the Airside Vehicle Driving Regulations shall be as follows:

1. Receipt of 3 warnings by an operator of a vehicle in any 12-month period will automatically result in suspension of airside driving privileges.
2. Suspension of airside driving privileges shall be no less than 1 calendar day and no greater than 5 calendar days.
3. Based on an evaluation of the circumstances or the severity of a particular incident or incidents, Airport Operations reserves the exclusive right to assess any penalty it deems appropriate at any time to any individual authorized to operate a vehicle on the airside without regard to prior operating history.
4. Airport Operations will provide a copy of all written warnings issued to an operator to the local manager of the company owning or in possession and control of the vehicle or vehicles involved in the violation.
5. Airport Operations shall require any individual involved in a runway incursion or other vehicle incident to complete remedial airfield driver training.

E. Maintain Records

1. Training

Airport Management maintains a description and date of training completed by each individual operating in the movement areas, safety areas, or aprons. Records are maintained for 24 consecutive calendar months after the termination of an individual's access to movement areas, safety areas and aprons.

2. Accidents/ Incidents

Airport Management maintains records of accidents or incidents in the movement areas and safety areas, involving air carrier aircraft and/or ground vehicles. Records of each accident or incident are maintained for 12 consecutive calendar months from the date of accident or incident.

EXHIBIT 15A - LOA – ATC CONTROL OF AIRPORT MOVEMENT AREAS

Bridgeport FCT and City of Bridgeport, CT

LETTER OF AGREEMENT

EFFECTIVE: June 17, 2010

SUBJECT: Control of Aircraft/Vehicular Traffic on Airport Ramps, Parking Aprons,
Non-movement Areas and Movement Areas

1. PURPOSE: This Letter of Agreement defines those ramps, parking areas, non-movement areas, and movement areas under the jurisdiction of the airport management and procedures utilized for such.

2. CANCELLATION: Bridgeport FCT/City of Bridgeport Letter of Agreement, Control of Aircraft/Vehicular Traffic on Airport Ramps, Parking Aprons, Non-movement Areas and Movement Areas dated April 15, 2008.

3. RESPONSIBILITIES: Airport Management shall be responsible by regulations for the control of all aircraft, vehicles, and personnel on all parking areas, service roads, ramps and taxiways not identified as a movement area.

4. PROCEDURES:

- a. City of Bridgeport regulations are contained in “Rules and Regulations” for Igor I. Sikorsky Memorial Airport operated by the City of Bridgeport, CT.
- b. Instructions received from the control tower for the express movement of aircraft and vehicles on ramps, parking areas, non-movement areas, and movement areas under the jurisdiction of the airport management are of an advisory nature only and do not imply control responsibility for those areas. Aircraft and vehicle operators remain responsible for the safe operation of their aircraft or vehicles.
- c. Airport Management shall provide the manager of the Bridgeport FCT a list of all vehicles authorized to operate on movement areas under the jurisdiction of the control tower.
 - 1) This list shall be included in this Letter of Agreement as Attachment “A” and shall be updated as needed by airport management.
 - 2) Vehicles not listed on Attachment “A” shall not be authorized on any movement area under the jurisdiction of the control tower unless previously coordinated or escorted by airport personnel.
- d. All vehicles operating on movement areas under the jurisdiction of the control tower shall be radio equipped and maintain constant two-way communication with the control tower on Ground Control frequency 121.75 MHz.
 - 1) Vehicles not radio equipped shall be escorted by airport personnel that have the capability of contacting Ground Control on 121.75 MHz.

- 2) Vehicles equipped with flashing lights shall have those lights activated any time they are operating on ramps, parking areas, non-movement areas, and movement areas after sunset or during periods of low visibility.
 - 3) The airport manager shall ensure that personnel operating vehicles/equipment on or adjacent to, movement areas are familiar with the airport layout and procedures for operating on an airport with an air traffic control tower.
- e. Airport personnel shall coordinate with the control tower prior to performing any duties or operating equipment adjacent to any movement areas and provide the following information:
- 1) A brief description of the operation they will be performing.
 - 2) The estimated time required to perform the operation.
 - 3) The call sign of the vehicle/person responsible for communication with the control tower.

5. ATTACHMENTS:

- a. Attachment "A": A list of all vehicles authorized to operate on any movement area under the jurisdiction of the control tower.
- b. Attachment "B": A map depicting BDR Movement Areas.

MIKE BLINDERMAN
Air Traffic Manager
Bridgeport FCT
Midwest Air Traffic Control Service, Inc.

JOHN RICCI
Airport Manager
Igor I. Sikorsky Memorial Airport

**ATTACHMENT "A" -- VEHICLES AUTHORIZED TO OPERATE ON MOVEMENT AREAS
UNDER THE JURISDICTION OF THE CONTROL TOWER**

1. AIRPORT MANAGEMENT:

RESCUE 1 - LIME GREEN OSHKOSH FIRE TRUCK #1
RESCUE 2 - LIME GREEN INTERNATIONAL FIRE TRUCK #2
RESCUE 3 - WHITE FORD EXPEDITION, OPERATIONS #3
RESCUE 4 - WHITE FORD EXPLORER (Supt. of Operations)

ALPHA 1 - WHITE CHEVY BLAZER (Airport Manager)
ALPHA 6 - YELLOW CHEVY DUMP TRUCK
ALPHA 7 - YELLOW FORD, PICK-UP
ALPHA 8 - YELLOW OSHKOSH DUMP TRUCK W/16' SNOW PLOW
ALPHA 9 - YELLOW WALTERS DUMP TRUCK W/16' SNOW PLOW
ALPHA 10 - OSHKOSH SNOW BLOWER (a.k.a. "Snow Blower 1")
ALPHA 11 - PAYLOADER (a.k.a. "Payloader 1")
ALPHA 12 - OSHKOSH RUNWAY BROOM (a.k.a. "Sweeper 1")
ALPHA 14 - FORD DUMP TRUCK W/12' SNOW PLOW
ALPHA 15 - YELLOW FORD RANGER PICK-UP
ALPHA 16 - KODIAK SNOW BLOWER (a.k.a. "Snow Blower 2")
TRACTOR 1 - RED GRASS CUTTING TRACTOR
TRACTOR 2 - ORANGE MOTT GRASS CUTTING TRACTOR
TRACTOR 3 - BLUE FORD GRASS CUTTING TRACTOR
TRACTOR 4 - YELLOW "ZERO-TURN" GRASS CUTTING TRACTOR

2. FAA (Airways Facilities, FSDO, Security):

ALL FAA (GOVERNMENT OWNED) RADIO-EQUIPPED VEHICLES ARE AUTHORIZED.

3. ATLANTIC AVIATION:

1 "Texaco" 100LL TRUCK
4 "Texaco" JET A TRUCKS
MAINTENANCE TUGS

4. THREE WING:

1 "PHILLIPS" 100LL FUEL TRUCK
1 "PHILLIPS" JET A FUEL TRUCK
MAINTENANCE TUGS

5. TEMPORARY CONSTRUCTION, SURVEY & OTHER VEHICLES:

ON A TIME -TO-TIME BASIS, AUTHORIZED WITH RADIOS.

6. GAMA AVIATION:

MAINTENANCE TUGS.

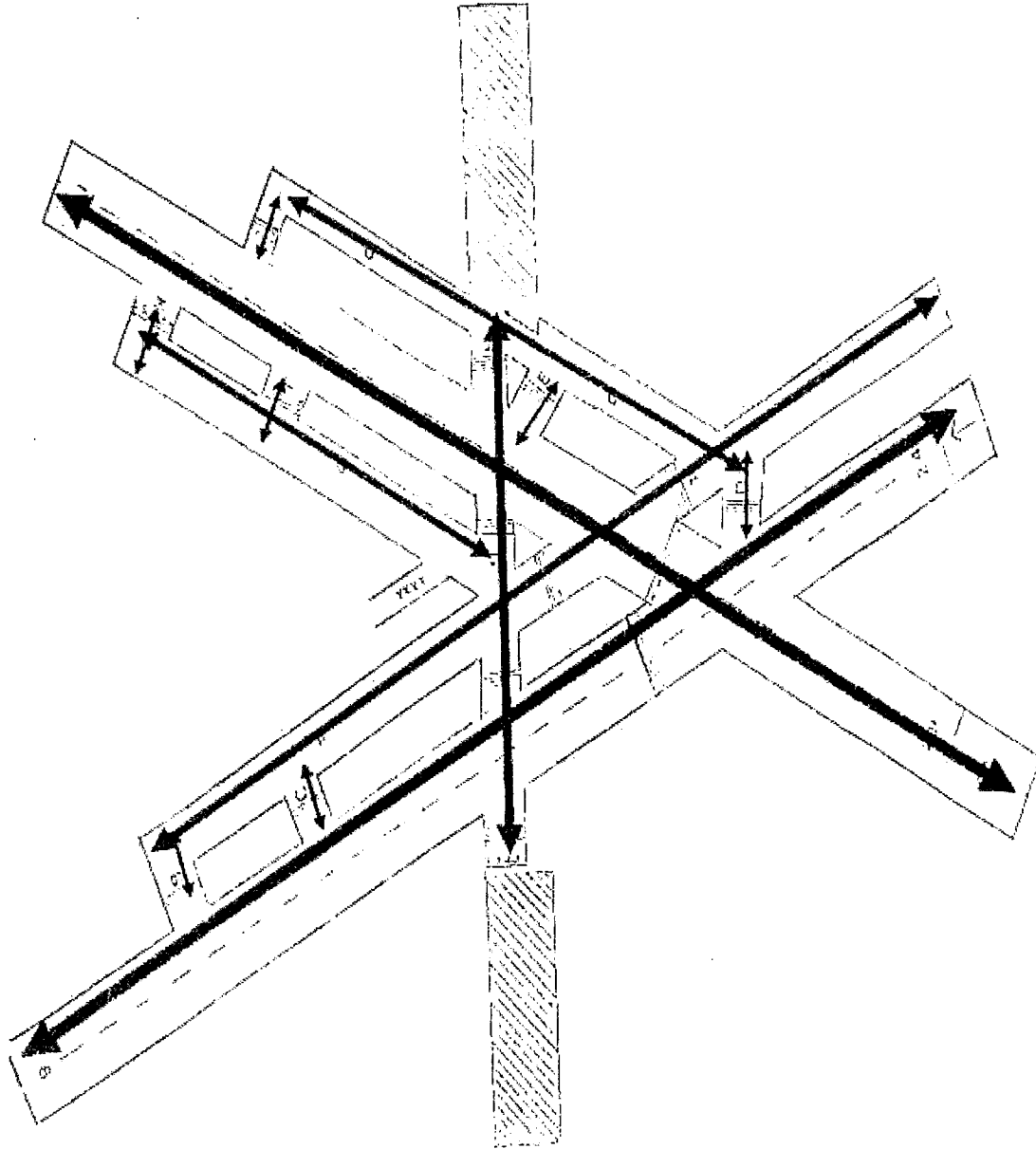
7. SIKORSKY AIRCRAFT FIRE DEPARTMENT:

Crash Trucks: Truck 5, Truck 7, Truck 16.

8. VOLO AVIATION:

1 "SHELL" 100LL TRUCK
2 "SHELL" JET A TRUCKS
MAINTENANCE TUGS

ATTACHMENT "B" – BDR MOVEMENT AREAS
MOVEMENT AREAS ARE DELINEATED WITH GREEN ARROWS



16. OBSTRUCTIONS & OBSTRUCTION LIGHTING

139.331

A. Existing obstructions or other improvements now located in the vicinity of the airport that penetrate the Part 77 Imaginary Surfaces are listed below and in Exhibit 15A. It is the policy of the Sikorsky Memorial Airport that no additional structures or other features, which constitute an obstruction, shall be allowed, subject to determination by the FAA. The Town of Stratford has adopted zoning ordinances reflecting Part 77.

B. Obstruction lighting at this airport includes the following:

- Glide Slope
- VOR
- Lighted Windsocks
- Anemometer for ATC
- Localizer
- Airport Beacon and Control Tower
- ASOS instruments
- East Ramp (Carney Aviation) hangars
- Main Street fence line

C. Maintenance of Obstructions and Obstruction Lighting:

Obstruction lights are inspected daily during the evening safety inspection conducted by the inspection personnel on duty. Inoperable obstruction lights owned by the airport will be replaced by airport maintenance personnel. For lights not under airport responsibility, airport management will notify the appropriate owner of any obstruction light not lighted. A NOTAM is to be filed for any obstruction light that is out.

Airport management is responsible for limiting growth of vegetation that penetrates FAR Part 77 surfaces. Airport management is responsible for restricting, removing, marking or lighting obstructions which are under the airport's control and which may penetrate a Part 77 imaginary surface.

D. AC 150/5345-43F and AC 150/5340-30B were referenced regarding all obstruction lighting at Sikorsky Memorial Airport.

E. Lighted Obstruction Exceptions:

Obstructions currently existing and identified on Exhibit 15A are taken from the most recent NOAA Obstruction Chart (OC) of Sikorsky Memorial Airport, dated May 2003. Since publication of the OC in 1994, certain obstructions have been removed or are no longer considered obstructions and are not shown on Exhibit 15A. The Airport Manager is responsible for reviewing the OC when a new revision is published. All obstructions within 20,000 feet of the runway surfaces and shown on Exhibit 15A are the responsibility of Sikorsky Memorial Airport with the exception of the following:

1. OBSTRUCTION LIGHTED: Light on the chimney approximately 1000 feet north of the approach end of Runway 24 is the responsibility of Allied Signal.
Contact: Stratford Army Engine Plant - Security
550 South Main Street
Stratford, CT
Telephone (203) 385-6633
2. OBSTRUCTION LIGHTED: Lights on the radio towers located approximately 8500 feet to the southwest of the Runway 11 approach end is the responsibility of Radio Station WICC.
Contact: Ed Butler
WICC Radio Station
Telephone (203) 366-6000
3. OBSTRUCTION LIGHTED: Lights on the smoke stack approximately 13,000 feet west of the approach end of Runway 11 is the responsibility of United Illuminating Company. Contact: Robert Parnell / Richard Stewart
PSEG Power Connecticut
Telephone (203) 551-6005 / 551-6021

17. PROTECTION OF NAVAIDS

139.333

- A. Sikorsky Memorial Airport is a Class IV airport and according to Part 139.203, is not Required to have a Protection of Navaids Section.

18. PUBLIC PROTECTION

139.335

A. Sikorsky Memorial Airport is a Class IV airport and according to Part 139.203, is not required to have a Public Protection Section.

19. WILDLIFE HAZARD MANAGEMENT PLAN 139.337

A. PURPOSE:

This plan addresses the requirements of FAR Part 139.337, Wildlife Hazard Management, as requested by the Federal Aviation Administration, for Igor I. Sikorsky Memorial Airport (BDR). This plan will be reviewed annually or more frequently as conditions merit, and shall be revised as necessary to keep the plan current. The plan establishes procedures for minimizing wildlife hazards to aircraft operations at Sikorsky Airport and requires immediate action be taken to alleviate wildlife hazards whenever they are detected. Procedures to immediately alleviate wildlife hazards include advisories to the Air Traffic Control Tower about hazards, runway sweeps to scare wildlife or depredation.

B. ACRONYMS

AOA	Aircraft Operating Area
APHIS	Animal and Plant Health Inspection Services
ATCT	Air Traffic Control Tower
BASH	Bird/Wildlife Air Strike Hazard
BDR	Igor I. Sikorsky Memorial Airport
CFR	Codes of Federal Regulation
CGS	Connecticut General Statutes
CT DEP WD	Connecticut Department of Environmental Protection, Wildlife Division
CT DW	Connecticut Division of Wildlife
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
IWDM	Integrated Wildlife Damage Management
MBTA	Migratory Bird Treaty Act
MOU	Memorandum of Understanding
NWRC	Nation Wildlife Research Center
T & E	Threatened and Endangered Species
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Services
WHA	Wildlife Hazard Assessment
WHMP	Wildlife Hazard Management Plan
WS	Wildlife Services

C. DEFFINITONS:

Wildlife Patrol Personnel: Persons delegated to have the authority to conduct harassment or removal of wildlife on Sikorsky Memorial Airport. This includes airport operations, USDA Wildlife Services, or a Private Contractor.

Wildlife Sweep: Wildlife survey of the airfield to look for the presence of wildlife.

Progressive management techniques: Part of integrated wildlife management on the airfield. A stepped plan of harassment to depredation will occur using this method. First attempt at harassment will be chasing with vehicles/horn or sirens. Second attempt at harassment will be use of pyrotechnics. Third will be lethal removal of wildlife.

D. RESPONSIBLE OFFICE:

Sikorsky Memorial Airport, under the supervision of the Superintendent of Operations, is responsible for the duties and responsibilities of the Wildlife Hazard Management Plan. The following list of personnel can also carry out the plan.

<u>Name</u>	<u>Title</u>	<u>Phone</u>
<u>Steve Ford</u>	Superintendent of Operations	(203) 576-8162
<u>Thomas Norko</u>	Airport Certification Specialist, Wildlife Coordinator	(203) 576-8163
<u>Willie McBride</u>	Airport Certification Specialist	(203) 576-8163
<u>Jean Paul Chacur</u>	Airport Certification Specialist	(203) 576-8163
<u>Kyle Hoffman</u>	Airport Certification Specialist	(203) 576-8163
<u>Frank Wasylink</u>	Licensed CT Nuisance Wildlife Control Operator	(203) 877-0834
<u>Donald Wilda,</u>	USDA Wildlife Services, District Supervisor	(413) 253-2403 ext. 4
<u>Timothy Cozine,</u>	USDA, Wildlife Services, Staff Wildlife Biologist	(413) 253-2403 ext. 3
<u>Adam Maikshilo,</u>	USDA Wildlife Services, Wildlife Technician	(413) 687-4108 cell
<u>Erik Shaffer,</u>	USDA Wildlife Services, Wildlife Technician	(413) 658-4446 cell

E. COMMUNICATIONS:

Training of the wildlife control personnel in the proper communication methods and airfield safety will be conducted by Sikorsky Operations personnel prior to providing access to the airfield. This training will include airport familiarization, communication protocol, and a driving test on the airfield. Badging and training will be renewed annually. All Wildlife patrol personnel will obtain proper badges and display them on their person prior to allowing for driving privileges on Sikorsky Memorial Airfield.

Wildlife Patrol personnel will maintain communications with the Air Traffic Control Tower via Motorola radio, VHF, or cell phone and shall report any unusually hazardous wildlife activity (such as large flocks flying toward or over the airfield) or conditions (such as major new wildlife attractants) on the airfield, including wildlife strikes. Input will come from all airport departments as to possible wildlife hazards.

Wildlife Patrol personnel will coordinate with ATCT in the event that hazing or harassment of wildlife is necessary. All communications of these actions on movement areas will be conducted via ground frequency 121.75.

Wildlife Patrol personnel will maintain a ground frequency radio in the vehicle used during wildlife patrols of the airfield to maintain contact with the ATCT. Wildlife Patrol personnel will contact ATCT to gain access to movement areas of the airfield during wildlife control activities and will contact the ATCT before proceeding with harassment or depredation to prevent the movement of wildlife in the path of aircraft in pattern. Wildlife Patrol personnel will obtain an airport radio from Sikorsky Memorial Airport operations to allow for quick communication between operations and WS, or private contractor.

F. AUTHORITY:

All personnel employed by the airport are responsible for the monitoring of wildlife on Sikorsky Memorial Airport, however, direct control of wildlife is delegated to the Superintendent of Operations and Airport Operations Staff. Tenants of the airport, maintenance staff, and ATCT personnel will report observations of wildlife to airport operations staff. Airport operations staff will immediately respond to the report by harassing or depredation of wildlife on the airfield.

Additionally, Sikorsky Memorial Airport can further delegate wildlife control by enlisting the assistance of USDA Wildlife Services, or a private contractor, to control wildlife on Sikorsky Memorial Airport. At

times when USDA Wildlife Services, or private contractor is not on site, airport operations will respond to reports of wildlife on the airfield.

Currently Sikorsky Memorial Airport is engaged in a 12 month cooperative service agreement with USDA-Wildlife Services to provide a Wildlife Technician to conduct surveys, harassment, and operational control to aid in wildlife hazard management at the airport. WS will meet with operations staff to provide updates after each visit. These updates will allow airport operations to concentrate efforts to alleviate wildlife attractants while WS is not on site. This agreement runs from June 1, 2010 to May 31, 2011 and may be renewed as needed. The cooperative service agreement between Sikorsky Airport and USDA WS will be reviewed at the end of the year to determine whether the airport will continue services with WS or open wildlife control at the airport to the private contractor.

G. WILDLIFE HAZARD ASSESSMENT:

The United States Department of Agriculture, Animal and Plant Health Inspection Service, Wildlife Services (WS), conducted a Wildlife Hazard Assessment (WHA). This one-year evaluation of wildlife species, hazards, and recommendations at Igor I. Sikorsky Memorial Airport was conducted from August 2007 to July 2008. A WHA was requested by FAA to be conducted at this airport because of FAR 139.337 Sec. D (4). Sikorsky Memorial Airport has had observations of wildlife in size or in number that have access to any airport flight pattern or aircraft movement area. This wildlife is capable of causing an air carrier aircraft multiple wildlife strikes, an air carrier aircraft could experience substantial damage from striking wildlife, or an air carrier aircraft could have an engine ingestion of wildlife. Sikorsky Airport Operations staff will continue to monitor wildlife activity on a regular basis, through airfield inspections and wildlife sweeps. Records of this monitoring will aid in maintaining an up-to-date WHA. Sikorsky Memorial Airport will request assistance for recommendations as conditions change.

H. WILDLIFE INVENTORY:

Sikorsky Memorial Airport is located on the coast of Connecticut in the Town of Stratford. The airport is surrounded on the West and Southwest by saltwater tidal flats owned and managed by the U.S. Fish and Wildlife Service as a unit of the Stewart B. McKinney National Wildlife Refuge. These saltwater tidal flats provide habitat to a variety of wildlife, have limited access to recreation, and are fronted by a barrier beach. To the North and Northwest of the airport are residential, commercial and industrial areas which comprise much of the Town of Stratford. Frash Pond, a large fresh water body is also located to the north of the airfield. To the South and Southeast, is the suburban residential neighborhood of Lordship. East of the airfield, there is a municipal leaf composting facility, a tidal estuary, and Short Beach Park, which includes a golf course, beach and recreation area. The greater Bridgeport area is comprised of congested urban and suburban neighborhoods, high rise buildings and a network of highways, bridges.

1. Birds:

The coastal location of Sikorsky Memorial Airport on Long Island Sound and surrounding protected tidal estuaries provides habitat for many shorebird, wading bird and waterfowl species as well as a host of other migratory species as listed below (list provided by WS WHA). Bird numbers and bird activity were highest in the first two hours after sunrise and the first two hours after sunset, low tides, and during fall and spring migration.

American Bittern	American woodcock	brown-headed cowbird
American black duck	Atlantic Brant	blue jay
American crow	belted kingfisher	barn owl
American goldfinch	barn swallow	Canada goose
American green-wing teal	black bellied plover	cattle egret
American kestrel	black-capped chickadee	chipping sparrow
American robin	black-crowned night heron	chimney swift

common grackle
cooper's hawk
common merganser
common nighthawk
common snipe
dark-eyed junco
double crested cormorant
Eastern kingbird
Eastern meadowlark
Eastern wild turkey
European starling
fish crow
gadwall duck
great black backed gull
great blue heron
great egret
glossy ibis
gray catbird

herring gull
horned lark
hooded merganser
house sparrow
house wren
killdeer
lesser yellow legs
mallard duck
marsh wren
merlin
mourning dove
monk parakeet
mute swan
Northern cardinal
Northern flicker
Northern harrier
Northern mockingbird
osprey

peregrine falcon
rock pigeon
ring-billed gull
red-tailed hawk
red-winged blackbird
Savannah sparrow
sharp shinned hawk
short billed dowitcher
semi-palmated plover
semi-palmated sandpiper
snow bunting
snowy egret
tree swallow
turkey vulture
tufted titmouse
willet
white winged scoter

2. Mammals:

The location of Sikorsky Memorial Airport on Long Island Sound and surrounding tidal estuaries provides habitat for many mammal species. Areas of dense vegetation are favorable for a wide variety of mammalian species. Mammal activity was observed to be the highest in the first two hours before sunrise and the first two hours before sunset and throughout the night.

domestic cat
domestic dog
Eastern cottontail rabbit
Eastern coyote
gray squirrel
muskrat
raccoon

red fox
striped skunk
Virginia opossum
white-footed mouse
White-tailed deer
woodchuck

3. Reptiles and Amphibians:

The location of Sikorsky Memorial Airport on Long Island Sound and surrounding tidal estuaries and freshwater wetlands provides habitat for a few reptile and amphibian species. Reptile and amphibian activity was observed to be the highest during the day and evening hours.

Eastern painted turtle
diamond back terrapin

common snapping turtle
spring peepers

I. WILDLIFE HAZARD TO AIRCRAFT IN THE UNITED STATES:

Increasing worldwide environmental awareness has resulted in more attention being placed on protecting wildlife populations and habitat. Due to successful wildlife management programs, wildlife populations have increased dramatically over the past 20 years. The frequency of air travel has also increased dramatically resulting in serious threats to aircraft and human safety due to wildlife collisions with aircraft.

Over 400 people have been killed in plane crashes due to wildlife strikes since the beginning of air travel. Any species of wildlife that is capable of crossing the runway or flying in conflicted airspace can be a threat to aircraft and human safety. Wildlife often collide with aircraft, causing damage to engines and other parts or reducing pilot visibility. Also, pilots may attempt to avoid birds or mammals during operations and go off the runway or brake heavily, damaging aircraft or injuring passengers.

Wildlife problems at airports are becoming increasingly recognized as important by the FAA, airports, the U.S. Military, and private airlines. This is highlighted by the crash landing of U.S. Airways Flight 1549 into the Hudson River after striking a flock of Canada geese in January 2009.

Ninety-five percent (95%) of all bird strikes occur below 3,000 feet AGL; 50% occur below 100 feet AGL, on takeoff run or landing roll (USAF Report, 1998). Thus, airports are the logical setting for focusing efforts to reduce wildlife strikes. Airports are concerned with the area from the surface up to 3,000 feet AGL and 10,000 feet horizontally surrounding runways where aircraft collisions with wildlife are most likely to occur. Airports are also concerned with any land use practice that attracts hazardous wildlife within five statute miles of the approach and departure ends of any runway, or that could cause birds to fly through this airspace. FAA has cited these criteria in Advisory Circular 150/5200-33b (Hazardous Wildlife Attractants On or Near Airports; <http://www.faa.gov/arp/pdf/5200-33.pdf>). Increased numbers of flights; faster aircraft speeds; and larger, quieter engines have likely contributed to the dramatic increase in the number of bird strikes and the average cost per strike.

It is difficult to provide accurate statistics on wildlife strikes because it is estimated by FAA that less than 20% are reported. Nevertheless, damage caused by wildlife strikes worldwide is estimated at \$1 billion annually. Each year in the United States, the civil Aviation industry loses approximately 500 million dollars due to wildlife strikes. In general, 10% of all wildlife strikes do damage to lights, landing gear, engines, wings, radar or other parts of the aircraft (Transport Canada, 1998). Most bird strikes (over 55%) worldwide involved gulls.

J. WILDLIFE HAZARDS TO AIRCRAFT AT SIKORSKY MEMORIAL AIRPORT:

The probability of a wildlife-aircraft collision is influenced by two factors: the level of aircraft activity and the level of wildlife activity. Sikorsky Memorial Airport has an annual average of over 79,000 aircraft operations. According to the Connecticut Ornithological Association, Avian Records Committee of Connecticut, there are 423 species of birds that inhabit or migrate through Connecticut (COA, 2006). Connecticut is within the Atlantic migratory flyway and coastal Connecticut is a significant stopover or wintering area numerous migratory bird species. Three species of gulls have been observed at Sikorsky Memorial Airport (gulls are the most commonly struck group of birds as noted above). Other birds that are commonly involved in damaging bird strikes, such as ducks, cormorants, Canada geese, and European starlings are also found in large numbers on and around the Airport.

Threats of wildlife will always be present at Sikorsky Memorial Airport due to the lack of a complete perimeter fence, the habitat that surrounds the airport, and the number of aircraft operations. Large mammals such as white-tailed deer, red fox, and coyote were found in elevated numbers during the WHA

and can easily gain access to the airport by walking around the ends of fencing. Water barriers are often enough to keep out people, but wildlife have no troubles passing through wetlands or across canals.

The following is a breakdown of the most commonly occurring hazardous wildlife species found during the WHA.

1. Birds

As determined by the WHA, the most commonly occurring species was the American black duck and the area around Sikorsky Airport represents an important wintering ground for this and other waterfowl species. Ducks in general were the most commonly observed bird group observed at Sikorsky and represent a significant strike hazard due to their numbers, flocking behavior, high flight speed and dense body mass. Other waterfowl observed on and around the airfield in significant numbers were Canada geese, gadwall, and mallard ducks, and hooded mergansers. As a group, ducks, geese and other waterfowl comprised 41% of all wildlife observed during the WHA.

European starling and blackbirds were the next most common group observed representing 29% of all wildlife observed. Starlings, common grackles and red-winged blackbirds were the 2nd, 5th and 6th most common species during the WHA. European starlings frequent the airport year-round, but numbers are higher during the months of May and June. They have a tendency to use short grassy areas for feeding, various airport structures for nesting, and shrubby areas for roosting. Starlings and blackbirds are considered a hazard to aircraft because of their flocking behavior and high body densities.

Gulls, particularly herring and ring-billed gulls, represent a significant threat to aviation safety at Sikorsky Airport. Gulls are a medium to large sized birds that frequent coastal areas and often utilize coastal airports for feeding and loafing. There are a number of herring gull nesting colonies on rooftops in the industrial complex west of the airport and during the nesting season, gulls often cross the airfield to access feeding areas.

Due to the presence of tidal estuaries on and adjacent to the airport, large wading birds such as herons and egrets and small flocking shorebirds such as plovers and sandpipers are often observed. These species create a threat due to large size and slow flight or flocking behavior respectively.

Other small birds also frequent the airport in relatively low numbers, including swallows, sparrows, American robins, warblers and other songbirds. Due to their relatively small size, low numbers, and lack of flocking behavior, these birds are considered a lower risk to aircraft safety than the aforementioned birds. However, they do cross the runways and taxiways, and are therefore capable of colliding with and damaging aircraft.

2. Mammals:

White-tailed deer are the most hazardous mammal present on Sikorsky Memorial Airport. According to the FAA strike database deer are one of the most commonly struck terrestrial mammals. White-tailed deer activity was highest on Sikorsky Memorial Airport during the fall and winter months, however suitable habitat on the airfield allows for deer to be present year-round. A lack of a complete perimeter fence compounds the threat by allowing deer unlimited access to the airfield.

Canids, such as the Eastern coyote and red fox, are the second most hazardous mammal present on Sikorsky Memorial Airport. These animals are primarily nocturnal, and are present on the airfield year round. These animals will be most active during the breeding season and just after the pups have left the den site. The breeding season for canids starts in late January and pups will be taught hunting techniques by adults throughout the summer months. Habitat and a lack of perimeter fence compound the threat of strikes by allowing canids easy access to the airfield.

Medium and small sized mammals such as rabbit, voles, and mice are not likely to cause damage to an aircraft if struck. However, these small mammals act as an attractant to larger predators. Controlling small mammal populations may reduce the attraction to larger predators such as owls, hawks, coyotes and fox. The presence of small mammals does pose a threat to aviation. Woodchucks are present on Sikorsky Memorial Airport, and these small mammals can damage underground electrical wiring causing costly repairs to lighting and other equipment on the airfield. Furthermore woodchuck burrows are often used by other mammals, and are often dug out by fox and coyote for den sites. Raccoons, skunks, coyotes and are also rabies vector species and may pose a serious health threat to ground personnel. A primary method of small mammal and rodent control is habitat management, such as grass control and eliminating dense vegetation. Sikorsky Airport maintains rodent populations by grass height management.

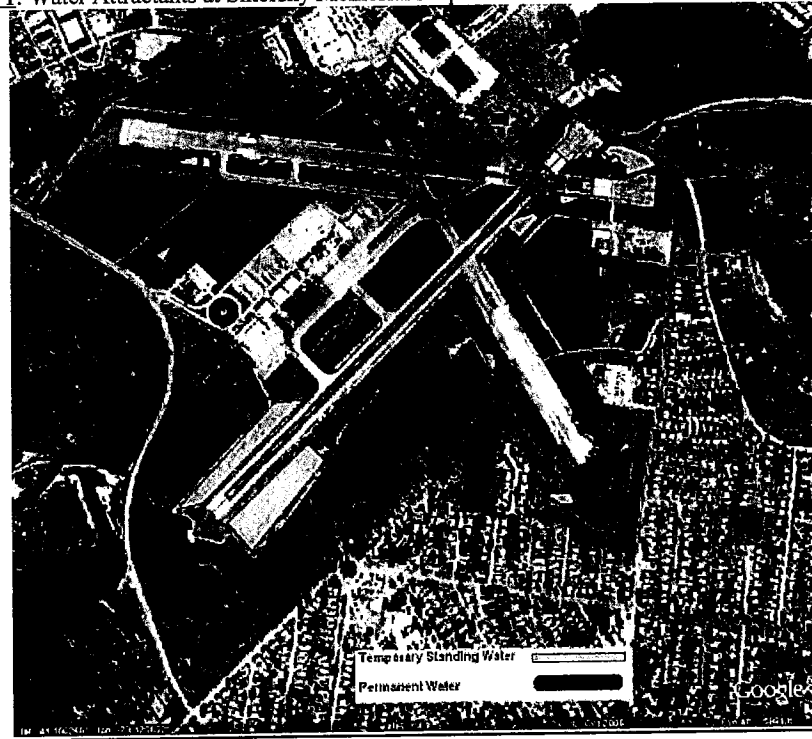
K. WILDLIFE ATTRACTANTS:

Wildlife attractants on and around Sikorsky Memorial Airport have been categorized as follows: standing fresh water, intertidal wetlands and mudflats, terrestrial vegetation, insects, rodents, manmade structures, and waste handling facilities. This section identifies the wildlife attractants found at Sikorsky Memorial Airport.

1. Standing Water

Small pools of temporary standing fresh water on runways, taxiways, ramps, and uneven grassy areas exist on Sikorsky Memorial Airport for variable lengths of time after precipitation or snow melt. Shallow pools of fresh water attract birds, especially gulls and waterfowl, to areas on or adjacent to aircraft movement areas, where they pose a direct hazard to aircraft. Areas of standing water are located on Figure 1. Areas shaded in light blue represent areas of temporary standing water on the airfield, while areas shaded in dark blue represent permanent wetland areas. Areas of temporary standing water can be identified in the following areas: (1) North Forty, (2) East of Runway 24 between Runway 29 approach and Taxiway Hotel / South Ramp.

Figure 1: Water Attractants at Sikorsky Memorial Airport.



2. Intertidal Wetlands and Mudflats:

Intertidal wetlands and mudflats surround much of Sikorsky Memorial Airport, see Figure 1. Most of the wetlands lie west of the airport and are shown as most of the permanent water features around Sikorsky Memorial Airport. These wetlands are under the management of the USFWS Stewart B. McKinney Wildlife Refuge and are protected limiting the kinds of management activities allowed. These salt marsh habitats are one of the most productive in the world, rivaling rainforests. This results in these areas being extremely attractive to a wide variety of wildlife year round. The vegetated wetland areas provide food and cover for muskrats and other small mammals and large numbers of birds, including gulls, ducks, cormorants, geese, herons, and egrets. All of these bird species pose a significant hazard to aircraft due to their large size, and Figure 2 represents commonly observed flight paths of birds between wetlands. The three main areas of intertidal wetland are (1) between runway 6 and taxiway Hotel / South Ramp, (2) North of runway 24 and 29 approach (3) Southwest of runway 6.

3. Terrestrial Vegetation:

The vast majority of Sikorsky Airport's vegetation is short grass, which is regularly maintained. As recommended by WS in their 2008 WHA/ecological study. Upland wooded areas with mature trees and early succession shrub land provide food in the form of mast crop (nuts and fruit), small mammals and insects, and cover to a variety of wildlife. These areas are defined as "A" through "D" in Figure 2. Phragmites is a widespread, very tall grass that grows quickly around freshwater wetlands. This plant can dominate wetland vegetation and provides significant cover for a variety of wildlife. If phragmites is left untreated around the drainage system of the airfield, this fast spreading grass can invade wet areas of the airfield. Dense areas of Phragmites can also be found in section "A" and along all canal edges of airfield diagram in Figure 2.

Figure 2: Vegetation Attractants to Sikorsky Memorial Airport.



Sikorsky Memorial Airport is currently in the process of cutting and clearing many of the wooded and shrubby areas of the airfield located at “B” through “D” in Figure 2. During and post WHA, Sikorsky Memorial Airport has been clearing canal edges to increase the ability to view for wildlife presence.

4. Insects and Other Invertebrates:

Terrestrial insects, insect larvae and other invertebrates attract small mammals such as shrews and moles and a wide variety of bird species. Examples of these invertebrates are beetles and grasshoppers, caterpillars and grubs, and earthworms. Fresh and salt water estuarine habits also provide an ample supply of aquatic insects, crustaceans such as crayfish, crabs, amphipods and isopods, and mollusks such as clams and snails. Tidal mudflats also support large populations of horseshoe crabs whose eggs are a vital part of the diet of a wide variety of shorebirds such as plovers and sandpipers during the spring and fall migrations. Paved surfaces of Sikorsky Airport are utilized by a variety of bird species, primarily gulls, to open the shells of marine crustaceans and clams.

5. Small Vertebrates:

Small vertebrates such as mammals, small birds, reptiles and amphibians, and fish attract a variety of terrestrial and aquatic mammalian predators such as coyote, fox, and raccoons. All of these attractants are present at Sikorsky Memorial Airport. They also are important food sources for terrestrial, aquatic and marine avian predators, such as raptors (owls, hawks, harriers, kestrels and falcons), wading birds (herons and egrets), and fish eating birds (osprey, gulls, terns, mergansers, cormorants and loons) which are hazardous to aircraft and may readily cross the airfield moving between feeding and/or nesting areas.

Small mammals include Eastern cottontail rabbits, gray squirrels, Norway rats, deer and white-

footed mice, voles, shrews and moles. Grassland habitats and the edge effect created where grass meets woodland, shrubs and wetlands can result in significant numbers of small mammals.

Small to medium sized grassland and woodland birds, include house sparrows, savannah sparrows, horned larks, snow bunting, black-capped chickadees, American robins, mourning doves and gray catbirds. Many species of grassland birds are also ground nesters while others are cavity nesters. Cavity nesters will often seek out abandoned equipment, holes in buildings siding for suitable nesting.

Reptiles and amphibians such as snakes, turtles, and frogs are generally observed in lower densities than small mammals and birds; however their numbers may in actuality be very significant.

Small fish can be found in the waterways of Sikorsky Memorial Airfield. Many are considered bait fish such as shiners, chubs, and silversides. They provide a prey base for larger predators such as wading birds and mammals.

6. Manmade Structures and Abandoned Aircraft

Buildings and other structures on the airport provide perching, roosting, and nesting areas for birds. Starlings, rock pigeons, kestrels, sparrows, and gulls are frequently observed in or on these structures. Buildings such as hangars provide nest sites for barn owls and can support pigeons, house sparrows, and starlings year-round. Bird droppings and nesting materials were observed in some of the hangars and terminal buildings identified in Figure 3. Building A in Figure 3 is a property adjacent to Sikorsky Memorial Airport that has a history of rooftop nesting gulls.

Figure 3: Rooftops and Buildings on Sikorsky Memorial Airport that have Nesting and Roosting Activity.



Birds are also often observed perching, roosting, and nesting on or in airfield structures such as antennas, lights, signs, fences, and even aircraft. Abandoned or unregistered aircraft provide nesting sites for small birds.

L. WILDLIFE PATROL PROCEDURES:

Wildlife attractants and hazards on and around Sikorsky Airport cannot be addressed if they are not known. To identify and mitigate or eliminate hazards, responsible trained personnel must be on the airfield looking for threats on a continuing basis. As a result, the following wildlife patrol procedures have been established to ensure that regular continual monitoring of the airfield identifies wildlife related threats in as timely a manner as possible. All Sikorsky Memorial Airport Operations personnel receiving annual wildlife control training will be considered Wildlife Patrol Personnel whenever they are on the airfield or if they observe wildlife hazards on the airfield. Maintenance personnel shall report the presence of wildlife activity on the airfield to the operations staff. Airport operations will be responsible for immediately addressing wildlife threats.

1. Operations staff will conduct complete airfield inspections (including all runways and taxiways) at least two times daily. One full inspection will be conducted in the morning; another will be conducted in the afternoon/early evening.
2. Additional monitoring for wildlife on the airfield is necessary since Sikorsky Memorial Airport is not completely fenced and supports habitat that is highly attractive to wildlife. The WHA has also noted that there is an increased presence of wildlife during rain events and during tidal fluctuations. During these sweeps, wildlife control personnel will maintain a log that documents who was the wildlife control personnel on the field, time, location, species, species number, harassment method, lethal take, and temperature. Further observations of wildlife such as signs (tracks, dig outs, droppings), or new attractants will be noted on this data sheet. Special care will be taken to observe areas known to have regular or significant wildlife activity. Sweep logs will be kept in the operations office in the Wildlife Control Log. The wildlife sweep data sheet can be found in the Appendix of the WHMP.

At a minimum, a wildlife sweep will occur when wildlife control personnel arrive to the airport in the morning and during the night. Additional sweeps will occur during rain or tidal events, or as requested by the Air Traffic Control Tower, or if wildlife is reported to be observed on the AOA.

3. Operations staff will maintain a Wildlife Control Log which documents all wildlife activities that have been mitigated. These logs will include time, location, species, action taken, and results for each significant wildlife sighting during airfield inspections and wildlife sweeps. Logs will be kept on file at operations for four years.
4. When birds or other wildlife are found on or near the movement areas, the wildlife will be hazed or lethally removed in accordance with appropriate state or federal Depredation Permits or Standing Depredation Orders. Operations staff will use progressive management techniques to disperse wildlife from the airfield. Operations staff, WS, or a private contractor will coordinate with ATCT prior to conducting depredation and harassment activities.
5. Wildlife Patrol personnel will maintain communications and coordinate with the Air Traffic Control Tower via radios and shall report any unusually hazardous wildlife activity (such as large flocks flying toward or over the airfield) or conditions (such as major new wildlife attractants) on the airfield, including wildlife strikes.
6. Operations staff will remove any foreign objects or debris observed on the runways or taxiways, and will remove any animal carcasses found anywhere on the airfield. Carcasses not involved in wildlife strikes with aircraft will be disposed of by being bagged and placed in a dumpster for disposal to eliminate the attraction to scavengers such as black and turkey vultures, bald eagles

and coyotes. If an animal carcass is found within 200 feet of any runway, it will be considered a wildlife strike unless there is some other known or readily apparent reason for the animal's death. Mammal, reptile or amphibian carcasses involved in strikes will be photographed before being disposed of as described above or turned over to USDA Wildlife Services. Birds will be bagged, labeled and processed as described under strike reporting procedures.

7. Wildlife Patrol Personnel will observe the following safety regulations when handling firearms, pyrotechnics, and ammunition:
 - a. The chamber of the firearm will be left empty and open when not in use.
 - b. The firearm shall be pointed in a safe direction at all times.
 - c. The safety shall be kept on at all times until ready to fire.
 - d. The gun will not be fired in an area where people are working.
 - e. The gun will not be fired from inside the vehicle.
 - f. Safe firearm practices will be used at all times by qualified personnel
 - g. The gun will be wiped down with an oiled cloth at the end of the shift or cleaned if it was discharged or exposed to precipitation. It will be wiped down at least weekly if not discharged.
 - h. Wildlife Patrol will be accountable for all ammunition.
 - i. The storage of firearms and pyrotechnic pistols will be the responsibility of Sikorsky Memorial Airport operations. Contracted Wildlife Control Personnel will be responsible for acquiring and maintaining their own equipment for wildlife harassment and removal.

M. MITIGATION METHODS:

USDA Wildlife Services has recommended an integrated wildlife management program to manage wildlife hazards to aircraft at Sikorsky Memorial Airport. No one method alone will solve a wildlife problem; an integrated combination of methods used properly and persistently is most effective. These methods include: habitat modification; exclusion; visual, auditory, and chemical repellents; harassment (hazing); toxicants; and shooting. Specific wildlife management practices employed by Sikorsky Memorial Airport are described below.

1. Habitat Management:

Habitat management is the best long-term method for reducing wildlife hazards and bird strikes on or near an airport. By removing or modifying existing attractants such as food, water, and cover, the numbers of animals that pose a hazard to aircraft can be reduced. Care must be taken to manage habitat types in a manner that does not create new wildlife attractants or new wildlife problems. The goal is to try and make the airport less attractive to the species that are of greatest hazard to aircraft. Bird species using the airport have been identified by trained wildlife biologists and a habitat management program is used to discourage the birds that cause the most risk to aircraft. This may require the habitat to be managed in different ways at different times of the year depending on the species present at the time.

a. Vegetation:

In general, the airport's current grass height averages from 4 to 8 inches year-round and is mowed regularly to maintain this height. The strategy allows easy visibility of birds and other hazards on the airfield, and prevents the grass from going to seed, which would attract more seed-eating birds and small mammals. Grass height maintained between 7-14 inches is

good for reducing the cover for small mammals. The grass at Sikorsky Memorial Airport is mowed from spring through fall, with the first mowing activities beginning when the ground is firm enough to allow equipment access and sufficiently long to merit cutting. This grass-management scheme will be followed for all areas of the airfield with the following four exceptions:

1. All drainage ditches will be maintained and cleared of vegetation at least twice each calendar year. This will be done in the late spring and in early fall. See Figure 2 for areas outlined in light green. These are the areas of concentration for mowing the drainage ditches.
2. The wooded and brushy areas are denoted as areas "A" through "D" in Figure 2. Area "A" has a mix of woody vegetation, Phragmites, and trees. It also has a berm of soil that runs along the side of the canal in this area. This area will be leveled and will be cut at least every other year to prevent the return of woody vegetation.

Sikorsky Memorial Airport has already begun to clear the Area B, C, and D in Figure 2. These areas need to be cleared of trees and woody vegetation. Brush piles will be chipped since brush piles create habitat for various wildlife. The land will be leveled and seeded with grass to be maintained as part of Sikorsky Memorial Airports mowing schedule. These projects will be conducted as funding, man-power and equipment availability allow. There is a 5 year target for completion of clearing.

3. All existing fencing will be cleared of vegetation on both sides to a minimum width of 10 feet on the airfield side and a minimum of 5 feet and maximum of 10 feet on the outside, unless impeded by existing structures or property boundaries. In such a case, the fence line will be cleared to the maximum extent possible. Clearing may be conducted with mowers, chain saws, line trimmers, by hand or with herbicides. Currently Sikorsky Memorial Airport's maintenance staff is conducting the clearing of the fence line. The fence line will be moved if need be to allow for 10 feet of clearing on the outside of the fence. There is a 3 year target for completion of clearing the fence line. After initial clearing, the entire fence line will be cleared of vegetation at least once each year as annual maintenance.

b. Insects and Other Invertebrates:

The primary method used to control terrestrial insects and invertebrates on the airfield is regular mowing. The reduction of vegetative structure will reduce available food and therefore providing a lower invertebrate biomass and reduce the attraction.

Some species that feed on vegetation, underground root systems, or detritus may still be present in significant numbers. Occasionally environmental factors, such as high rainfall and warm temperatures may create optimum conditions for a large outbreak of some insect species such as Japanese beetles, army worms or grasshoppers. If habitat management or biological/chemical control methods are determined to be the best option; airport personnel or an outside applicator will conduct habitat management or application of biological or chemical control agents. Any application of biological control agents or pesticides will be in compliance with label restrictions, and all state and federal laws and regulations.

After heavy rains, earthworms are often a problem on runways and taxiways at airports as large numbers can be washed from their burrows and washed onto paved surfaces. They can cause slick conditions for aircraft and ground vehicles and often attract large numbers of birds, particularly American crows and ring-billed gulls. If such an event occurs, Sikorsky

Memorial Airport will remove earthworms from paved surfaces with sweepers and/or engage in increased harassment activity until clean up is completed and the worms return to their burrows. There are no toxicants available to control earthworms. There are repellents under development that could be used to reduce earthworm numbers along the edges of runways and taxiways but no such products are currently available.

Numbers of aquatic insects and invertebrates will be reduced by controlling vegetation along the edges of ditches and drainage structures as discussed above and by draining, filling and/or grading areas of standing water. There are no real options available for controlling invertebrates in freshwater and saltwater wetlands. If hazardous wildlife is observed feeding on invertebrates in wetland areas, Wildlife Control Personnel will engage in harassment and if necessary, lethal control. Gulls often use runways and taxiways of coastal airports to open the shells of bivalve mollusks (clams and mussels) and spider crabs. They do this by flying over the paved areas and dropping the shells and crabs as ways of breaking them open. This activity is often attractive to other gulls and smaller birds. If this activity is observed, harassment activity will be conducted and if necessary, gulls observed regularly engaging in this activity will be selectively removed. Shells left behind by this activity will be cleaned off of paved surfaces with sweepers when observed to reduce the attraction to birds and eliminate FOD threats.

c. Small Vertebrates:

Small vertebrate populations exist at Sikorsky Airport. These populations can be managed by maintaining the grass height as proposed in section A, vegetation management. This reduces available food in the form of invertebrates, smaller vertebrates, vegetation, fruits and seeds as well as cover and nesting sites.

Environmental factors may result in a significant increase in local small vertebrate populations, particularly rodents, rabbits or small flocking birds such as house sparrows, starlings, snow buntings and horned larks. Should a sudden population increase occur at Sikorsky Memorial Airport and result in an increase in flocking birds or predators, Wildlife Control Personnel will initiate increased progressive management techniques to reduce immediate threats to aviation safety. If this does not alleviate the condition causing the threat, Wildlife Control Personnel will consult with USDA Wildlife Services and/or Nuisance Wildlife Control Operators/ Exterminators to develop and if necessary implement an appropriate control program. Examples of small vertebrate control programs that could be implemented would include but not be limited to; utilizing snap traps and/or toxicants to control small rodents such as rats, mice and voles, shooting or use of gas cartridges to control large populations of cottontail rabbits or woodchucks, or applications of avicides such as DRC-1339 or Avitrol to control flocks of pigeons, house sparrows or European starling.

d. Water:

Small temporary pools of water on runways, taxiways, grassy areas, and other surfaces on the airfield will be eliminated by improved drainage, grading, or filling. USDA Wildlife Services identified areas of standing water and poor drainage during the WHA and these areas can be seen in light blue in Figure 1. The main areas of standing water are at the safety areas of Runway 6/24. Currently there is a grant proposal to reconstruct 6-24 that will address the standing water issue in the safety areas. This grant is existing will be resolved around 2015. Until then, these areas will be addressed with increased surveillance and

progressive management techniques.

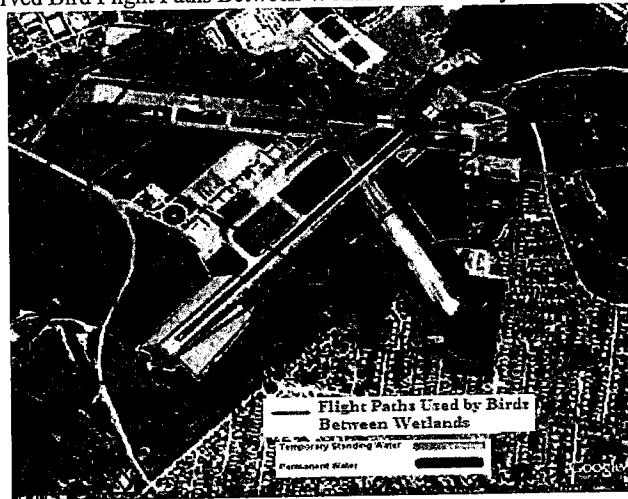
Rain events and snow melt will also create small areas of temporary standing water in depressions on paved surfaces. These areas can be treated with repellants by airport operations or maintenance personnel.

e. Wetlands:

The removal of the intertidal wetlands (including mudflats) that surround Sikorsky Airport would significantly decrease wildlife hazards; however, the protected status of these wetlands makes their removal or alteration unlikely. If areas on the airfield are identified as wetlands prior to major construction projects at Sikorsky Memorial Airport, excluding clearly identifiable drainage structures such as ditches and retention ponds, Sikorsky Memorial Airport will consult with Connecticut DEP to determine permitting and mitigation requirements for their exclusion or removal. Wetland mitigation should not occur on the airfield. Sikorsky Airport will also consult with USDA Wildlife Services, CT DEP and/or outside Airport/Environmental Consultants as necessary to determine the best and most cost effective options for excluding, eliminating and/or mitigating for wetlands on the airport.

Due to the presence of the wetlands on and around the airport, increased surveillance and progressive management techniques will be employed to manage wildlife. Figure 4 shows common flight paths used by birds at Sikorsky Memorial Airport, and can aid Wildlife Control Personnel in knowing where to concentrate progressive management techniques.

Figure 4: Commonly Observed Bird Flight Paths Between Wetlands at Sikorsky Memorial Airfield



f. Feeding of Wildlife:

Sikorsky Airport will maintain a strict “No Feeding” of wildlife policy. Individuals or entity responsible for violating this policy will be contacted immediately. Airport personnel will discuss with them the problems caused by open trash containers. If necessary, repeat offenders will be issued written warnings or fined by the police.

Dumpsters and trash cans will remain closed or have lids securely shut whenever not in use to prevent attraction to birds and mammals as well as eliminate FOD entering the airfield. If open refuse receptacles are discovered by any Sikorsky Airport personnel, they will be immediately covered.

2. Exclusion Techniques:

a. Buildings:

European starlings, pigeons, house sparrows, barn owls, raccoons, squirrels and other wildlife often enter buildings through open or damaged doors and windows or through holes in roofs, eaves or walls. If wildlife is observed or reported using a building, Wildlife Control Personnel will implement solutions for eliminating issues. Possible solutions include excluding access by closing doors and windows, trapping and shooting. The long-term solution to wildlife problem in buildings is permanent exclusion such as structural repairs of access points, installation or repair of window screening, boarding up broken windows or demolition or rehabilitation of old unused buildings. Figure 3 identified two hangers on the east side of airfield that provide nesting and roosting sites to wildlife. Sikorsky Memorial Airport will consult with Airport/Engineer Consultants as necessary to determine if these structures can be repaired or should be removed. The determination of the status will be obtained by 2012, and that will determine the final outcome of the buildings.

If wildlife is discovered trapped in an Airport building, Wildlife Control Personnel will remove it by trapping.

b. Airfield Structures:

Other structures such as antennas, lights, buildings, posts, gravel piles, signs, power lines, railings, parked vehicles, airplanes, and navigational or weather monitoring equipment attract various birds for perching or nesting. Birds will be routinely dispersed from these sites with progressive management techniques. Any unused or unnecessary structures, equipment, vehicles, and planes that are identified by Sikorsky Memorial Airport Operations as being regularly used by or attractive to birds or other wildlife will be either removed from the airfield. Permanent structures of the airfield that cannot be removed and require exclusion will be addressed by maintenance or operations personnel immediately following their identification, unless extenuating circumstances arise. If Airport staff needs assistance with determining how to exclude a structure, they will contact USDA Wildlife Services or a Nuisance Wildlife Control Operator for assistance.

c. Airfield Fencing:

Sikorsky airport is not completely fenced, therefore allowing wildlife easy access to the airfield. Wetlands pose as a useful barrier option to keep out people, however, most terrestrial animals can easily pass around, through, under or over the fence to gain access to the airfield. Figure 5 is taken from the 2008 WHA and the most viable areas for the installation of fencing that should not obstruct aircraft movements or negatively impact wetlands. A complete and clear perimeter fence will provide increased security and exclude many wildlife species from the airfield. Due to the wetlands, instrumentation devices, and proximity of runway safety zones it may be not be possible to complete a perimeter fence around Sikorsky Memorial Airfield. Until a complete perimeter fence is installed at Sikorsky Memorial Airfield, Wildlife Control Personnel will increase surveillance and implement progressive management techniques to manage wildlife hazards.

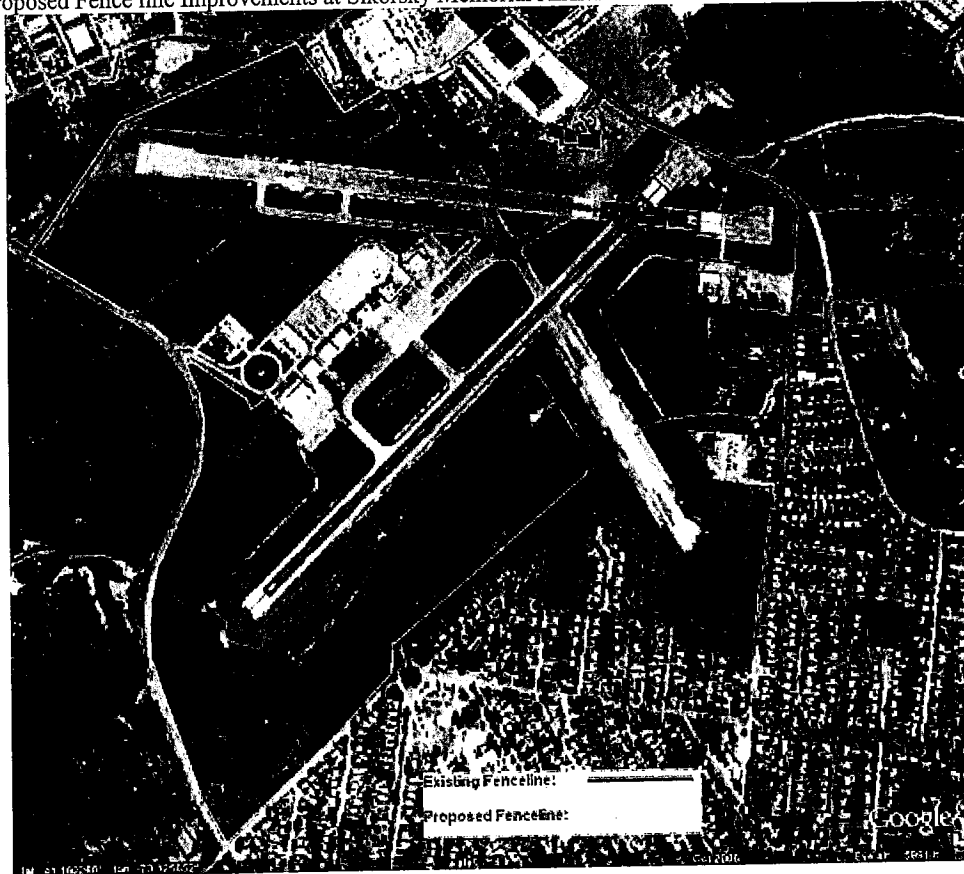
While conducting airport inspections and wildlife sweeps of the airfield, wildlife control personnel will survey the existing fence line once per week. Wildlife control personnel will note any dig-outs, holes or breaks, and gate problems. These problems will be passed to

Sikorsky maintenance personnel. Maintenance personnel will fill dig-outs, repair breaks and holes, and adjust gates as necessary to prevent access by people and wildlife.

Along the eastern and southern side of the fence, in non-visible areas, trees, shrubs, Phragmites, and vines are growing into, through and over the fence. Clearing the existing fence line of vegetation was addressed on page 19-13 of the WHMP.

There is a “No dumping” policy in place with the City of Bridgeport. If maintenance or wildlife control personnel observe that neighboring landowners are dumping on airport property, Sikorsky Memorial Airport will contact the police department to issue fines for the offending party.

Figure 5: Proposed Fence line Improvements at Sikorsky Memorial Airfield.



During the 2011 calendar year, Sikorsky Memorial Airport will begin preparing plans and identifying funding sources to raise all existing fencing to a height of 8 feet and install 3 strands of barbed wire, with a completion date of 2015. After improvement of the existing fence, Sikorsky Airport will initiate a Study to determine how best to proceed with extending the fence line around the entire perimeter of the airfield by 2020.

The Study will determine the most efficient route for the fence line to take, prioritize which areas of the fence should be installed first, determine what permitting will be required, determine if alternative fencing material will be required in sensitive areas and determine what funding sources are available. Sikorsky Memorial Airport will have to contact the State of Connecticut Department Of Environmental Protection, US Fish and Wildlife Service

Stewart B. McKinney National Wildlife Refuge, Army Corps of Engineers, and local municipal authorities.

3. Hazing:

Hazing is often used to temporarily deter wildlife attracted to a specific location and is the first part of the progressive management technique to control wildlife. Wildlife control personnel will follow the guidelines outlined in section L: WILDLIFE PATROL PROCEDURES. The hazing of wildlife only works if the methods used are severe enough to offset the animals' perceived attraction to the area. Therefore, it is only used:

- (1) In conjunction with habitat modification and exclusion
- (2) In the interim before habitat modification or exclusion can be implemented
- (3) When habitat modification and/or exclusion are not possible.

Additionally, animals will quickly habituate to most hazing techniques, so multiple techniques must be used. The hazing techniques currently used by Sikorsky Airport include the use of:

- (a) Vehicles and personnel- the simple presence of vehicles and/or personnel will often haze wildlife from an area. Additionally, horns or sirens will be used, or yelling or clapping.
- (b) Pyrotechnics- the pyrotechnics used by Sikorsky Memorial Airport Operations staff are "screamers" and "bangers." These are fired by pyrotechnic pistols. Shell crackers, fired from 12 gauge shotguns are currently utilized by USDA Wildlife Services. Pyrotechnics will be used when horns and sirens are rendered ineffective.
- (c) Shotguns- in addition to lethal control, shotguns may be used to haze wildlife by shooting shell crackers. Currently only USDA Wildlife Services uses shell crackers. This can be a useful method when hazardous wildlife is out of range of "screamers" and "bangers" style pyrotechnics.
- (d) Propane cannons- Sikorsky Memorial Airport currently has one timed propane cannon and is purchasing 2 remote activated propane cannons to haze wildlife. The cannons will be mounted on platforms that can be moved to any area where wildlife is found to be a problem. The locations will be determined by need and effectiveness, and will be changed as necessary. Additional propane cannons may be purchased as necessary. The propane cannons will be used year round. The purchase will be completed and the cannons in use before the end of 2011.

4. Trapping:

Pigeons, house sparrows and starlings will be trapped and euthanized as necessary from terminals, hangars, or the airfield. Other birds and mammals, including raccoons, opossums, skunks, woodchucks, and muskrats, will be trapped and euthanized as necessary. USDA Wildlife Services will be contacted for technical assistance and, if needed, equipment loans if wildlife trapping is needed on the Airport. If necessary trapping activity cannot be conducted by Airport Operations staff due to lack of trained personnel, time or equipment limitations or for any other reason, Sikorsky Airport will utilize the services of USDA Wildlife Services or a private Nuisance Wildlife Control Operator.

5. Shooting:

When habitat modification, exclusion, and hazing are impossible, impractical, or incapable of removing all wildlife hazards, wildlife will be shot according to the State and Federal permits discussed below. If additional assistance is required by Sikorsky Memorial Airport, operations personnel will contact USDA Wildlife Services or a private Nuisance Wildlife Control Operator to address the wildlife problem at Sikorsky Memorial Airport.

Wildlife control personnel will have firearms safety training, maintain hunting licenses and will act in accordance to Sikorsky Memorial Airport's depredation permits on file. Lethal take is up to the discretion of the properly wildlife control personnel.

N. PERMITS:

A USFWS Depredation Permit will be kept current to allow the removal of Migratory Birds as listed in 50 CFR. USDA Wildlife Services is contacted annually to issue a Migratory Bird Damage Project Report (WS Form 37) recommending renewal of the permit and assists Sikorsky Memorial Airport Operations personnel in determining if any changes are warranted. Take of crows, red-winged blackbirds, brown-headed cowbirds and common grackles is covered under a Standing Depredation Order issued by the USFWS and no additional permitting is required to take these species when posing a hazard to aviation safety.

A CT Department of Environmental Protection, Division of Wildlife Permit to take non-migratory birds and mammals also kept current. This permit allows for the take of deer, coyote, red and grey fox, turkey and other state managed species that pose a risk to aircraft.

Pigeons, starlings, house sparrows, Norway rats, and house mice have no federal or state protection and no permit is required for their lethal removal on the Airport.

See Appendix for copies of the current depredation permits from the State of Connecticut and USFWS.

O. WILDLIFE CONTROL EQUIPMENT:

The following items shall be carried and secured in the vehicles by the Airport Operations staff while on the airfield:

- Shotgun and Non-toxic Ammunition (e.g., steel or heavy shot)
- Pyrotechnic pistols
- Pyrotechnics: "screamers" and "bangers"
- Copies of all Federal and State Permits
- Bird identification guide book (Peterson's)
- Binoculars
- Ear and eye protection
- Flashlight and Batteries
- Firearm cleaning kit

Firearms, pyrotechnics, and ammunition will be available to Sikorsky Memorial Airport operations personnel prior to entering the airfield. Other wildlife control personnel, such as USDA WS, will be responsible for acquiring and maintain their own firearms and pyrotechnics.

P. WILDLIFE HAZARD CONTROL PERSONNEL:

The Wildlife Control Personnel consists of those listed on page 19-1 and other personnel permitted by the Superintendent of Operations from time to time as needed and trained. All wildlife control personnel will proactive management techniques to remove wildlife from the Sikorsky Memorial Airport or as reported by the Airport Operations and/or Tower personnel.

Additionally, Sikorsky Memorial Airport has a Cooperative Service Agreement with USDA Wildlife Services to provide operational assistance on site at Sikorsky Memorial Airport. USDA Wildlife Services personnel will work with Airport Operations to assess and manage wildlife hazards at Sikorsky Airport, and will follow the work plan as delegated in the Cooperative Service Agreement. As discussed below, USDA Wildlife Services personnel will also aid in wildlife strike reporting and species identification.

The current primary contacts are:

Adam Maikshilo, Wildlife Technician
USDA, APHIS, Wildlife Services
(413) 687-4108 cell

Additional assistance may be obtained by contacting Donald Wilda, USDA Wildlife Services District Supervisor or any of the Wildlife Services Operational Staff at (413) 253-2403. Sikorsky Memorial Airport does not have a full time biologist on duty at the airport but USDA will provide one as needed.

Q. TRAINING:

The Superintendent of Operations is required to ensure all Wildlife Patrol Personnel have had initial training in accordance with AC 150/5200-36. Implementation and a continued training program are in use. The training program shall be conducted by a qualified wildlife biologist and provide airport personnel with the knowledge and skills needed to successfully carry out the wildlife hazard management plan required by 139.337 paragraph (d). This person shall be qualified and adhere to AC 150-5200-36 or any updated versions. Subsequent reoccurring training will also continue as proscribed in AC 150-5200-36 or updates.

Currently, all Wildlife Patrol Personnel will attend Wildlife Hazard at Airport Training conducted by USDA Wildlife Services or another credible authority every 12 consecutive calendar months. This 8 hour training is conducted by a qualified wildlife biologist and will cover what is listed in the FAA approved agenda located in the appendix.

Sikorsky will attend biannual firearm safety classes. These classes will be taught by an authorized firearms instructor. Instructors for this style of training can be obtained through various sources. Contact the State of Connecticut Department of Public Safety or visit the following site for a list of qualified instructors:

<https://www/nra.org/training>

R. WILDLIFE STRIKES:

The FAA maintains a national wildlife strike database. Data is collected from all reported wildlife strikes and is evaluated to improve Wildlife Hazard Management Plan implementation on airports. Currently, it is estimated that only 20% of all wildlife strikes are reported to the FAA, which makes developing a comprehensive wildlife hazard management program difficult.

The FAA recommends that all aircraft that have experienced non-damaging or damaging wildlife strikes fill out a FAA Form 5200-7. This form is available in either in hard copy or online. The online form can be accessed at <http://wildlife.pr.erau.edu/strikeform/birdstrikeform.html>. The FAA Form 5200-7 can be filed by a pilot, airport management, wildlife patrol personnel, aircraft maintenance personnel, other airport employees, USDA Wildlife Services personnel or anyone who witnesses a wildlife collision with an aircraft. Sikorsky Memorial Airport Personnel and wildlife control personnel will report all strikes.

Strike reporting is an important tool for the management wildlife on airports. Strike reporting allows operations staff the ability to adapt its wildlife management activities to species that are being struck on the airfield. Therefore, Sikorsky Memorial Airfield will make every effort to report all strikes that occur on Sikorsky Memorial Airfield. Vehicles maintained by Sikorsky Memorial Airport will contain strike report kits that contain the following materials:

1. Instructions for strike collection
2. Field strike report
3. Rubber gloves
4. Small plastic bags
5. Sterile swabs
6. Alcohol pads

When operations staff conducts surveys of the airfield, operations staff will inspect all areas within 200 feet of the runway centerline for wildlife remains. If remains are found within this area, operations staff will remove the remains from the airfield and fill out a strike report. If bird remains are found, operations staff will remove a variety of feathers from the carcass by plucking. Feathers will not be cut from the bird. The strike report will be submitted it to the FAA and bird feather samples will be submitted to the Smithsonian for species identification. Photographs of the wildlife are optional, but can be included in the strike collection.

Not all wildlife strikes are damaging, and sometimes no carcass may be found. Therefore, operations staff will provide tenants of Sikorsky Memorial Airfield an annual memo stressing the importance of strike reporting in the effective management of wildlife on airfields. Tenants unwilling to fill out strike reports or collect remains for submission to the Smithsonian will have the option to contact airport operations. Airport operations will then proceed to the collect remains and information for strike reporting.

Accurate species identification is important to the maintenance of the database. The Superintendent of Operations or Wildlife Patrol Personnel will gather feather, tissue or other requested samples of bird remains found on aircraft, also known as “snarge” and from all carcasses of birds found struck by aircraft on the airfield. Photographs will be taken of all mammals or other vertebrates found struck by aircraft. Samples or photographs will be submitted to:

The Feather Identification Lab:
Dr. Carla Dove or Marcy Heaker-Skeans
Smithsonian Institute
National Museum of Natural History
Division of Birds E610, MRC 116
10th and Constitution Ave NW
Washington DC, 20560.

S. REVIEW OF WILDLIFE HAZARD MANAGEMENT PLAN:

This plan will be reviewed by Sikorsky Memorial Airport Operations personnel once every 12 consecutive calendar months or more frequently as warranted. The review shall evaluate the plan's effectiveness in dealing with known hazards and other aspects of wildlife hazards that are described in the wildlife hazard assessment that require reevaluation. The review will also include an evaluation of all control measures as well as any changes in wildlife activity or habitat at or near the airport. The plan will be updated as necessary as determined at these reviews. The plan will maintain methods and procedures for wildlife hazard management that is consistent with AC 150-5200-36. Those attending the review will include but not be limited to the Superintendent of Operations, one or more members of the Wildlife Patrol/Operations Staff, Wildlife Services, Wildlife Biologist and Wildlife Technician.

T: LITERATURE CITED:



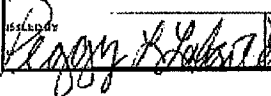
Connecticut Ornithological Association, 2006, Avian Records Committee of Connecticut, The Checklist of the Birds of Connecticut, website, http://www.ctbirding.org/ct_checklist.htm.

USDA, APHIS, Wildlife Services, 2008, Wildlife Hazard Assessment for Igor I. Sikorsky Memorial Airport

APPENDIX:

1. Current Migratory Bird Depredation Permit
2. Current State of Connecticut Depredation Permit
3. Wildlife Control Log/Survey Sheet
4. Blank Strike Report Sheet
5. Current Cooperative Service Agreement with USDA WS
6. FAA Approved Wildlife Hazard Training Outline

Current Migratory Bird Depredation Permit

	DEPARTMENT OF THE INTERIOR U.S. FISH AND WILDLIFE SERVICE FEDERAL FISH AND WILDLIFE PERMIT	2. APPLICABLE STATUTES 16 USC 661-672
1. PERMITTEE SIKORSKY MEMORIAL AIRPORT 1000 GREAT MEADOW ROAD STRATFORD, CT 06615	Rec'd 1/10/13 Sikorsky Airport 12:30 pm 	REGULATIONS 50 CFR Part 15 50 CFR 21.41
3. NAME AND TITLE OF PRINCIPAL OFFICER (If not the permittee) THOMAS NEWKO WILDLIFE COORDINATOR		4. NUMBER 211453605-0 5. AGENCY USE ONLY YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> 6. EFFECTIVE DATE 01/10/13
7. TYPE OF PERMIT DEPREDAATION AT AIRPORTS		8. MAY COPY YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> 9. EXPIRES 07/30/14
10. LOCATION WHERE AUTHORIZED ACTIVITY MAY BE CONDUCTED WITHIN THE AIRPORT OPERATING AREA, STRATFORD, CT		
11. CONDITIONS AND AUTHORIZATIONS A. GENERAL CONDITIONS SET FORTH IN SUBPART D OF 50 CFR 15, AND SPECIFIC CONDITIONS CONTAINED IN FEDERAL REGULATIONS CITED IN BLOCK 11 ABOVE, ARE HEREBY MADE A PART OF THIS PERMIT. ALL ACTIVITIES AUTHORIZED HEREIN MUST BE CARRIED OUT IN ACCORD WITH AND FOR THE PURPOSES DESCRIBED IN THE APPLICATION AND IN THE FUNDING VOUCHER, OR OTHERWISE, OF THIS PERMIT IS SUBJECT TO COMPLETE AND TIMELY COMPLIANCE WITH ALL APPLICABLE CONDITIONS, INCLUDING THE PROHIBITION OF ALL EXPORTS OF BIRDS AND BIRDS PARTS. THE VALIDITY OF THIS PERMIT IS ALSO CONTINGENT UPON PERMITTEE COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, LOCAL, TRIBAL, OR OTHER FEDERAL LAWS. C. VALIDITY OF THIS PERMIT IS ALSO CONTINGENT UPON PERMITTEE COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, LOCAL, TRIBAL, OR OTHER FEDERAL LAWS. D. You are authorized to take, temporarily possess, and transport the migratory birds specified below to relieve or prevent injurious situations impacting public safety. All take must be done as part of an integrated wildlife damage management program that emphasizes nonlethal management techniques. You may not use this authority for situations in which migratory birds are merely causing a nuisance. (1) The following may be lethally taken: <ul style="list-style-type: none"> • 100 total Canada Geese; • 200 Herring, Ring-billed, Laughing gulls and Great black-backed gulls, in any species combination; • 50 Gadwall, American Black and Mottard ducks, in any species combination; • 50 Barn, Tree, Cliff, and Bank Swallows and Chimney swifts, in any species combination; • 10 Blue and Green winged teal, in any species combination; • 10 Common and Hooded mergansers, in any species combination; • 25 Great blue and Black-crowned night heron, in any species combination; • 20 Great, Cattle, and Snowy egrets, in any species combination; • 25 each Double-crested cormorants, and Mourning doves; and • 40 each Horned lark and Snow bunting (2) The following active nests (including eggs) may be destroyed: <input checked="" type="checkbox"/> ADDITIONAL CONDITIONS AND AUTHORIZATIONS ALSO APPLY		
12. REPORTING REQUIREMENTS ANNUAL REPORT IS DUE WITH NEXT RENEWAL REPORT FORMS CAN BE FOUND AT: http://www.fws.gov/migratorybirds/mbpermits.html		
ISSUED BY 	WILDLIFE COORDINATOR WILDLIFE COORDINATOR OFFICE - REGION 5	DATE 1/29/2013

- 2 nest of Ospreys and
- 10 nest of American Black Ducks or Mallards in any species combination
- 50 nests of Herring Gull and Great Black-backed Gull, in any species combination,

Nests should be proactively destroyed during the inactive phase (no eggs present in the nest) to prevent nesting and eliminate the need to handle active nests. The total number of nests authorized reflects the largest number of nests removed or oiled on any one visit to a property. Nests removed or oiled on all other days are assumed re-nests, therefore, the number of nests/eggs oiled or removed on the highest count day best reflects the actual number of nests present on a property. Nests with chicks may not be destroyed or relocated. You may treat the eggs by oiling (using Egg Oil, 100% food grade corn oil, ADC Tech Note-June 1996), freezing, shaking, puncturing and immediately replacing the eggs for subsequent incubation, OR remove and destroy these nests and any eggs contained therein.

State restrictions: No species may be taken which is State listed as Endangered, Threatened, or Special Concern, without prior authorization from the Connecticut Department of Environmental Protection Commissioner Tel: 860-424-3011. Included on the State list, among other species, are Peregrine Falcon, Short-eared Owl, Northern Harrier, Upland Sandpiper and Grasshopper Sparrow.

"ANY BLACK DUCKS TAKEN SHOULD BE ATTEMPTED TO BE SALVAGED AND REPORTED TO THE CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION WILDLIFE DIVISION AT (860)-424-3011 FOR POSSIBLE USE IN CONTAMINANT SAMPLING STUDIES."

E. You are authorized in emergency situations only to take, trap, or relocate any migratory birds, nests and eggs, including species that are not listed in Condition D (except bald eagles, golden eagles, or endangered or threatened species) when the migratory birds, nests, or eggs are posing a direct threat to human safety. A direct threat to human safety is one which involves a threat of serious bodily injury or a risk to human life.

You must report any emergency take activity to your migratory bird permit issuing office, Hadley, MA, 413-253-8424(fax), within 72 hours after the emergency take action. Your report must include the species and number of birds taken, method, and a complete description of the circumstances warranting the emergency action.

F. You are authorized to salvage and temporarily possess migratory birds found dead or taken under this permit for (1) disposal, (2) transfer to the U.S. Department of Agriculture, (3) diagnostic purposes, (4) purposes of training airport personnel, (5) donation to a public charity (those suitable for human consumption), or (6) donation to a public scientific or educational institution as defined in 50 CFR 10.12. Any dead bald eagles or golden eagles salvaged must be reported within 48 hours to the National Eagle Repository at (303) 287-2110 and to the migratory bird permit issuing office at 413-253-8424 (fax). The Repository will provide directions for shipment of these specimens.

G. You may not salvage and must immediately report to U.S. Fish and Wildlife Service Law Enforcement any migratory birds that appear to have been poisoned, shot, or otherwise injured as the result of criminal activity.

H. You may use the following methods of take: (1) 10 gauge Shotguns (1a) other types of firearms by USDA only; (2) nets; (3) registered animal drugs (excluding nicarbazin), pesticides and repellents; (4) falconry abatement; and (5) legal lethal and live traps (excluding pole traps). Birds caught live may be euthanized or transported and relocated to another site approved by the appropriate State wildlife agency, if required. When using firearms, you may use rifles or air rifles to shoot any bird when you determine that the use of a shotgun is inadequate to resolve the injurious situation. The use of any of the above techniques is at your discretion for each situation. Use of paint ball guns is prohibited.

J. You may temporarily possess and stabilize sick and injured migratory birds and immediately transport them to a federally licensed rehabilitator for care.

J. The following subpermittees are authorized: Thomas Norko, Jean Paul Chacur, Stephen Ford, Willie McBride, Frank Wasylink, and employees of USDA, Wildlife Services. In addition, any other person who is (1) employed by or under contract to you for the activities specified in this permit, or (2) otherwise designated a subpermittee by you in writing, may exercise the authority of this permit.

K. You and any subpermittees must comply with the attached Standard Conditions for Migratory Bird Depredation Permits. These standard conditions are a continuation of your permit conditions and must remain with your permit.

L. A "No Feeding Policy" must be in place.

For Canada Geese Egg Addling or Nest Destruction you MUST register each year between January 1 and June 30 at <https://epermits.fws.gov/eRCGR>. You must return to website and report your take before October 31 each year.

Current State of Connecticut Depredation Permit



Connecticut Department of
**ENERGY &
ENVIRONMENTAL
PROTECTION**

AIRPORT DEPREDAATION PERMIT 26-7

October 15, 2012

Mr. Thomas Marko
Airport Operations Specialist
Sikorsky Memorial Airport
Main Terminal
1000 Great Meadow Rd.
Stratford, CT 06615

Dear Mr. Marko:

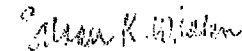
Pursuant to section 26-7 of the Connecticut General Statutes, I hereby appoint you and the officers listed below as Volunteer Assistants.

This Appointment is granted for the purpose of taking wildlife within the confines of the Sikorsky Memorial Airport in order to protect public safety. The taking of wildlife shall be consistent with wildlife control recommendations prepared by USDA Wildlife Services and shall be subject to the following conditions:

1. The following individuals are appointed by the Commissioner of Energy & Environmental Protection to take wildlife within the airport property—Thomas Marko, Francis Wasyliuk, Stephen Fure, Wilho Mckelvie, Christopher Samojczyk and Jenn Paul Chazar.
2. The Airport is authorized to use shotguns to take wildlife.
3. Wildlife may be taken during the day or at night, however, the take of wildlife is not permitted on Sundays.
4. In the case of an imminent threat to public health or safety, notwithstanding the provision contained in condition #1, wildlife may be taken at any time, using any method consistent with professional wildlife management practices.
5. Immediately upon the taking of any deer such deer shall be a) tagged with leg tags provided by the Department of Energy Environmental Protection and be field dressed and stored in a cool location. The Department of Energy & Environmental Protection's Communication Center, which operates 24 hours a day, shall be notified of the tag number(s) used by calling (860) 424-3333.
6. Deer suitable for human consumption shall be donated to the Center for the Hungry program. Deer that are not suitable for human consumption and other wildlife may be disposed of by burial on site or at a solid waste disposal facility (haucell or incinerator) provided that authorization is obtained from the permittee.
7. An annual report of all wildlife taken shall be filed with the Wildlife Division by January 15th for the previous calendar year.
8. This appointment shall expire December 31, 2015 and may be renewed upon request.
9. Additional authorization from the Commissioner is required to take any state listed endangered or threatened species. The taking of Federally listed species or migratory birds shall be subject to Federal regulatory authority.

If you have any questions regarding this Appointment please contact Ms. Lizzie Fortin, Wildlife Biologist, DEEP, Wildlife Division at (860) 424-3963 or luffie.fortin@ct.gov.

Sincerely,


Susan K. Whelan
Deputy Commissioner

cc: Law Enforcement

77 Elm Street, Hartford, CT 06106-5127
www.ct.gov/deep
Affirmative Action/Equal Opportunity Employer

Blank Strike Report Sheet

Form Approved
OMB No. 2120-0045

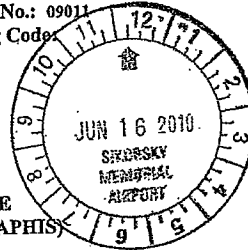
BIRD STRIKE INCIDENT/INGESTION REPORT <i>Other Wildlife Species May Be Described Here</i> Operation Cost and Engine Damage Information							
1. Name of Operator		2. Aircraft Make/Model		3. Engine Make/Model			
4. Aircraft Registration		5. Date of Incident (DD, MM, YY)		6. Local Time of Incident <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input type="checkbox"/> Day <input type="checkbox"/> Night			
7. Aerodrome Name		8. Runway Used		9. Location if En Route (Nearest Town/Reference and State)			
10. Height (AGL) feet		11. Speed (IAS) knots					
12. Phase of Flight		13. Part(s) of Aircraft Struck or Damaged					
<input type="checkbox"/> A. Parked <input type="checkbox"/> B. Taxi <input type="checkbox"/> C. Take-off <input type="checkbox"/> D. Climb <input type="checkbox"/> E. En Route <input type="checkbox"/> F. Descent <input type="checkbox"/> G. Approach <input type="checkbox"/> H. Landing Roll				Struck	Damaged		
		A. Radome	<input type="checkbox"/>	<input type="checkbox"/>	H. Propeller	<input type="checkbox"/>	<input type="checkbox"/>
		B. Windshield	<input type="checkbox"/>	<input type="checkbox"/>	I. Wing/Rotor	<input type="checkbox"/>	<input type="checkbox"/>
		C. Nose	<input type="checkbox"/>	<input type="checkbox"/>	J. Fuselage	<input type="checkbox"/>	<input type="checkbox"/>
		D. Engine No. 1	<input type="checkbox"/>	<input type="checkbox"/>	K. Landing Gear	<input type="checkbox"/>	<input type="checkbox"/>
		E. Engine No. 2	<input type="checkbox"/>	<input type="checkbox"/>	L. Tail	<input type="checkbox"/>	<input type="checkbox"/>
		F. Engine No. 3	<input type="checkbox"/>	<input type="checkbox"/>	M. Lights	<input type="checkbox"/>	<input type="checkbox"/>
		G. Engine No. 4	<input type="checkbox"/>	<input type="checkbox"/>	N. Other (specify)	<input type="checkbox"/>	<input type="checkbox"/>
14. Effect on Flight <input type="checkbox"/> None <input type="checkbox"/> Aborted Take-Off <input type="checkbox"/> Precautionary Landing <input type="checkbox"/> Engines Shut Down <input type="checkbox"/> Other (specify)		15. Sky Condition <input type="checkbox"/> No Cloud <input type="checkbox"/> Some Cloud <input type="checkbox"/> Overcast			16. Precipitation <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Snow		
17. Bird Species		18. Number of birds seen and/or struck			19. Size of Bird(s) <input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large		
		Number of Birds	Seen	Struck			
		1	<input type="checkbox"/>	<input type="checkbox"/>			
		2-10	<input type="checkbox"/>	<input type="checkbox"/>			
		11-100	<input type="checkbox"/>	<input type="checkbox"/>			
		more than 100	<input type="checkbox"/>	<input type="checkbox"/>			
20. Pilot Warned of Birds- <input type="checkbox"/> Yes <input type="checkbox"/> No							
21. Remarks (describe damage, injuries and other pertinent information).							
ENGINE DAMAGE COST INFORMATION							
22. Aircraft time out of service: hours		23. Estimated cost of repairs or replacement (\$ U.S. in thousands): \$		24. Estimated other cost (\$ U.S. thousands) (e.g. loss of revenue, fuel, hotels): \$			
Reported by (Optional)		Title			Date		

Current Cooperative Service Agreement with USDA WS

WS-ER (2/08)

Agreement No.: 09011
Accounting Code:

COOPERATIVE SERVICE AGREEMENT
between
IGOR I. SIKORSKY MEMORIAL AIRPORT
and
UNITED STATES DEPARTMENT OF AGRICULTURE
ANIMAL AND PLANT HEALTH INSPECTION SERVICE (APHIS)
WILDLIFE SERVICES (WS)



ARTICLE 1

The purpose of this Cooperative Service Agreement is to cooperate in a wildlife damage management project, as described in the Work Plan to reduce the potential hazard to human health and safety, damage to aircraft, and personal property associated with wildlife strikes.

ARTICLE 2

APHIS WS has statutory authority under the Act of March 2, 1931 (46 Stat. 1468; 7 U.S.C. 426-426b) as amended, and the Act of December 22, 1987 (101 Stat. 1329-331, 7 U.S.C. 426c), to cooperate with States, local jurisdictions, individuals, public and private agencies, organizations, and institutions while conducting a program of wildlife services involving mammal and bird species that are reservoirs for zoonotic diseases, or animal species that are injurious and/or a nuisance to, among other things, agriculture, horticulture, forestry, animal husbandry, wildlife, and human health and safety.

ARTICLE 3

APHIS-WS and IGOR I. SIKORSKY MEMORIAL AIRPORT mutually agree:

1. The parties' authorized representatives who shall be responsible for carrying out the provisions of this Agreement shall be:

John Ricci, Airport Manager
Sikorsky Memorial Airport
1000 Great Meadows Road
Stratford, CT 06615

APHIS-WS: Monte D. Chandler, State Director
USDA, APHIS, WS
463 West Street
Amherst, MA 01002

2. To meet as determined necessary by either party to discuss mutual program interests, accomplishments, needs, technology, and procedures to maintain or amend the Work Plan (Attachment A). Personnel authorized to attend meetings under this Agreement shall be IGOR I. SIKORSKY MEMORIAL AIRPORT or his/her designee, the State Director or his/her designee, and/or those additional persons authorized and approved by the airport manager of Igor I. Sikorsky Memorial Airport, and the State Director.
3. APHIS WS shall perform services more fully set forth in the Work Plan, which is attached hereto and made a part hereof. The parties may mutually agree in writing, at any time during the term of this Agreement, to amend, modify, add or delete services from the Work Plan.

ARTICLE 4

IGOR I. SIKORSKY MEMORIAL AIRPORT agrees:

1. To authorize APHIS WS to conduct direct control activities to reduce potential hazard to human health and safety, damage to aircraft, and personal property associated with wildlife strikes. These activities are defined in the Work Plan. APHIS WS will be considered an invitee on the lands controlled by IGOR I. SIKORSKY MEMORIAL AIRPORT. IGOR I. SIKORSKY MEMORIAL AIRPORT will be required to exercise reasonable care to warn APHIS-WS as to dangerous conditions or activities in the project areas.
2. To reimburse APHIS WS for costs of services provided under this Agreement up to but not exceeding the amount specified in the Financial Plan (Attachment B). IGOR I. SIKORSKY MEMORIAL AIRPORT will begin processing for payment invoices submitted by APHIS-WS within 30 days of receipt. The Cooperator ensures and certifies that it is not currently debarred or suspended and is free of delinquent Federal debt.
3. To designate to APHIS WS the IGOR I. SIKORSKY MEMORIAL AIRPORT authorized individual whose responsibility shall be the coordination and administration of activities conducted pursuant to this Agreement.
4. To notify APHIS WS verbally or in writing as far in advance as practical of the date and time of any proposed meeting related to the program.
5. APHIS WS shall be responsible for administration and supervision of the program.
6. All equipment purchased for the program is and will remain the property of APHIS WS.
7. To coordinate with APHIS WS before responding to all media requests.

8. To obtain the appropriate permits for removal activities for wildlife species that poses a threat to aviation and list USDA, APHIS, Wildlife Services as subpermittees. The list contains, but is not limited to, Eastern coyote, red fox, raccoon, white tailed deer, wild turkey rock pigeon, mute swan, American crow, European starling, herring gull, great black-back gull, ring-billed gull, Canada goose, American black duck, mallard duck, hooded merganser, cattle egret, great egret, great blue heron, turkey vulture, mourning dove, and other wildlife as necessary.
9. To provide an indoor working space to complete necessary paperwork.

ARTICLE 5

APHIS WS Agrees:

1. To conduct activities at IGOR I. SIKORSKY MEMORIAL AIRPORT as described in the Work and Financial Plans.
2. Designate to IGOR I. SIKORSKY MEMORIAL AIRPORT the authorized APHIS WS individual who shall be responsible for the joint administration of the activities conducted pursuant to this Agreement.
3. To bill IGOR I. SIKORSKY MEMORIAL AIRPORT for actual costs incurred by APHIS WS during the performance of services agreed upon and specified in the Work Plan. APHIS WS shall keep records and receipts of all reimbursable expenditures hereunder for a period of not less than one year from the date of completion of the services provided under this Agreement and IGOR I. SIKORSKY MEMORIAL AIRPORT shall have the right to inspect and audit such records.
4. To coordinate with IGOR I. SIKORSKY MEMORIAL AIRPORT before responding to all media requests.

ARTICLE 6

This Agreement is contingent upon the passage by Congress of an appropriation from which expenditures may be legally met and shall not obligate APHIS WS upon failure of Congress to so appropriate. This Agreement may also be reduced or terminated if Congress only provides APHIS WS funds for a finite period under a Continuing Resolution.

ARTICLE 7

APHIS WS assumes no liability for any actions or activities conducted under this Cooperative Service Agreement except to the extent that recourse or remedies are provided by Congress under the Federal Tort Claims Act (28 U.S.C. 1346(b), 2401(b), and 2671-2680).

ARTICLE 8

Pursuant to Section 22, Title 41, United States Code, no member of or delegate to Congress shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom.

ARTICLE 9

All activities will be conducted in accordance with all applicable Federal, State and local laws, rules, and regulations. Nothing in this Agreement shall prevent APHIS WS from entering into separate agreements with any other organization or individual for the purpose of providing wildlife damage management services exclusive of those provided for under this agreement.

ARTICLE 10

IGOR I. SIKORSKY MEMORIAL AIRPORT certifies that APHIS WS has advised IGOR I. SIKORSKY MEMORIAL AIRPORT that there may be private sector service providers available to provide wildlife management services that IGOR I. SIKORSKY MEMORIAL AIRPORT is seeking from APHIS WS.

ARTICLE 11

The performance of wildlife damage management actions by APHIS WS under this agreement is contingent upon a determination by APHIS WS that such actions are in compliance with the National Environmental Policy Act, Endangered Species Act, and any other applicable environmental statutes. APHIS WS will not make a final decision to conduct requested wildlife damage management actions until it has made the determination of such compliance.

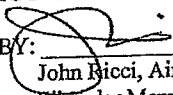
ARTICLE 12

This Cooperative Service Agreement may be amended at any time by mutual agreement of the parties in writing. Also, this Agreement may be terminated at any time by mutual agreement of the parties in writing, or by one party provided that party notifies the other in writing at least 120 days prior to effecting such action. Further, in the event the Cooperator does not provide necessary funds, APHIS WS is relieved of the obligation to provide services under this agreement.

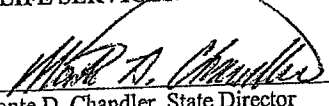
In accordance with the Debt Collection Improvement Act of 1996, the Department of Treasury requires a Taxpayer Identification Number for individuals or businesses conducting business with the agency.

IGOR I. SIKORSKY MEMORIAL AIRPORT Taxpayer Identification Number
(TIN) _____

IGOR I SIKORSKY MEMORIAL AIRPORT:

BY:  _____ Date 6/7/10
John Ricci, Airport Manager
Sikorsky Memorial Airport
1000 Great Meadows Road
Stratford, CT 06615

**UNITED STATES DEPARTMENT OF AGRICULTURE
ANIMAL AND PLANT HEALTH INSPECTION SERVICE
WILDLIFE SERVICES.**

BY:  _____ Date 14 Jun 2010
Monte D. Chandler, State Director
USDA, APHIS, WS
463 West Street
Amherst MA 01002

ATTACHMENT A WORK PLAN

Introduction

The U.S. Department of Agriculture (USDA) is authorized to protect American agriculture and other resources from damage associated with wildlife. The primary authority for Wildlife Services (WS) is the Act of March 2, 1931 (46 Stat. 1468; 7 U.S.C.426-426b) as amended, and the Act of December 22, 1987 (101 Stat. 1329-331, 7 U.S.C. 426c). Wildlife Services activities are conducted in cooperation with other Federal, State and local agencies; private organizations and individuals.

The WS program uses an Integrated Wildlife Damage Management (IWDM) approach (sometimes referred to as IPM or "Integrated Pest Management") in which a series of methods may be used or recommended to reduce wildlife damage. IWDM is described in Chapter 1, 1-7 of the Animal Damage Control Program Final Environmental Impact Statement (USDA, 1994). These methods include the alteration of cultural practices as well as habitat and behavioral modification to prevent damage. However, controlling wildlife damage may require that the offending animal(s) are killed or that the populations of the offending species be reduced.

Purpose

The purpose of this Cooperative Service Agreement is to cooperate in a wildlife damage management project, as described in the Work Plan to reduce the potential hazard to human health and safety, damage to aircraft, and personal property associated with wildlife strikes.

Planned USDA, APHIS, Wildlife Services Activities

Monitoring and control of wildlife for a period of twelve (12) months. Services include twenty-four (24) bi-monthly site visits to conduct operational control of wildlife creating a hazard to aviation safety. Methods to be used may include, but not be limited to vehicle chasing, pyrotechnics, trapping, toxicants, and firearms. Wildlife Services will coordinate with Tweed-New Haven personnel when scheduling and planning control activities. Additional site visits for control may be conducted at Wildlife Services discretion, as outside funding and scheduling allow, up to a total of twenty-two (22) visits. Visits may be conducted at greater or lesser frequency depending on seasonal wildlife activity, weather conditions, and the needs of the airport.

This agreement will begin June 1, 2010 and run through May 31, 2011.

(All activities will be conducted with both regular and overtime hours worked as necessary to accomplish the objectives of the program.)

Wildlife Hazards at Airports Training Outline

- **Introduction – Wildlife Hazards at Airports “Why are we here?”**

- History of wildlife-aviation problems
 - Wildlife hazards to aviation
 - Wildlife attractants
 - Airports responsibilities

- **Hazardous Species**

- Airport environment
 - Attractants on the airport
 - Off-site attractants
 - Seasonality of species

- **Rules, Regulations and Permits**

- Non-FAA laws and policies
 - FAA regulations and advisories
 - State laws and policies
 - Local laws and ordinances

- **Basic Bird Identification**

- Field Gear
 - Common birds
 - Bird factors
 - Environment/habitat
 - Record keeping/surveys

- **Wildlife Hazard Log and Strike Collection**

- Data Base
 - Procedures for collection (hands on)
 - Collection forms and documentation
 - Reports
 - Airman

- **Techniques to Manage Wildlife Hazards at Airports**

- Wildlife Hazards
 - Proactive management
 - Reactive management

20. AIRPORT CONDITION REPORTING 139.339

A. Airport Operations personnel shall issue a NOTAM should any condition exist which may affect the safe operation of aircraft. These conditions shall include, but are not be limited to:

- Construction activities on any areas used by aircraft
- Surface irregularities on any surface used by aircraft
- Snow, ice, slush or water on any aircraft use surface
- Snow piles or drifts near any runway or taxiway
- Objects on any movement area
- Lighting system malfunction
- Wildlife or livestock hazards
- Non-availability of any rescue and firefighting equipment
- Any other condition which may adversely affect safe airport operations

B. The following is a list of Airport Operations and management personnel who are authorized to issue NOTAMs:

- SF – Stephen Ford
- WM – Willie McBride
- TN – Thomas Norko
- JPC – Jean Paul Chacur
- KH – Kyle Hoffman

C. Exhibit 16A and 16B depict the forms used to issue and log NOTAMs.

D. AC 150/5200-28B was referenced with regard to developing and implementing the NOTAM procedures.

E. NOTAMs and their associated logs will be kept on file in the Airport Manager's Office for a period of 12 calendar months as outlined in Section 2 of this ACM.

EXHIBIT 20A – NOTAM FORM



**SIKORSKY MEMORIAL AIRPORT (BDR)
NOTICES TO AIRMEN (N.O.T.A.M.)**

FAA NOTAM # _____ DATE: _____

AIRPORT I.D. # _____ TIME: _____

NOTAM TEXT:

NOTIFICATION:

BDR TOWER
PHONE # 203-378-4106

INITIALS _____ TIME _____ CALLED IN BY _____

LOCKHEED NOTAMS
PHONE # 877-487-6867

INITIALS _____ TIME _____ CALLED IN BY _____

CANCELLED:

NOTIFICATION:

BDR TOWER
PHONE # 203-378-4106

INITIALS _____ TIME _____ CALLED IN BY _____

LOCKHEED NOTAMS
PHONE # 877-487-6867

INITIALS _____ TIME _____ CALLED IN BY _____

21. IDENTIFYING, MARKING, REPORTING CONSTRUCTION AND OTHER UNSERVICEABLE AREAS 139.341

- i. Sikorsky Memorial Airport is a Class IV airport and according to Part 139.203, is not required to have a Identifying, Marking, Reporting Construction and Other Unserviceable Areas Section.

22. NON-COMPLYING CONDITIONS 139.343

- A. Airport Operations shall inform the Airport Manager of any condition that warrants the closing of all, or a portion of, the airport to air carrier traffic. The Airport Manager shall decide the severity of the condition and necessity for closing and shall take appropriate actions and notify the FAA and air carriers accordingly.
- B. Should, in the Airport Manager's opinion, any areas of the airport be deemed unsafe for air carrier operations, it shall be so marked by Airport Operations personnel.

APPENDIX 1

4/26/04

AC 150/5210-22

APPENDIX 4. RELATED ADVISORY CIRCULARS

The FAA periodically publishes new ACs and updates existing ones. To obtain a current listing of FAA ACs, please consult the most recent version of AC 00-2, Advisory Circular Checklist. This document also explains how to obtain circulars and whether they are free or for sale. The Checklist is available on the FAA's website at <http://www.faa.gov/ABA/>. It can also be requested by writing to the U.S. Department of Transportation, Subsequent Distribution Office, SVC-121.23, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20785.

Most of the ACs listed below are available at <http://www.faa.gov/ARP/>.

Paved Areas

150/5320-6	Airport Pavement Design and Evaluation
150/5380-5	Debris Hazards at Civil Airports

Safety Areas

150/5220-22	Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns
150/5300-13	Airport Design
150/5320-5	Airport Drainage

Marking Signs, and Lighting

150/5340-1	Standards for Airport Markings
150/5340-4	Installation Details for Runway Centerline Touchdown Zone Lighting Systems
150/5340-5	Segmented Circle Airport Marker System
150/5340-14	Economy Approach Lighting Aids
150/5340-17	Standby Power for Non-FAA Airport Lighting Systems
150/5340-18	Standards for Airport Sign Systems
150/5340-21	Airport Miscellaneous Lighting Visual Aids
150/5340-24	Runway and Taxiway Edge Lighting System
150/5340-26	Maintenance of Airport Visual Aid Facilities
150/5340-28	Low Visibility Taxiway Lighting Systems
150/5340-29	Installation Details for Land and Hold Short Lighting Systems
150/5345-12	Specification for Airport and Heliport Beacon
150/5345-28	Precision Approach Path Indicator (PAPI) Systems
150/5345-43	Specification for Obstruction Lighting Equipment
150/5345-44	Specification for Taxiway and Runway Signs

Snow and Ice Control

150/5200-28	Notices to Airmen (NOTAMs) for Airport Operators
150/5200-30	Airport Winter Safety and Operations

150/5220-20 Airport Snow and Ice Control Equipment

Aircraft Rescue and Fire Fighting (ARFF)

150/5200-12 Fire Department Responsibility in Protecting Evidence at the Scene of an Aircraft Accident

150/5210-6 Aircraft Fire and Rescue Facilities and Extinguishing Agents

150/5210-7 Aircraft Rescue and Firefighting Communications

150/5210-13 Water Rescue Plans, Facilities, and Equipment

150/5210-14 Airport Fire and Rescue Personnel Protective Clothing

150/5210-15 Aircraft Rescue and Firefighting Station Building Design

150/5210-17 Programs for Training of Aircraft Rescue and Firefighting Personnel

150/5220-4 Water Supply Systems for Aircraft Fire and Rescue Protection

150/5220-10 Guide Specification for Water/Foam Aircraft Rescue and Firefighting Vehicles

150/5220-17 Design Standards for an Aircraft Rescue and Firefighting Training Facility

Hazardous Materials

20-43 Aircraft Fuel Control

150/5230-4 Aircraft Fuel Storage, Handling, and Dispensing on Airports

Traffic and Wind Direction Indicators

150/5340-5 Segmented Circle Airport Marker System

150/5340-21 Airport Miscellaneous Lighting Visual Aids

150/5340-23 Supplemental Wind Cones

150/5345-27 Specification for Wind Cone Assemblies

Airport Emergencies

150/5200-31 Airport Emergency Plan

150/5210-2 Airport Emergency Medical Facilities and Services

150/5210-13 Water Rescue Plans, Facilities, and Equipment

150/5340-17 Standby Power for Non-FAA Airport Lighting Systems

Self-Inspection Program

150/5200-18 Airport Safety Self-Inspection

150/5210-18 Systems for Interactive Training of Airport Personnel

Ground Vehicles

90-67 Light Signals from the Control Tower for Ground Vehicles, Equipment, and Personnel

150/5210-5	Painting, Marking and Lighting of Vehicles Used on an Airport
150/5210-20	Ground Vehicle Operations on Airports
150/5370-2	Operational Safety on Airports During Construction

Obstructions

70/7460-1	Obstruction Marking and Lighting
150/5340-21	Airport Miscellaneous Lighting Visual Aids
150/5345-43	Specification for Obstruction Lighting Equipment

Protection of NAVAIDs

150/5300-13	Airport Design
150/5340-1	Standards for Airport Markings
150/5340-18	Standards for Airport Sign Systems

Public Protection

150/5300-13	Airport Design
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Wildlife Hazard Management

150/5200-33	Hazardous Wildlife Attractants On or Near Airports
150/5200-34	Construction or Establishment of Landfills near Public Airports

Airport Condition Reporting

150/5200-28	Notices to Airmen (NOTAMs) for Airport Operators
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Identifying, Marking, and Reporting Construction and Unserviceable Areas

150/5200-28	Notices to Airmen (NOTAMs) for Airport Operators
150/5340-1	Standards for Airport Markings
150/5370-2	Operational Safety on Airports During Construction

APPENDIX 2

DEPARTMENT OF THE INTERIOR
U.S. FISH AND WILDLIFE SERVICE



FEDERAL FISH AND WILDLIFE PERMIT

1. PERMITTEE

SIKORSKY MEMORIAL AIRPORT
1000 GREAT MEADOW ROAD
STRATFORD, CT 06615

Rec'd 1/10/13
Sikorsky Airport
12:30 pm

2. AUTHORITY-STATUTES
16 USD 703-712

REGULATIONS
50 CFR Part 13
50 CFR 21.41

3. NUMBER
MB829505-0

4. RENEWABLE
 YES
 NO

5. MAY COPY
 YES
 NO

6. EFFECTIVE
01/31/2013

7. EXPIRES
01/30/2014

8. NAME AND TITLE OF PRINCIPAL OFFICER (If #1 is a business)

THOMAS NORKO
WILDLIFE COORDINATOR

9. TYPE OF PERMIT

DEPREDATION AT AIRPORTS

10. LOCATION WHERE AUTHORIZED ACTIVITY MAY BE CONDUCTED

WITHIN THE AIRPORT OPERATING AREA, STRATFORD, CT

11. CONDITIONS AND AUTHORIZATIONS:

A. GENERAL CONDITIONS SET OUT IN SUBPART D OF 50 CFR 13, AND SPECIFIC CONDITIONS CONTAINED IN FEDERAL REGULATIONS CITED IN BLOCK #2 ABOVE, ARE HEREBY MADE A PART OF THIS PERMIT. ALL ACTIVITIES AUTHORIZED HEREIN MUST BE CARRIED OUT IN ACCORD WITH AND FOR THE PURPOSES DESCRIBED IN THE APPLICATION SUBMITTED. CONTINUED VALIDITY, OR RENEWAL, OF THIS PERMIT IS SUBJECT TO COMPLETE AND TIMELY COMPLIANCE WITH ALL APPLICABLE CONDITIONS, INCLUDING THE FILING OF ALL REQUIRED INFORMATION AND REPORTS.

THE VALIDITY OF THIS PERMIT IS ALSO CONDITIONED UPON STRICT OBSERVANCE OF ALL APPLICABLE FOREIGN, STATE, LOCAL, TRIBAL, OR OTHER FEDERAL LAW.

C. VALID FOR USE BY PERMITTEE NAMED ABOVE.

D. You are authorized to take, temporarily possess, and transport the migratory birds specified below to relieve or prevent injurious situations impacting public safety. All take must be done as part of an integrated wildlife damage management program that emphasizes nonlethal management techniques. You may not use this authority for situations in which migratory birds are merely causing a nuisance.

(1) The following may be lethally taken:

- 100 total Canada Geese;
- 200 Herring, Ring-billed, Laughing gulls and Great black-backed gulls, in any species combination;
- 50 Gadwall, American Black and Mallard ducks, in any species combination;
- 50 Barn, Tree, Cliff, and Bank Swallows and Chimney swifts, in any species combination;
- 10 Blue and Green winged teal, in any species combination;
- 10 Common and Hooded mergansers, in any species combination;
- 25 Great blue and Black-crowned night heron, in any species combination;
- 20 Great, Cattle, and Snowy egrets, in any species combination;
- 25 each Double-crested cormorants, and Mourning doves; and
- 40 each Horned lark and Snow bunting

(2) The following active nests (including eggs) may be destroyed:

ADDITIONAL CONDITIONS AND AUTHORIZATIONS ALSO APPLY

12. REPORTING REQUIREMENTS

ANNUAL REPORT IS DUE WITH NEXT RENEWAL

REPORT FORMS CAN BE FOUND AT: <http://www.fws.gov/migratorybirds/mbpermits.html>

ISSUED BY

DATE

CHIEF, MIGRATORY BIRD PERMIT OFFICE - REGION 5

DATE

12/26/2012

- **2 nest of Ospreys and**
- **10 nest of American Black Ducks or Mallards in any species combination**
- **50 nests of Herring Gull and Great Black-backed Gull, in any species combination,**

Nests should be proactively destroyed during the inactive phase (no eggs present in the nest) to prevent nesting and eliminate the need to handle active nests. The total number of nests authorized reflects the largest number of nests removed or oiled on any one visit to a property. Nests removed or oiled on all other days are assumed renests, therefore, the number of nests/eggs oiled or removed on the highest count day best reflects the actual number of nests present on a property. Nests with chicks may not be destroyed or relocated. You may treat the eggs by oiling (using Egg Oil, 100% food grade corn oil, ADC Tech Note-June 1996), freezing, shaking, puncturing and immediately replacing the eggs for subsequent incubation, OR remove and destroy these nests and any eggs contained therein.

State restrictions: No species may be taken which is State listed as Endangered, Threatened, or Special Concern, without prior authorization from the Connecticut Department of Environmental Protection Commissioner Tel: 860-424-3011. Included on the State list, among other species, are Peregrine Falcon, Short-eared Owl, Northern Harrier, Upland Sandpiper and Grasshopper Sparrow.

"ANY BLACK DUCKS TAKEN SHOULD BE ATTEMPTED TO BE SALVAGED AND REPORTED TO THE CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION WILDLIFE DIVISION AT (860)-424-3011 FOR POSSIBLE USE IN CONTAMINANT SAMPLING STUDIES."

E. You are authorized in emergency situations only to take, trap, or relocate any migratory birds, nests and eggs, including species that are not listed in Condition D (except bald eagles, golden eagles, or endangered or threatened species) when the migratory birds, nests, or eggs are posing a direct threat to human safety. A direct threat to human safety is one which involves a threat of serious bodily injury or a risk to human life.

You must report any emergency take activity to your migratory bird permit issuing office, Hadley, MA, 413-253-8424(fax), within 72 hours after the emergency take action. Your report must include the species and number of birds taken, method, and a complete description of the circumstances warranting the emergency action.

F. You are authorized to salvage and temporarily possess migratory birds found dead or taken under this permit for (1) sposal, (2) transfer to the U.S. Department of Agriculture, (3) diagnostic purposes, (4) purposes of training airport personnel, (5) donation to a public charity (those suitable for human consumption), or (6) donation to a public scientific or educational institution as defined in 50 CFR 10.12. Any dead bald eagles or golden eagles salvaged must be reported within 48 hours to the National Eagle Repository at (303) 287-2110 and to the migratory bird permit issuing office at 413-253-8424 (fax). The Repository will provide directions for shipment of these specimens.

G. You may not salvage and must immediately report to U.S. Fish and Wildlife Service Law Enforcement any migratory birds that appear to have been poisoned, shot, or otherwise injured as the result of criminal activity.

H. You may use the following methods of take: (1) 10 gauge Shotguns (1a)other types of firearms by USDA only; (2) nets; (3) registered animal drugs (excluding nicarbazin), pesticides and repellents; (4) falconry abatement; and (5) legal lethal and live traps (excluding pole traps). Birds caught live may be euthanized or transported and relocated to another site approved by the appropriate State wildlife agency, if required. When using firearms, you may use rifles or air rifles to shoot any bird when you determine that the use of a shotgun is inadequate to resolve the injurious situation. The use of any of the above techniques is at your discretion for each situation. Use of paint ball guns is prohibited.

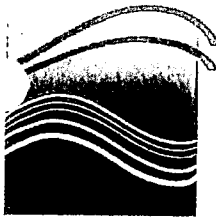
I. You may temporarily possess and stabilize sick and injured migratory birds and immediately transport them to a federally licensed rehabilitator for care.

J. The following subpermittees are authorized: Thomas Norko, Jean Paul Chacur, Stephen Ford, Willie McBride, Frank Wasylink, and employees of USDA, Wildlife Services. In addition, any other person who is (1) employed by or under contract to you for the activities specified in this permit, or (2) otherwise designated a subpermittee by you in writing, may exercise the authority of this permit.

K. You and any subpermittees must comply with the attached Standard Conditions for Migratory Bird Depredation Permits. These standard conditions are a continuation of your permit conditions and must remain with your permit.

A "No Feeding Policy" must be in place.

For Alaska, Oregon, or Canada Geese Egg Addling or Nest Destruction you MUST register each year between January 1 and June 30 at: <https://epermits.fws.gov/eRCGR>. You must return to website and report your take before October 31 each year.



Connecticut Department of
**ENERGY &
ENVIRONMENTAL
PROTECTION**

AIRPORT DEPREDATION PERMIT 26-7

October 15, 2012

Mr. Thomas Norko
Airport Certification Specialist
Sikorsky Memorial Airport
Main Terminal
1000 Great Meadow Rd.
Stratford, CT 06615

Dear Mr. Norko:

Pursuant to section 26-7 of the Connecticut General Statutes, I hereby appoint you and the officers listed below as Volunteer Assistants.

This Appointment is granted for the purpose of taking wildlife within the confines of the **Sikorsky Memorial Airport** in order to protect public safety. The taking of wildlife shall be consistent with wildlife hazard recommendations prepared by USDA Wildlife Services and shall be subject to the following conditions:

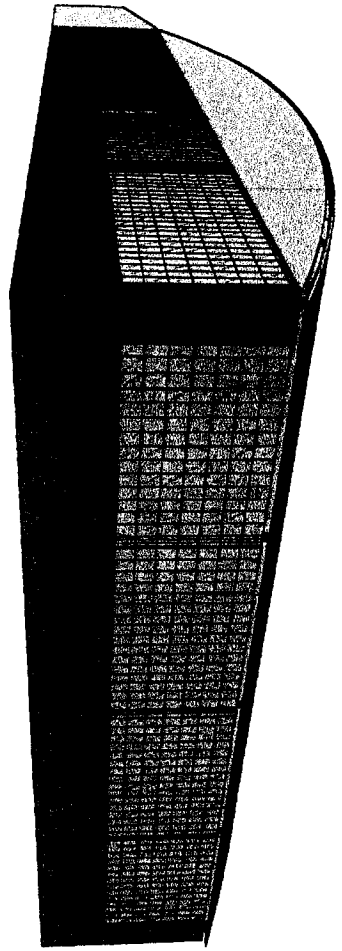
1. The following individuals are appointed by the Commissioner of Energy & Environmental Protection to take wildlife within the airport property-- Thomas Norko, Francis Wasyluk, Stephen Ford, Willie McBride, Christopher Samorajczyk and Jean Paul Chacur.
2. The Airport is authorized to use shotguns to take wildlife.
3. Wildlife may be taken during the day or at night, however, the take of wildlife is not permitted on Sundays.
4. In the case of an imminent threat to public health or safety, notwithstanding the provision contained in condition #3, wildlife may be taken at any time, using any method consistent with professional wildlife management principles.
5. Immediately upon the taking of any deer such deer shall be: a) tagged with leg tags provided by the Department of Energy Environmental Protection and b) field dressed and stored in a cool location. The Department of Energy & Environmental Protection's Communication Center, which operates 24 hours a day, shall be notified of the tag number(s) used by calling (860) 424-3333.
6. Deer suitable for human consumption shall be donated to the Hunters for the Hungry program. Deer that are not suitable for human consumption and other wildlife may be disposed of by burial on site or at a solid waste disposal facility (landfill or incinerator) provided that authorization is obtained from the permittee.
7. An annual report of all wildlife taken shall be filed with the Wildlife Division by January 15th for the previous calendar year.
8. This appointment shall expire December 31, 2015 and may be renewed upon request.
9. Additional authorization from the Commissioner is required to take any state listed endangered or threatened species. The taking of Federally listed species or migratory birds shall be subject to Federal regulatory authority.

Should you have any questions regarding this Appointment please contact Ms. Laurie Fortin, Wildlife Biologist, DEEP, Wildlife Division at (860) 424-3963 or laurie.fortin@ct.gov.

Sincerely,

Susan K. Whalen
Deputy Commissioner

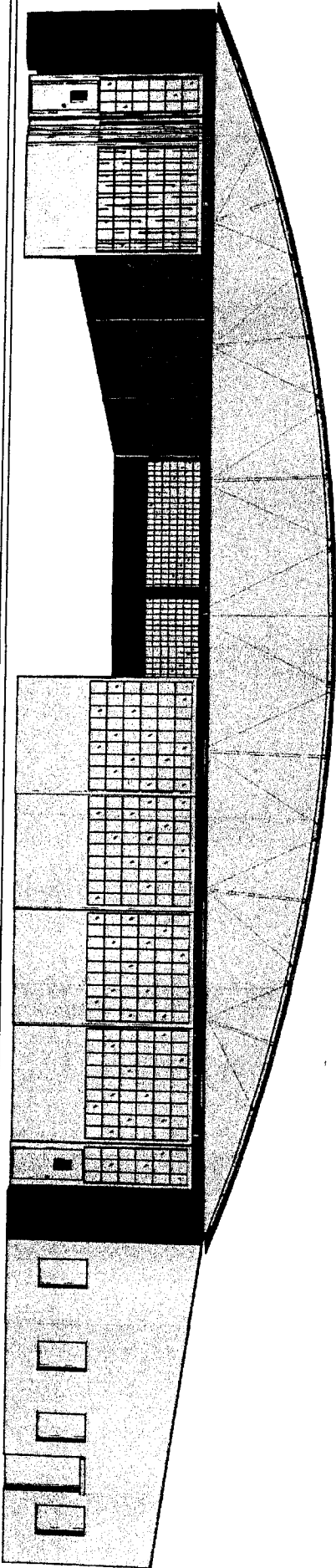
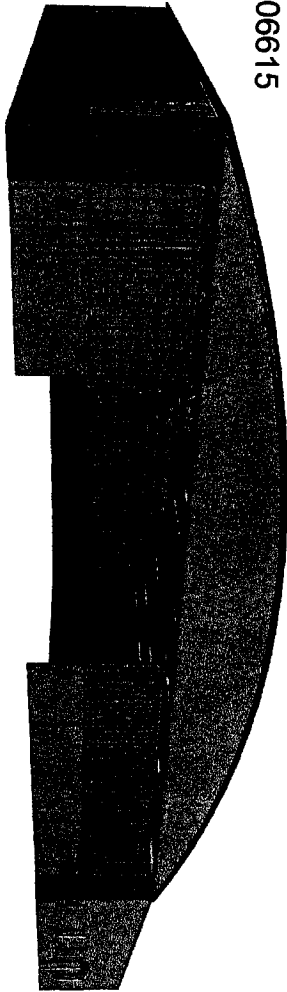
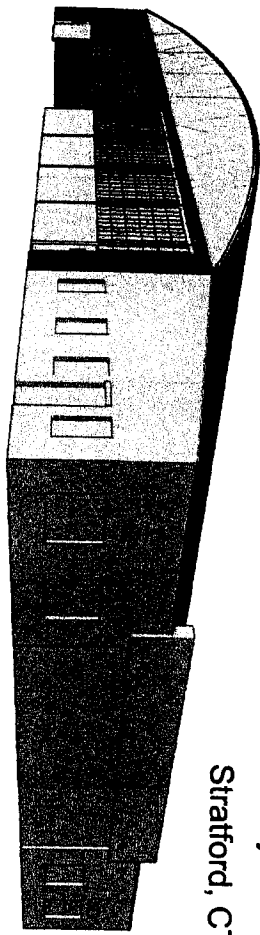
cc: Law Enforcement

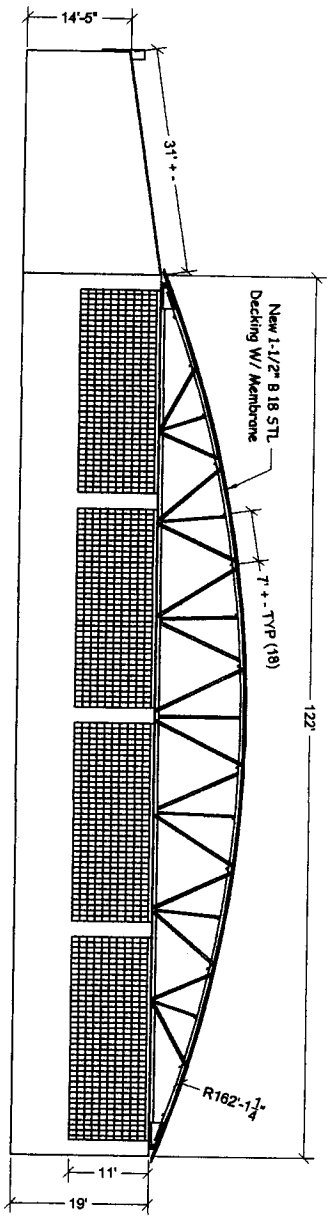


Curtiss Hanger

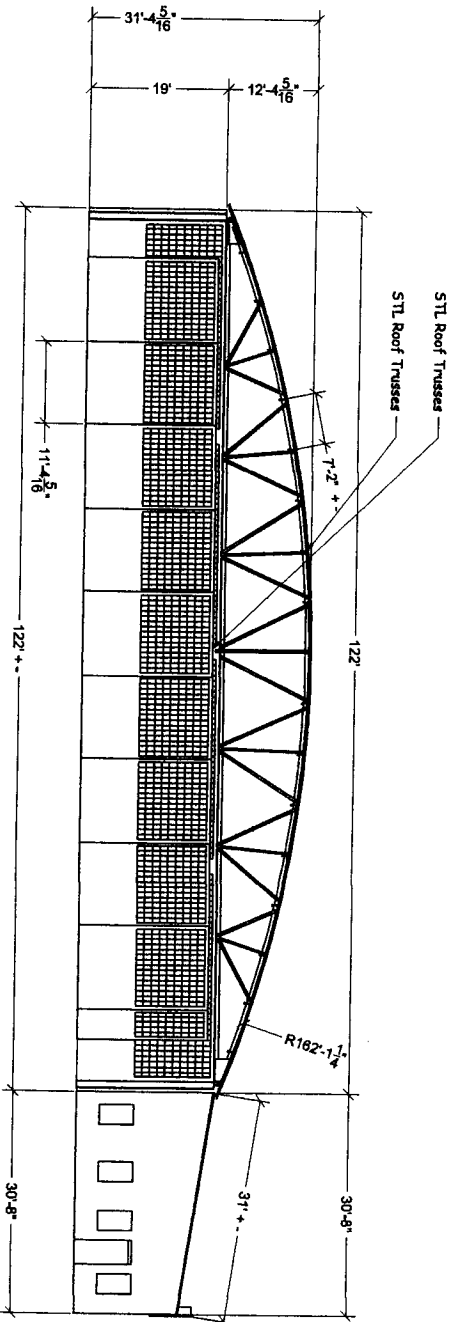
Sikorsky Memorial Airport

Stratford, CT 06615



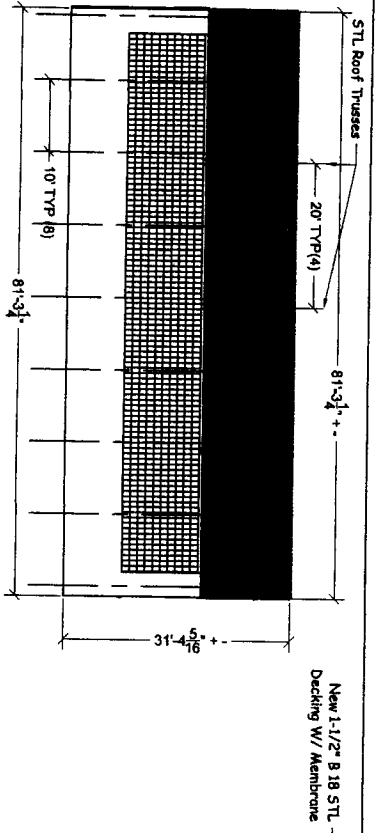


1 North Elevation
Scale: 1/8" = 1'-0"

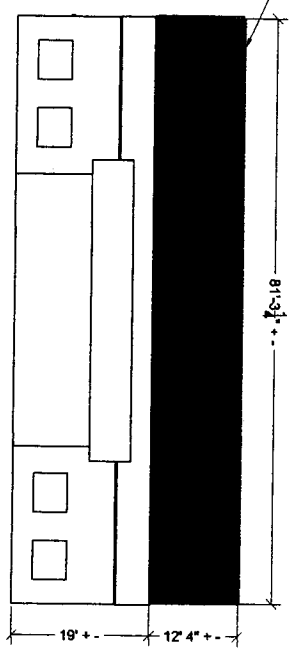


2 South Elevation
Scale: 1/8" = 1'-0"

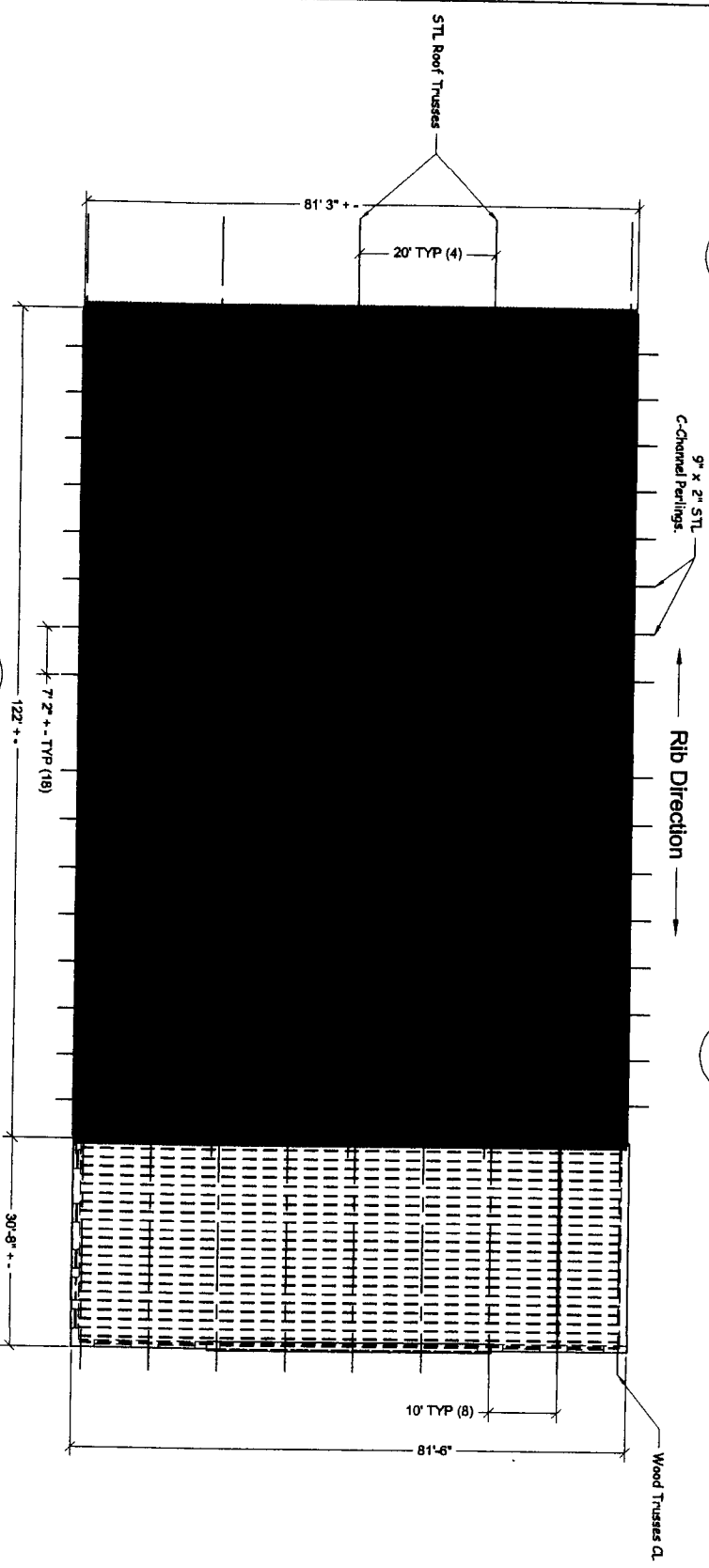
<p>General Notes</p>	
<p>Project Name and Address</p> <p>Curtiss Hanger Skowhegan Memorial Airport Stratford, CT 06615</p>	<p>RFI</p> <p>Revision/Issue</p> <p>Title</p>
<p>Project No.</p> <p>F03-0</p>	<p>Date</p> <p>02/19/13</p>
<p>Roof Repairs to Curtiss Hanger</p>	
<p>Scale: 1/8" = 1'-0"</p> <p>A-1.0</p>	



1 East Elevation
Scale: 1/8" = 1'-0"

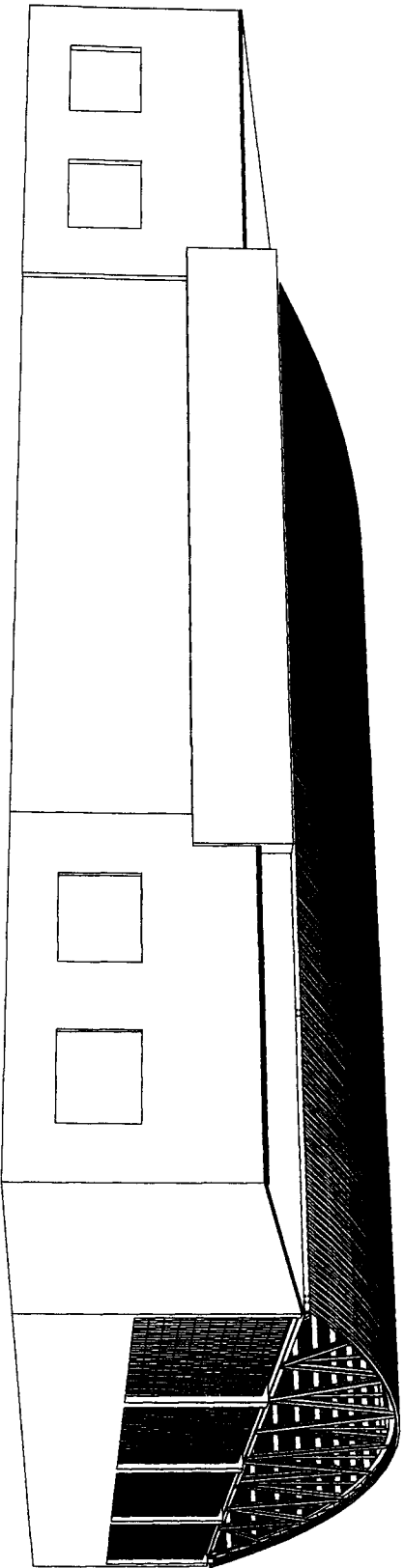
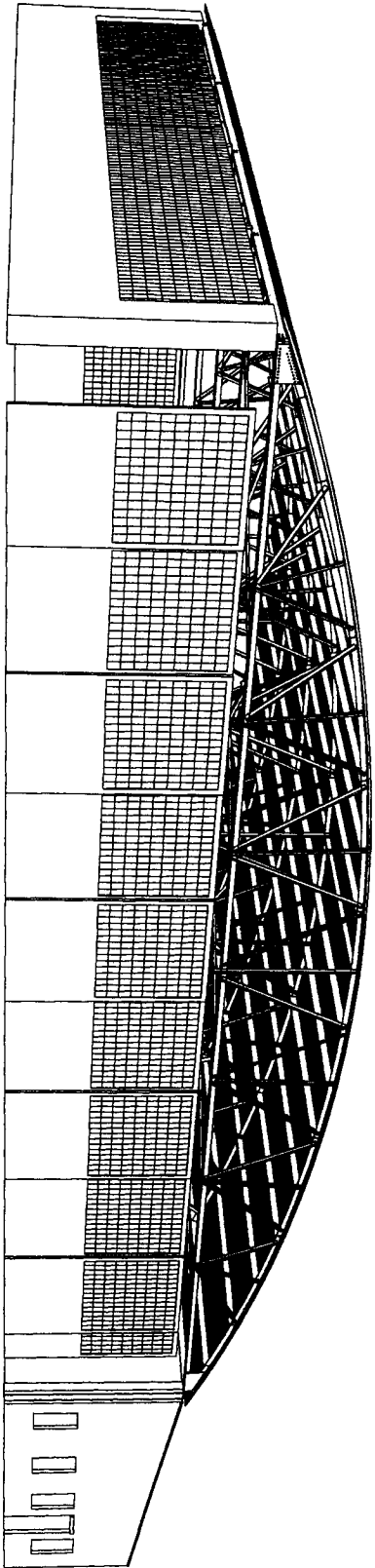


2 West Elevation
Scale: 1/8" = 1'-0"



3 Plan View
Scale: 1/8" = 1'-0"

<p>Project Name and Number</p> <p>Curtiss Hanger Sikorsky Memorial Airport Stratford, CT 06815</p>		<p>Revision/Date</p>	<p>Date</p>
<p>Project Description</p> <p>Roof Repairs to Curtiss Hanger</p>		<p>Sheet Number</p> <p>A-2.0</p>	
<p>Project No.</p> <p>FG1-0</p>	<p>Date</p> <p>02/19/13</p>	<p>Scale</p> <p>As Noted</p>	



General Notes

No.	Revision/Date	Date

Project Name and Address
Curtiss Hanger
 Sikorsky Memorial Airport
 Stratford, CT 06615

Project Name and Address
Roof Repairs
 to
Curtiss Hanger

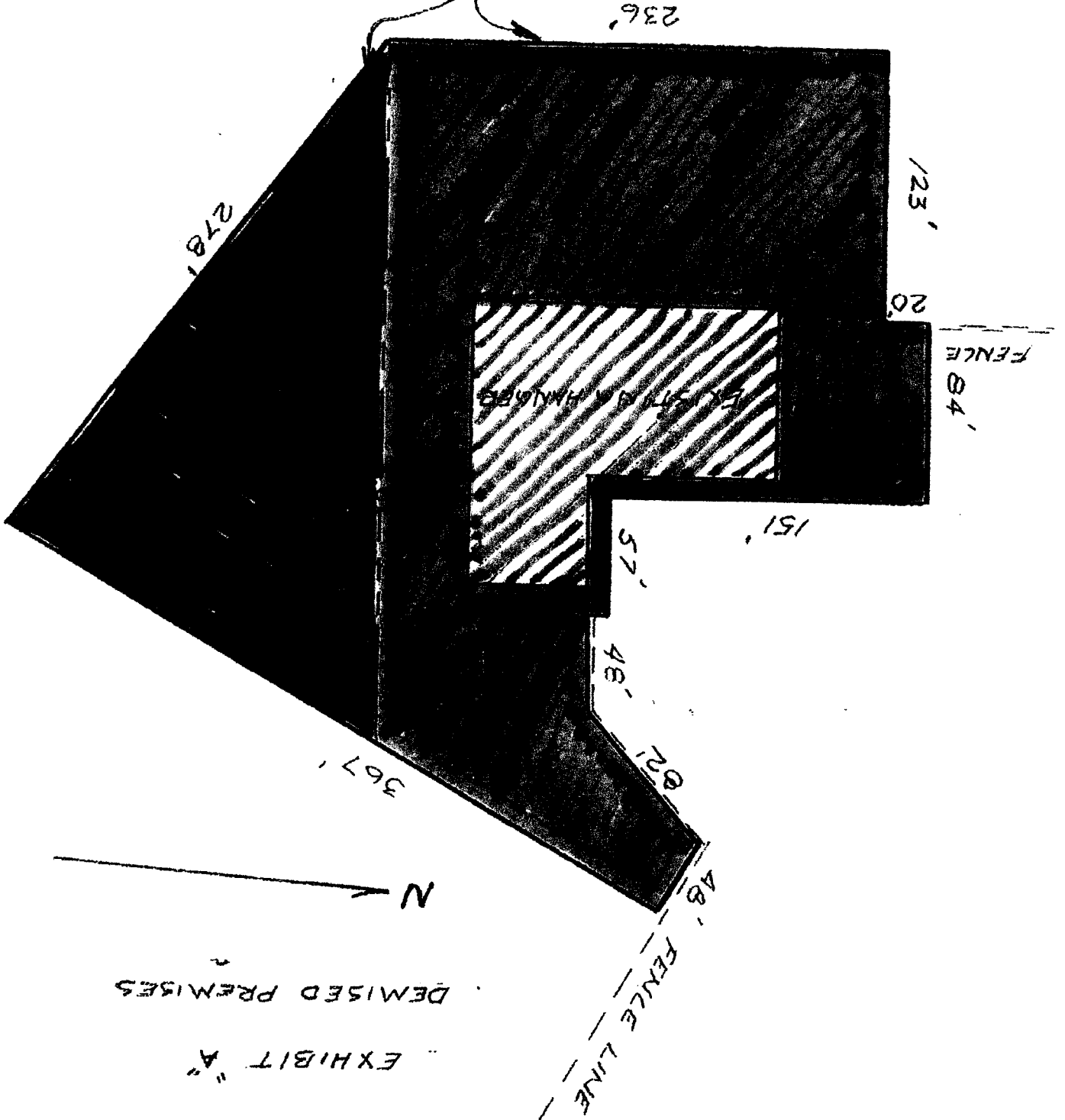
Project	FG1-0	Sheet	A-4.0
Date	02/19/13		
Drawn By	As Noted		

OCTOBER 14, 2013

CT AIR & SPACE CENTER

LEASED AREA

MOVEMENT AREA LINE



Google

CASC

LEASE LINE

ERUGR LINE

LINE

To see all the details that are visible on the screen, use the "Print" link next to the map.

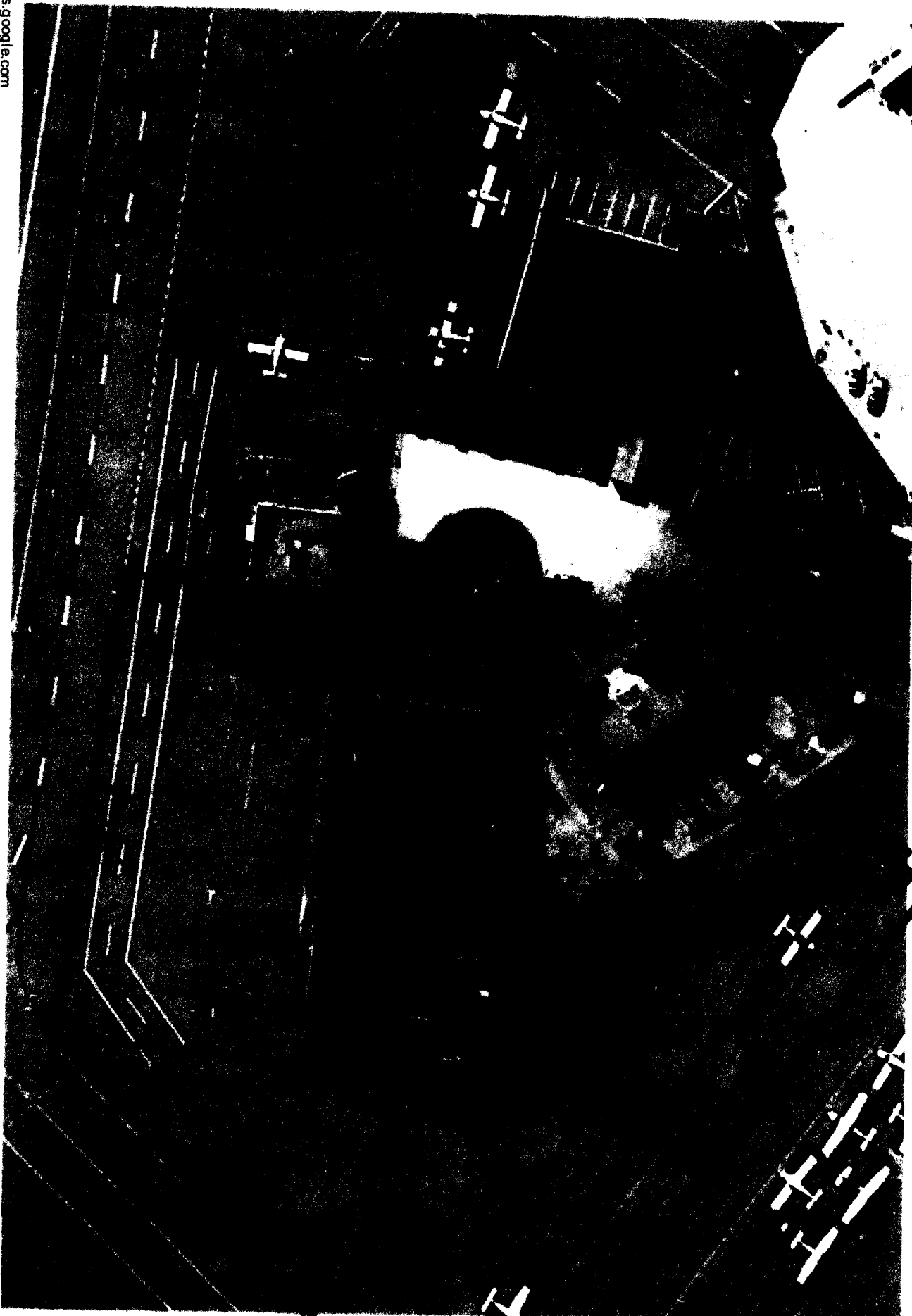
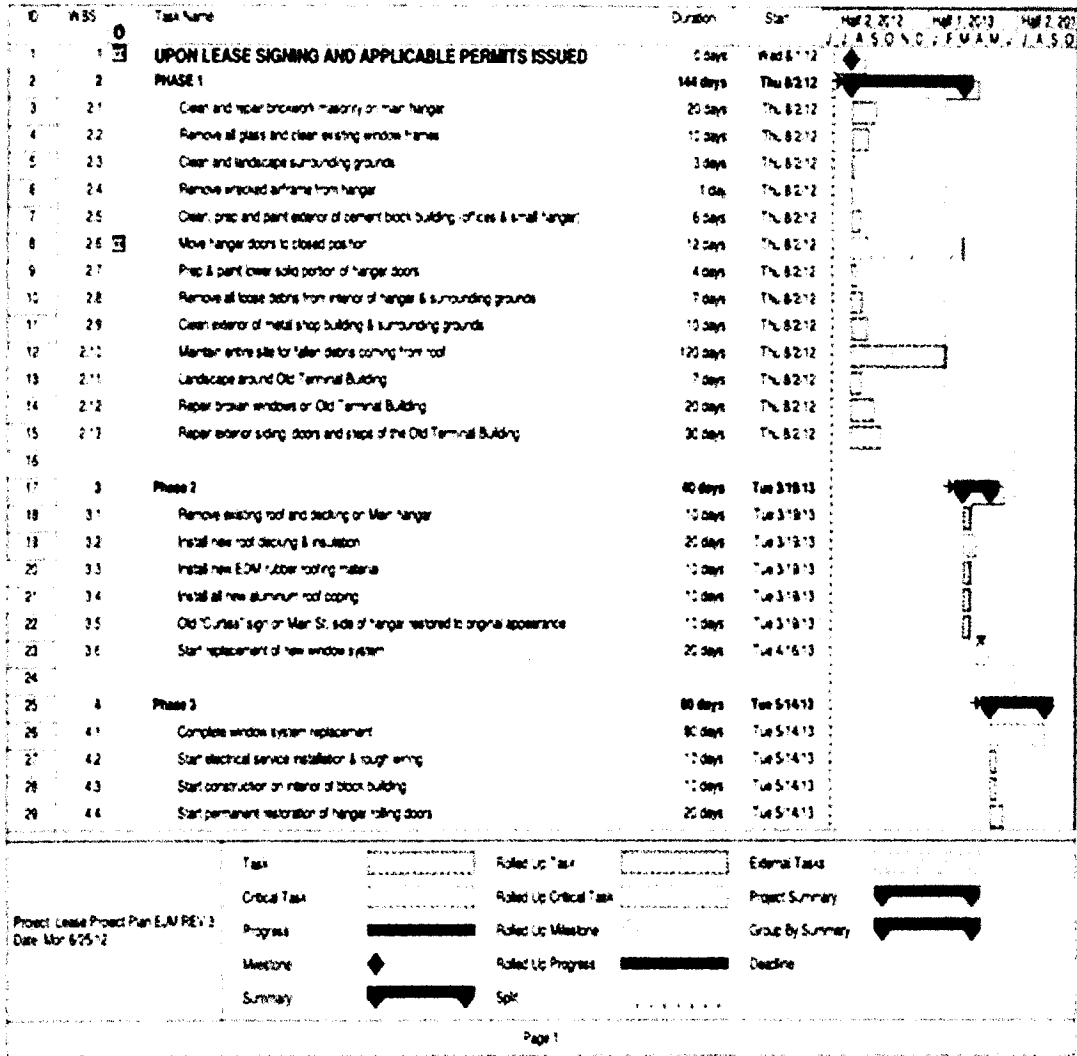


EXHIBIT D PROJECT GANTT CHART





U.S. Department
of Transportation

Federal Aviation
Administration

Advisory Circular

Subject: Airport Foreign Object Debris (FOD) Management **Date:** 9/30/2010 **AC No:** 150/5210-24
Initiated by: AAS-100 **Change:**

1. **PURPOSE.** This advisory circular (AC) provides guidance for developing and managing an airport foreign object debris (FOD) program. In addition, this AC provides specifications for the equipment used in FOD removal operations.
2. **SCOPE.** The program described herein is composed of four main areas: prevention; detection; removal; and evaluation. Each of the four areas (corresponding to a dedicated chapter in this AC) contains strategies and practices that can help reduce FOD at airports.

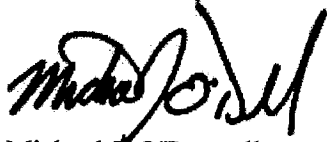
The guidance in this AC is particularly applicable to airport owners and operators, air carrier station managers, and general aviation operators. Individuals in these positions may then be able to communicate to apron crews, maintenance technicians, and aircraft servicing personnel the safety hazards posed by FOD.

The FOD management guidelines presented in this AC are advisory and can be implemented at the discretion of the airport operator in accordance with the airport operator's approved Airport Certification Manual.

3. **CANCELLATION.** AC 150/5380-5B, Debris Hazards at Civil Airports, dated 7/5/96, is canceled.
4. **APPLICATION.** The Federal Aviation Administration (FAA) recommends the guidance and specifications in this Advisory Circular for developing and managing an airport FOD management program. In general, use of this AC is not mandatory. However, use of this AC is mandatory for the acquisition of FOD removal equipment through the Airport Improvement Program (AIP) or the Passenger Facility Charge (PFC) Program. See Grant Assurance No. 34, Policies, Standards, and Specifications, and PFC Assurance No.9, Standards and Specifications.

5. **COMMENTS OR SUGGESTIONS** for improvements to this AC should be sent to:

Manager, Airport Engineering Division (AAS-100)
ATTN: FOD MANAGEMENT
Federal Aviation Administration
800 Independence Avenue SW
Washington DC 20591

A handwritten signature in black ink, appearing to read "Michael J. O'Donnell". The signature is stylized and cursive.

Michael J. O'Donnell
Director of Airport Safety and Standards

TABLE OF CONTENTS

CHAPTER 1. TERMINOLOGY AND REFERENCES	1
1.1. DEFINITIONS.....	1
1.2. ACRONYMS AND TERMS.....	1
1.3. APPLICABLE DOCUMENTS.	2
CHAPTER 2. INTRODUCTION.....	5
2.1. GENERAL.....	5
2.2. FOD FUNDAMENTALS.....	5
2.3. AN AIRPORT FOD MANAGEMENT PROGRAM.....	6
CHAPTER 3. FOD PREVENTION.....	9
3.1. AWARENESS.....	9
3.2. TRAINING AND EDUCATION.	11
3.3. MAINTENANCE PROGRAMS.	12
CHAPTER 4. FOD DETECTION.....	15
4.1. GENERAL.....	15
4.2. FOD RISK ASSESSMENT.....	15
4.3. FOD DETECTION OPERATIONS	15
4.4. FOD DETECTION EQUIPMENT.....	19
CHAPTER 5. FOD REMOVAL.....	21
5.1. BACKGROUND.	21
5.2. EQUIPMENT CHARACTERISTICS.....	21
5.3. PERFORMANCE.....	23
5.4. REMOVAL OPERATIONS.....	24
CHAPTER 6. FOD EVALUATION	25
6.1. DATA COLLECTION AND ANALYSIS.....	25
6.2. CONTINUOUS PROGRAM IMPROVEMENT.	26
APPENDIX A: SUGGESTED DUTIES AND RESPONSIBILITIES OF THE FOD MANAGER	29
A.1. GENERAL.....	29
A.2. THE FOD MANAGER.....	29
APPENDIX B: FOD REMOVAL EQUIPMENT: ADDITIONAL STANDARDS	31
B.1. DESIGN STANDARDS.....	31
B.2. CONSTRUCTION STANDARDS.....	37
B.3. DELIVERY AND ACCEPTANCE STANDARDS.....	38
B.4. POST-DELIVERY STANDARDS.	39

LIST OF FIGURES

Figure 2-1. Relationship between the four main areas in a FOD program	8
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CHAPTER 1. TERMINOLOGY AND REFERENCES

1.1. DEFINITIONS.

a. Air Operations Area (AOA). All airport areas where aircraft can operate, either under their own power or while in tow. The AOA includes runways, taxiways, apron areas, and all unpaved surfaces within the airport's perimeter fence.

b. Airport Apron (or Ramp). A surface in the AOA where aircraft park and are serviced (refueled, loaded with cargo, and/or boarded by passengers).

c. Clean-as-you-go. The practice of cleaning one's surroundings before, during, and after a shift, especially when working with items that may become FOD.

d. Foreign Object Debris (FOD). Any object, live or not, located in an inappropriate location in the airport environment that has the capacity to injure airport or air carrier personnel and damage aircraft. **NOTE:** *The FAA is cooperating with international aviation organizations in an effort to develop a standard, international definition of FOD. If, and when, such a definition is developed and adopted by the International Civil Aviation Organization (ICAO), that definition will take precedence over the one provided in this AC.*

e. Foreign Object Debris (FOD) Damage. Any damage attributed to a foreign object that can be expressed in physical or economic terms which may or may not downgrade the product's safety or performance characteristics. **NOTE:** *For the purposes of this AC, and to reduce confusion and ensure consistency in language and terminology, "FOD" will only refer to the phrase "foreign object debris."*

f. Hazard. A condition, object or activity with the potential for causing damage, loss, or injury.

g. Manufacturer. The distributor, lessor, or supplier of automated FOD detection equipment. This includes any operator of a FOD removal program that incorporates FOD detection equipment and removal equipment.

1.2. ACRONYMS AND TERMS.

ACM	Airport Certification Manual
AOA	Air Operations Area
FAA	Federal Aviation Administration
FOD	Foreign Object Debris
GSE	Ground Support Equipment
ICAO	International Civil Aviation Organization

NHTSA	National Highway Traffic Safety Administration
SAE	Society of Automotive Engineers
USAF	United States Air Force

1.3. APPLICABLE DOCUMENTS.

The following documents form part of this specification and are applicable to the extent specified.

a. DOT Standards / FAA Orders, Specifications, Drawings, and Advisory Circulars (ACs).

AC 150/5200-5	Wildlife Attractants On or Near Airports
AC 150/5210-5	Painting, Marking, and Lighting of Vehicles Used on an Airport
AC 150/5200-18	Airport Safety Self-Inspection
AC 150/5200-30	Airport Winter Safety and Operations
AC 150/5220-24	Airport Foreign Object Debris (FOD) Detection Equipment
AC 150/5300-13	Airport Design
AC 150/5370-2	Operational Safety on Airports During Construction
AC 150/5380-6	Guidelines and Procedures for Maintenance of Airport Pavements
NHTSA FMVSS 103	Windshield Defrosting and Defogging Systems

b. Industry Publications.

Chaplin, G.	Make it FOD Free: The Ultimate FOD Prevention Program Manual
NAFPI	Foreign Object Debris (FOD) Prevention Guidelines
NAS 412	Foreign Object Damage/Foreign Object Debris (FOD) Prevention
San Antonio International Airport	FOD Prevention Program Manual
SAE 1247	Aircraft Ground Support Equipment — General Requirements
SAE J1503	Performance Test for Air-Conditioned, Heated, and Ventilated Off-Road Self-Propelled Work Machines

c. Sources.

(1) FAA ACs may be obtained from the FAA website at:
http://www.faa.gov/regulations_policies/advisory_circulars/

(2) FAA Orders, Specifications, and Drawings may be obtained from: Federal Aviation Administration, ATO-W CM-NAS Documentation, Control Center, 800 Independence Avenue, SW, Washington, DC 20591. Telephone: (202) 548-5256, FAX: (202) 548-5501 and website:
http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/techops/atc_facilities/cm/cm_documentation/

(3) NHTSA Standards may be obtained from: NHTSA HQ, 1200 New Jersey Avenue, SE, West Building Washington, DC 20590. Website: www.nhtsa.dot.gov

(4) Industry publications may be obtained from:

(a) National Aerospace FOD Prevention, Inc., Telephone: (800) 363-1121 and website: www.nafpi.com

(b) The FOD Control Corporation, 8987 East Tanque Verde Road, Building 309 - Mail Stop #360, Tucson, Arizona USA, 85749-9399 and website: www.makeitfodfree.com

(c) National Aerospace Standards (NAS), from the Aerospace Industries Association of America, Inc., 15 Inverness Way East, Inglewood, CO 80112 and website:
global.ihs.com/?RID=AIA

(d) San Antonio International Airport, 9800 Airport Blvd., San Antonio, TX 78216, Telephone: (210) 207-3475 and website: www.sanantonio.gov

(e) Society of Automotive Engineers, 400 Commonwealth Drive, Warrendale, PA 15096-0001

CHAPTER 2. INTRODUCTION

2.1. GENERAL.

The presence of FOD on an airport's air operations area (AOA) poses a significant threat to the safety of air travel. FOD has the potential to damage aircraft during critical phases of flight, which can lead to catastrophic loss of life and airframe, and at the very least increased maintenance and operating costs. FOD hazards can be reduced, however, through the implementation of a FOD management program and the effective use of FOD detection and removal equipment.

2.2. FOD FUNDAMENTALS.

a. FOD Hazards. FOD can severely injure airport or air carrier personnel or damage equipment. Types of potential damage include: cutting aircraft tires; being ingested into engines; or becoming lodged in mechanisms affecting flight operations. Personnel injuries or even death can occur when jet blast propels FOD through the airport environment at high velocities.

b. Sources of FOD.

(1) FOD comes from many sources, which complicates efforts to maintain safe airfield operations. FOD can be generated from personnel, airport infrastructure (pavements, lights, and signs), the environment (wildlife, snow, ice) and the equipment operating on the airfield (aircraft, airport operations vehicles, maintenance equipment, fueling trucks, other aircraft servicing equipment, and construction equipment).

(2) FOD can collect both on and below ground support equipment stored or staged on the airport apron, particularly in apron areas. Jet blast can then blow FOD onto personnel or an aircraft. Jet blasts can also create runway FOD when an aircraft transitions from a relatively large-width runway onto a smaller-width taxiway. Outboard engines blow any loose dirt and materials from the shoulder and infield areas onto the runway. Also, the outboard engines of four-engine aircraft can move debris from the runway edge and shoulder areas, where it tends to accumulate, back toward the center of the runway or taxiway.

(3) Helicopters that maneuver over freshly mowed or loose-dirt infield areas can also move FOD onto runways, taxiways, and ramps. In addition, the rotor wash from a helicopter can propel lightweight ground support equipment (GSE) or materials staged nearby.

(4) FOD is often more common when airports begin construction activities. FOD may also be more prevalent in winter conditions, as aging pavement infrastructure may be influenced by weathering (freeze and thaw cycles) and begin to crack or break apart.

(5) Advisory Circular 150/5200-30, Airport Winter Safety and Operations, contains specific guidance on using and removing sand to minimize its chances of becoming FOD in winter weather conditions.

(6) Weather can also be the cause of FOD due to movement. For example, wind can blow dry debris, such as sand or plastic bags, from relatively non-critical areas onto the flight area. Rain water and drainage can stream mud, pebbles and other small items along the path of least resistance. Awareness of weather-related sources of FOD movement helps civil engineers to design barriers and other structures properly.

c. FOD Taxonomy. The exact nature of FOD is also varied. FOD can be composed of any material and can be of any color and size. In a one year airport study (Information Paper on French Study on Automatic FOD Detection Systems – Workshop EUROCONTROL, 9-10 June 2008), over 60% of the collected, known FOD items were made of metal, followed by 18% of the items being made of rubber. Dark-colored items made up nearly 50% of the FOD collected. Typical FOD includes the following:

- aircraft and engine fasteners (nuts, bolts, washers, safety wire, etc.);
- aircraft parts (fuel caps, landing gear fragments, oil sticks, metal sheets, trapdoors, and tire fragments);
- mechanics' tools;
- catering supplies;
- flight line items (nails, personnel badges, pens, pencils, luggage tags, soda cans, etc.);
- apron items (paper and plastic debris from catering and freight pallets, luggage parts, and debris from ramp equipment);
- runway and taxiway materials (concrete and asphalt chunks, rubber joint materials, and paint chips);
- construction debris (pieces of wood, stones, fasteners and miscellaneous metal objects);
- plastic and/or polyethylene materials;
- natural materials (plant fragments, wildlife and volcanic ash); and
- contaminants from winter conditions (snow, ice).

FOD removal operations are not meant to occur when a given area is contaminated with snow or ice. In such winter conditions, the procedures listed in AC 150/5200-30, Airport Winter Safety and Operations, are used to clear the AOA surfaces.

2.3 AN AIRPORT FOD MANAGEMENT PROGRAM

a. Airport Regulatory Requirements.

(1) The need for an airport to manage FOD is based on the requirements outlined in 14 CFR Part 139, Certification of Airports. The presence of FOD in the airport environment is discussed in §139.305.(a).(4), Paved Areas, which states: "Except as provided in paragraph (b) of this section, mud, dirt, sand, loose aggregate, debris, foreign objects, rubber deposits, and other contaminants must be removed promptly and as completely as practicable." In addition, daily inspections performed at certificated airports (which form the primary means of FOD detection and removal at some airports) are required under §139.327, Self-Inspection Program. Inspections are a key component in airport operations, and an effective self-inspection program enables an airport operator to identify and eliminate unsafe conditions.

(2) Other FAA guidance documents, such as AC 150/5200-18, Airport Safety Self-Inspection, contain detailed information on the Part 139 inspection process, stating that “The inspector should continuously check for, and remove any FOD in movement areas, aircraft parking areas and loading ramps” (reference paragraph 11.g). It should be noted that while Part 139 requirements are mandatory for a holder of a Part 139 Airport Operating Certificate, the regulation contains many safety practices the FAA recommends for use at all airports.

(3) International standards and practices also discuss the issue of FOD in airports. ICAO Annex 14, Aerodrome Design and Operations, Chapter 10.2.1 states, “The surfaces of all movement areas including pavements (runways, taxiways and aprons) and adjacent areas shall be inspected and their conditions monitored regularly as part of an aerodrome preventive and corrective maintenance programme with the objective of avoiding and eliminating any loose objects/debris that might cause damage to aircraft or impair the operation of aircraft systems.”

b. Program Areas.

(1) A successful FOD management programs typically contain four main areas, each containing significant elements, as outlined below and in Figure 2-1:

- Prevention
 - Awareness (existence of the FOD program and management support)
 - Training and education (implementation of the FOD program)
 - Maintenance
- Detection
 - Operations (manual inspections and use of detection equipment)
 - Equipment
- Removal
 - Equipment
 - Operations
- Evaluation
 - Data collection and analysis
 - Continuous improvement (trending, feedback, incident investigation)

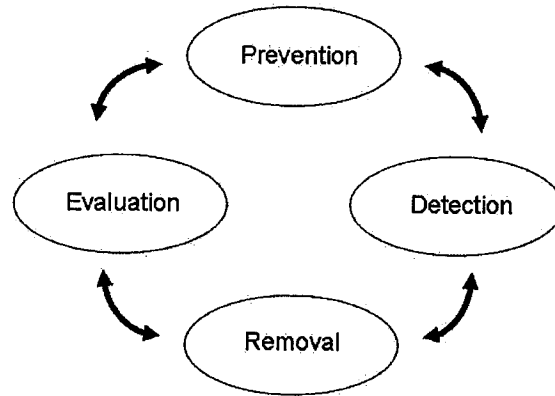


Figure 2-1. Relationship between the four main areas in a FOD program

(2) Practical guidance for FOD managers. FOD managers are encouraged to build upon the guidance provided in this AC when implementing or improving their own programs.

CHAPTER 3. FOD PREVENTION

3.1. AWARENESS.

a. Program Existence and Status.

(1) A first step in implementing a successful FOD management program is making sure that applicable personnel are aware of the program's existence. An airport's FOD management system should be visible in all aspects of the airport operation. Improvements in FOD safety will occur most efficiently if all airport personnel are actively encouraged to identify potential FOD hazards, act to remove observed FOD, and propose solutions to mitigate those hazards. Some examples of organizational communication are:

- (a) FOD seminars;
- (b) FOD letters, notices and bulletins;
- (c) FOD lessons-learned;
- (d) FOD bulletin boards, safety reporting drop boxes, and electronic reporting through web sites or email; and
- (e) A method to exchange safety-related information with other airport operators through regional offices or professional organizations.
- (f) Airport FOD program promotional materials, such as t-shirts, stickers, FOD disposal cans, and smaller give-away items.
- (g) FOD discussion at employee staff meetings.

b. FOD Policy and Management Support.

(1) An effective FOD program must also have the full support of management. Management's commitment to FOD prevention should be formally expressed in a statement of the organization's FOD policy. The statement will serve to formally establish the FOD management program. Posting this policy statement in conspicuous locations will help reinforce the organization's commitment to FOD prevention and help remind employees of their FOD management duties. Some key elements of an airport's FOD policy are:

- (a) An outline of the methods and processes that the organization will use to achieve desired safety outcomes.
- (b) The organization's policy concerning responsibility and accountability.

(2) The FOD Program Manager.

(a) Airport operators should designate an accountable staff member to manage the airport's FOD programs and issues. This designated individual can be a dedicated FOD manager or can have other duties (e.g., operations manager, safety manager, etc.).

(b) The responsibilities of the FOD Manager should be clearly defined along the identified lines of communication within the organization. Additionally, the FOD manager should be allowed to report to the highest levels of management (e.g. airport president, chief executive officer (CEO), etc.) to assure appropriate consideration of all reports, recommendations, and issues.

(c) The FOD manager should regularly communicate the status of the FOD program to airport staff and ensure that lessons learned from hazardous occurrence investigations and case history or experiences, both internally and from other organizations, are distributed widely. An open line of communication should always be available between the FOD Manager and the airport/air carrier staff.

(d) An expanded discussion of the suggested duties and responsibilities of a FOD manager are provided in Appendix A.

(3) The FOD Committee.

(a) A number of airports of varying sizes and complexities have found it helpful to establish a FOD committee. Note: The level of authority or power of the FOD committee will be different for each airport, as it is set by the airport's executive management.

(b) The composition of the committee is under the airport's discretion, but typical committee members include those stakeholders with a direct relationship to FOD (such as those in a position to produce or remove FOD), including: tenant representatives, air carriers, airport operations and public safety staff, and contractor representatives, etc. The FOD manager would typically chair the committee.

(c) One of the most important functions of the FOD committee is to serve as a resource for the FOD manager. In addition, the determination of potentially hazardous FOD situations can be performed by the FOD committee, as well as performing an evaluation of collected FOD data.

c. Safety Culture. An effective FOD management program requires more than the implementation of rules and procedures to be followed. It requires the support of management to establish the attitude, decisions, and methods of operation at the policy-making level that demonstrate the organizations priority to safety. In effective safety cultures, there are clear reporting lines, clearly defined duties and well understood procedures. Personnel fully understand their responsibilities and know what to report, to whom and when. Though it is an intangible aspect of a safety program, proper personal attitudes and corporate commitment enable or facilitate the elimination of unsafe acts and conditions that are the precursors to accidents and incidents.

3.2. TRAINING AND EDUCATION.

a. Audience. Each individual with access to the AOA should understand their role in the prevention of FOD. These personnel include: airport operations; construction; aircraft maintenance and permanent/seasonal servicing staff (e.g. catering, fuel, cabin cleaning, baggage and cargo handling, waste disposal, etc.), and any other contractors. A formal orientation/indoctrination program familiarizing new employees with safety, security, communications, and vehicle operations should include FOD management training. This training can supplement the general FOD awareness incorporated into the driver training curriculum (or training for apron walking privileges) already in place at many airports.

b. Features. The FOD manager provides current information and continual training relating to FOD issues relevant to the specific operation of the airport. The provision of appropriate training to all staff, regardless of their level in the organization, is an indication of management's commitment to an effective FOD management program. FOD training and education programs typically contain the following features:

- (1) A documented process to identify training requirements;
- (2) A validation process that measures the effectiveness of training;
- (3) Recurrent training and education (to help maintain awareness);
- (4) Human (and organizational) factors.

c. Training Objectives. The primary objectives of the FOD training program will be to increase employee awareness of the causes and effects of FOD damage and to promote active employee participation in eliminating FOD during performance of daily work routines. The FOD manager should emphasize FOD management through employee motivational programs as well as by conducting training courses to emphasize FOD prevention through efficient design, product discipline, maintenance, and flight line activities. The following subject matter should be included, as applicable, in the FOD manager's FOD prevention program:

- (1) Overview of the FOD management program in place at the airport;
- (2) Safety of personnel and air carrier passengers;
- (3) Causes and principal contributing factors of FOD;
- (4) The consequences of ignoring FOD, and/or, the incentives of preventing FOD;
- (5) Practicing clean-as-you-go work habits, and the general cleanliness and inspection standards of work areas (including the apron and AOA);
- (6) Proper care, use, and stowage of material and component or equipment items used around aircraft while in maintenance or on airport surfaces;

- (7) Control of debris in the performance of work assignments (e.g. loose items associated with luggage, ramp equipment, and construction materials);
- (8) Control over personal items and equipment;
- (9) Proper control/accountability and care of tools and hardware;
- (10) Requirements and procedures for regular inspection and cleaning of aircraft and apron areas;
- (11) How to report FOD incidents or potential incidents;
- (12) Continual vigilance for potential sources of hazardous foreign objects;
- (13) FOD Detection procedures, including the proper use of detection technologies (if applicable); and
- (14) FOD Removal procedures.

d. Training Documentation. Training requirements and activities should be documented for each area of activity within the organization. To the extent possible, a training file should be developed for each employee, including management, to assist in identifying and tracking employee training, training requirements, and verifying that the personnel have received the planned training. Any training program should be adapted to fit the needs and complexity of the airport in question. At certificated airports, this is already being done for training required by 14 CFR Part 139, Certification of Airports.

3.3. MAINTENANCE PROGRAMS.

a. An airport's FOD prevention program should be tailored to mitigate the particular actions and activities that generate FOD. A few examples of these activities include:

(1) Aircraft Servicing. Air carriers and airport tenants generate much of the FOD found in the airport apron, service roads, baggage makeup areas, and areas near flight kitchens. Agreements between air carriers and their support organizations should specify which of the parties are responsible for cleaning various areas. In addition, the airport can help these organizations to establish procedures to inspect GSE for signs of wear and tear that can lead to FOD hazards. Procedures to inspect the baggage loading and unloading areas every time an aircraft is serviced can also be helpful, as luggage items (such as baggage wheels, zippers, and accessories) are common FOD items found in the airport apron.

(2) Aircraft Maintenance. Account for and dispose of nuts, bolts, washers, safety wire, etc. Account for hand tools used in repair jobs. Aids in the control of these items include checklists, shadow boards, and cut out tool tray liners. All items should be contained in a spill proof tote bag, tray or toolbox.

(3) Air Cargo. In an air cargo area, there is a high potential for blowing debris such as cargo strapping and plastic. Establish procedures to contain such debris, possibly by installing

(and monitoring) fencing where appropriate. Of course, FOD trapped by such fences should be removed regularly.

(4) Construction.

(a) Both airside and landside construction activities, as well as scheduled maintenance, should be communicated to airports users as early as possible. Specific FOD prevention procedures should be established and employed for each construction project. These procedures should be based on the proximity of construction activities to operational areas but in general should stress containment and regular cleanup of construction debris. Airport preconstruction planning should include a means for controlling and containing FOD generated by the construction. This is especially true in high-wind environments where debris is more likely to become airborne. For additional guidance on airport actions during construction activities, please reference AC 150/5370-2, Operational Safety on Airports During Construction.

(b) The designated routes of construction vehicles on the AOA should be examined, so as to avoid or minimize crossings of critical areas of aircraft operations. If high-risk crossings cannot be avoided, subsequent provisions such as an increased frequency of FOD inspections could be implemented. Airport operators should ensure that these provisions are incorporated into their FAA-approved Safety During Construction Plan.

(c) Contractors must fully understand the requirements and penalties incorporated in their contracts regarding the control and removal of FOD. To help ensure this occurs, airport operators may consider drafting standard "FOD Control and Clean-up" related language for all construction projects taking place within the AOA. The standard and project-specific FOD provisions could then be included into the contract documents for AOA construction projects. These items may include:

- Requiring contractors to cover all loads;
- Requiring contractor to secure any loose items that could easily be blown;
- Specifying whether any mechanical FOD removal devices will be required;
- Specifying how monitoring for FOD hazards will be done; and
- Requirements for inspecting tires prior to traversing areas where aircraft are located.

(5) Airfield Maintenance Operations.

(a) Mowing and other maintenance operations routinely disturb the vegetation and soil in areas adjacent to areas traveled by aircraft. Establish procedures to remove debris such as the use of an assigned airfield sweeper or personnel on foot using shovels to repair vegetation and soil.

(b) Airfield lighting, pavement, and marking maintenance operations generate concrete/asphalt debris as well as increase the potential for dropped repair parts, tools, and other items stored on the maintenance vehicles. Corrective procedures should include the use of airfield sweepers and inspection of the work site after the procedures are completed.

(6) Pavements. Asphalt and concrete pavements may be the most common source of FOD on an airport. Therefore, effective pavement maintenance practices are critical to the mitigation of FOD. The FAA has developed extensive resources for pavement maintenance. For further information on this topic, please refer to AC 150/5380-6, Guidelines and Procedures for Maintenance of Airport Pavements, or visit <http://www.faa.gov>.

CHAPTER 4. FOD DETECTION

4.1. GENERAL.

a. While proper FOD awareness is fundamental for any successful FOD program, the act of detecting FOD is one of the critical FOD operations that occur at an airport. This process involves not only the identification of potential FOD causes and locations, but also the timely detection of any FOD on airport surfaces. Whether detection occurs manually, through regular inspections, as a result of pilot reports, or through the use of advanced detection technologies, the outcome is equally important.

b. Runway Closures.

(1) A highly sensitive question involved in the use of continuously operating FOD detection technologies arises once an object is detected. If the location or characteristics of the FOD present no immediate safety hazard the object should be removed as soon as the operational schedule permits. If the location or characteristics of the FOD present an immediate safety hazard, provisions in the FOD management program should clearly indicate that a hazard exists and allow for an airport supervisor to take action and temporarily cease operations and, in the case of aircraft or airport equipment source of the FOD, notify the equipment operator. This is an appropriate issue, for example, for an airport's FOD committee to study and provide further guidance to airport management and operations staff.

(2) On March 17, 2009, the FAA issued CertAlert 09-06, Closing active runway for FOD checks increases safe operations. In this advisory notice, the FAA stated that although not all types of FOD will necessitate an immediate runway closure, quick and decisive action should be taken, in all cases, to assess the threat posed by reported FOD. The FAA recommends that airports work closely with their Airport Traffic Control facilities in establishing procedures for handling such matters. For those interested, local FAA Airport District or Regional Offices can provide sample Letters of Agreement that address these types of situations and that have been successfully implemented at high activity air carrier airports.

4.2. FOD RISK ASSESSMENT.

A FOD risk assessment enables an airport to determine where unsafe FOD conditions exist. However, since the risk assessment process is an integral part of an airport's Safety Management System (SMS) program, and the FAA does not require airports to have an SMS program, the risk assessment process will not be discussed at this time. If, or when, airports are required to have an SMS program in the future, this AC will be updated to reflect the appropriate risk assessment procedures.

4.3. FOD DETECTION OPERATIONS

a. **Inspection Areas.** While detailed inspection guidance is provided in AC 150/5200-18, Airport Safety Self-Inspection, additional information can be helpful for airport personnel conducting FOD inspections. The following areas and operations are typically prone to having FOD:

(1) Movement Areas (runways and taxiways).

(a) The portion of the runway used by aircraft to take off is where departing aircraft are most susceptible to FOD damage.

(b) Deteriorating or neglected pavement can exhibit spalling or cracks. For example, pieces of concrete can break loose from pavements or FOD can develop from fatigue corner cracks and airfield markings. FOD associated with building materials, debris falling from construction vehicles or blown from the airport apron onto aircraft maneuvering areas. Broken pieces of pavement can collect at the edge of the airport apron and be carried onto the aircraft maneuvering area by the tires of vehicular GSE.

(c) Service roads that cross taxiways should be monitored closely to prevent the vehicles using these roads from moving FOD onto the taxiways (especially in the case of construction operations, as addressed in the airport's Safety During Construction Plan).

(d) Shoulders. Unpaved areas adjacent to pavement should be stabilized to prevent FOD. (AC 150/5300-13, Airport Design, provides further guidance in the construction of stabilized shoulders.)

(e) Pavement Joints. Special attention should be paid to the cleaning of cracks and pavement joints as tests have shown that these are the main sources of foreign objects which are ingested.

(f) Turf Areas. Turf grass and ditches collect and hold large amounts of light debris such as paper, cardboard, plastic, and various containers that trash often originate in terminal aprons, cargo ramps, and hangar ramps. This trash can blow back into areas traveled by aircraft unless collected in a timely manner.

(g) Fence-lines. Fences can collect trash on windy days. This FOD should be collected before the wind increases or shifts direction and the trash blows back on to areas traveled by aircraft.

(2) Airport Apron. Anywhere on the aircraft apron where ground vehicles operate.

(3) Aircraft Servicing Operations.

(a) Refueling, catering, cabin cleaning, and baggage and cargo handling can produce broken materials.

(b) Baggage pieces, including bag tags and wheels, can break off luggage and either fall onto the apron or collect in the door sill. Items collected in the door sill can damage the door or prevent it from properly closing. They can also be knocked out of the sills and onto the apron at the next station.

(c) Other areas where FOD is likely to collect include the ground at both ends of the conveyor, and the area between the baggage cart and the conveyor belt.

(4) Air Cargo Operations.

- (a) High potential for blowing debris such as plastic cargo wrappers.
- (b) Fencing used to contain debris should be cleaned regularly.

(5) Construction Operations.

- (a) The proximity of construction activities to operational areas presents a risk of debris.
- (b) Regular and thorough cleaning of the construction site, including the construction haul routes, is expected. These provisions are typically outlined in local rules and pre-existing agreements, such as the construction safety plan. Particular attention should be paid to construction vehicle routes that cross or are adjacent to active pavements.

(6) Aircraft Maintenance Activities.

- (a) These activities, which may be performed on the apron, require a variety of small objects, such as rivets, safety wire, and bolts that become FOD when they are inadvertently left behind.
- (b) All tools should be accounted for as a matter of practice. Aids in the control of these items include checklists, shadow boards, and cut out tool tray liners. For more information on an effective tool control program, please see NAS 412, Tool Accountability.
- (7) Other activities. All vehicles should be driven on clean, paved surfaces when possible. If a vehicle must be driven on unpaved surfaces, the operator should check the vehicle tires for foreign objects immediately after returning to the pavement.

b. Methods and Techniques.

(1) The FAA and ICAO require a daily, daylight inspection of aircraft operating areas. Operational areas must be inspected at least once each day, with additional inspections being made in construction areas and immediately after any aircraft or ground vehicle accident or incident or any spill of material which may cause slippery conditions. In addition to performing these inspections at the beginning of the day or shift, personnel in the AOA should practice a clean-as-you-go technique of looking for FOD during their normal shifts in the course of their regular duties. Inspections occurring at night, taking place after the runway is closed or before the runway is opened, also occur frequently. During night time inspections, personnel and vehicles should be equipped with additional lights/lighting systems to better detect FOD.

(2) Detection Technologies.

(a) Recent technological developments have greatly expanded the capabilities of FOD detection through automation. Advanced technologies are now available for improved FOD detection, including capabilities for continuous detection on runways and other aircraft movement areas and mobile detection devices to supplement the capabilities of airport personnel.

If an airport chooses to implement these new FOD detection technologies, they should ensure that the personnel monitoring these systems either have the authority (or the ability to quickly contact those in authority) to take appropriate and timely action if FOD is detected. Please see AC 150/5220-24, Airport FOD Detection Equipment, for more detailed information on the performance capabilities of advanced FOD detection technologies.

(b) FOD Detection Notification. The airport operator and air carriers have considerable flexibility in terms of how to implement continuous detection systems at the airport. The user interface may be located in the airport's operation or maintenance center, or it may be located in the airport traffic control (ATC) tower. Regardless of the configuration, an airport will determine the most efficient way to notify airport/air carrier personnel to remove the detected FOD, as well as the ATC staff to divert aircraft if a significant risk is presented.

(c) Wildlife. There are currently no uniform standards or procedures for the detection of wildlife on an airport. However, anecdotal evidence suggest that dead wildlife are more appropriately handled as a component of a FOD management program, while live wildlife are a component of a wildlife hazard management program. An overlap of these two programs therefore occurs whenever wildlife are struck by aircraft and/or their remains serve as an attractant to other wildlife. In addition, elements of certain wildlife programs can create FOD, e.g. the introduction of cracker shell casings. Certificated airports (under 14 CFR Part 139) and airports that have a Wildlife Hazard Assessment Plan may therefore need to review their plan as it relates to the airport's FOD program.

(3) Manual Detection.

(a) When conducting an inspection on a runway, inspection techniques will be determined by runway availability and type of operation. Ongoing construction requires more frequent inspections. It may even be necessary to assign dedicated personnel to continually inspect for FOD during major construction activities. As part of the FOD management program, the FOD manager may find it appropriate to reach out to air carriers and flight crews to leverage the airport's current FOD management efforts. For example, flight crews could be asked to report to ATC and station operations any FOD they observe on runways and taxiways. Air carrier and aircraft handling agents may also be asked to designate individuals to inspect apron areas prior to aircraft movement to and from the gate.

(b) A runway inspection will involve passage along the length of the runway to observe and remove FOD. The most effective method involves two or more passages to reduce the width of the inspection zone. When there is time to do only one pass on the runway, inspection personnel, whenever practical, should drive in the opposite direction that aircraft are landing on the runway with high intensity flashing beacon and headlights on at all times. This practice will enable self-inspection personnel to see approaching aircraft and improve visibility of the vehicle to pilots. Inspection personnel should also drive the stub taxiways between the runway and parallel taxiway because these areas are commonly overlooked.

(c) Encouraging the participation of airport tenants in inspections will reinforce the concept that FOD prevention is a team effort and demonstrate the airport operator's commitment to a debris-free environment. As such, air carrier personnel, when feasible, should join the

airport staff in daily movement area inspections. This practice helps increase familiarity with local airfield conditions, and promotes effective communication between the airport and air carriers. The placement of convenient and conspicuous FOD containers (as described in Paragraph 5.2 of this AC) is a helpful reminder of the need to be vigilant in preventing the occurrence of FOD.

(i) An effective and clever operation currently in place at airports is the promotion of all-hands “FOD walks.” These walks are typically conducted as part of an airport’s FOD management campaign. Walks involve the coordination and invitation of airport and air carrier staff (e.g. ground handling agents, air carriers, Aircraft Rescue and Fire Fighting (ARFF) and apron personnel), external partners, and other community volunteers to participate in manually collecting airport FOD. These events can be promoted with offering food and water to participants, and various prizes (i.e. airport clothing) to those who collect the most FOD. Of note, during this type of event, identifying the location and origin of FOD (for data analysis and evaluation) is not always possible.

(d) For further guidance on the performance of airport inspections, please see AC 150/5200-18, Airport Safety Self-Inspection.

4.4. FOD DETECTION EQUIPMENT.

The standards and specifications found in AC 150/5220 24, Airport Foreign Object Debris (FOD) Detection Equipment, represent the FAA guidance for the evaluation and procurement of FOD detection systems.

CHAPTER 5. FOD REMOVAL

5.1. BACKGROUND.

Once FOD is detected, the next major operation of a FOD management program will occur: removing FOD from the airport environment. The most effective resource for FOD removal is the use of FOD removal equipment, especially in areas where FOD can be expected, such as near areas of construction. For removal of an isolated FOD object detected on a runway, manual removal will be the most efficient. Although specialized equipment is available and highly suited to some airport operations, FOD removal methodologies and technologies are available for all airports.

5.2. EQUIPMENT CHARACTERISTICS.

This AC does not limit the equipment that airports may use for FOD removal. Currently available removal equipment can be categorized into two types: mechanical and non-mechanical. Additionally, the category of storage systems (FOD containers) is also of fundamental importance.

a. Mechanical Systems. These technologies use powered devices in mechanical systems that remove or retrieve FOD items and contain retrieved FOD for proper disposition. Equipment in this category varies in size, and is found in sizes from small push units to large area systems that are truck mounted. Types of mechanical removal systems include:

(1) **Power Sweepers**, including tow-behind bristle trailers. The sweeper removes debris from cracks and pavement joints, and is typically used in all areas of the AOA including areas where GSE are staged. **NOTE:** *For all brush systems, operators are cautioned that bristles can detach from brooms and produce a FOD source. Brushes made with metal bristles or spines are not recommended to be used for FOD removal purposes. Plastic or combination plastic/metal bristles may be appropriate, but the user should consult the equipment manufacturer for specific recommendations. Regardless of the equipment used, a thorough check of the pavement should be conducted at the conclusion of the sweeping procedure.*

(2) **Vacuum Systems.** These systems perform FOD removal functions similar to the power sweepers described above, but use air flow as the primary means of object retrieval. The systems may also perform in conjunction with mechanical brooms or other recirculating air units.

(3) **Jet Air Blowers.** These systems move FOD and other debris by directing a stream of high velocity air towards the pavement surface. When used in the airport environment, it is recommended that these systems incorporate a debris collection mechanism so that FOD will not simply be relocated to another area in the AOA.

b. Non-Mechanical Systems.

(1) **Friction Mat Sweepers.** A rectangular assembly towed behind a vehicle that employs a series of bristle brushes and friction to sweep FOD into sets of capture scoops, which are covered by a retaining mesh to hold collected debris.

(2) **Magnetic Bars (attached to vehicles).** These bars can be suspended beneath tugs and trucks to pick up metallic material. However, the bars should be cleaned regularly to prevent them from dropping the collected debris. Vehicles operation in the AOA should be inspected periodically to ensure that they have no loose items that can fall off. Common magnetic materials include ceramic, rare earth, and alnico metals. Conversely, magnetic bars are not able to pick up the following types of common FOD materials: titanium and aluminum alloys, some stainless steels, and plastics.

(3) **Rumble strips (also “FOD Shakers”).** Long devices, which are 10 to 15 ft (3 to 4.60 m) long, that are positioned on the pavement to dislodge FOD from vehicles that drive over them. While these devices may have been used in the past, they are no longer a widely accepted FOD removal system. Their effectiveness at removing debris from tires or vehicle undercarriages is negligible, and the equipment can generate its own FOD if not cleaned out regularly. The current best practice for removing FOD from tires is to stop a vehicle at a designated checkpoint, perform a visual inspection, and then use a hand tool to manually remove detected debris.

c. Storage Systems (FOD Containers).

(1) Designated FOD containers should be conspicuously placed at all gates for the collection of debris. The containers should be well marked, properly secured, and emptied frequently to prevent them from overflowing and becoming a source of FOD themselves. In addition, airport personnel can wear waist pouches to collect debris.

(2) “Closed-type” containers are preferable, given the opportunity for wind to dislodge the container contents. Consequently, “open-type” containers are not advised. Airport operators should ensure that FOD containers do not blow over during periods of high winds. This can be accomplished by using heavy trash cans or securing the containers to the ground with a tether or a weight. FOD containers should also have placards stating that hazardous materials may not be deposited in them.

(3) **Locations.** Suggested locations include: near all entry points to the AOA, in hangars, in aircraft tie-down and aircraft maintenance areas, and at each aircraft gate or baggage area. Central or well-known storage locations increase the likelihood that collected debris will be deposited by personnel.

(4) Other means for containing FOD include: wind barriers and netting to restrict movement of airborne FOD; fencing to prevent animals from entering the airfield; and well-maintained paved surfaces. If damaged pavement cannot be repaired immediately, airport operators should make arrangements for aircraft to take an alternate route.

(5) Evaluating the debris collected in containers and pouches can reveal its sources and indicate where personnel and equipment should be deployed for more effective control. Chapter six of this AC will provide more information on this practice.

5.3. PERFORMANCE.

a. **Operational Standards.** Unless otherwise specified, the following standards apply only to “mechanical” FOD removal systems.

(1) **Operational Speeds.** The minimum speeds that FOD removal equipment should operate and collect 90% of FOD (based on the “test/validation objects described in paragraph 5.3.b) is 15 mph (25 km/h). Maximum speeds are limited by airport operations regulations. (Mechanical and non-mechanical systems)

(2) **Collection Path.**

(a) The minimum path for a removal system used during airport operations is 60 in (150 cm) wide.

(b) Systems that are used on the airport apron or designed to be mounted on existing airport operations vehicles must have a minimum path 40 in (100 cm) wide.

(c) Magnets must be at least 36 in (90 cm) long and 4 in (10 cm) wide. (Mechanical and non-mechanical systems)

(3) **Retention / Hopper Capacity.**

(a) The minimum usable capacity of a power sweeper used during airport operations is 40 cu ft (1 cu m).

(b) For systems mounted on airport operations vehicles, the volume of the truck bed will represent the retention capacity.

b. **Testing / Validation.**

(1) All FOD removal equipment must be able to demonstrate the ability to collect 90 percent of the items listed in paragraph below, when they are placed in a 10 ft x 10 ft (3 m x 3 m) square on the pavement surface, on one pass of the equipment at a minimum speed of 15 mph (25 km/h). Where specific dimensions and weights are not provided, the purchaser will determine the object properties most characteristic of those found on their airport.

(2) **Test / Validation Objects.**

- A metal cylinder measuring 1.2 in (3.1 cm) high and 1.5 in (3.8 cm) in diameter (both ferrous (i.e., magnetic) or non-ferrous metals are acceptable),
- A sphere, measuring 1.7 in (4.3 cm) in diameter (i.e., a standard size golf ball),
- A “chunk” of asphalt or concrete,
- Any portion of a runway light fixture (in-pavement or edge light),
- A wrench (up to 8 in. (20 cm) in length),
- A socket (at least 2 in. (5 cm) in length),
- A piece of rubber from an aircraft tire,

- A distorted metal strip (up to 8 in. (20 cm) in length),
- Fuel cap (aircraft or automotive),
- Lug nut,
- Hydraulic line (from aircraft or GSE, up to 8 in. (20 cm) in length), and
- Aircraft fasteners and safety wire.

(3) Further testing requirements are contained in Appendix B, Section B.3, of this document.

c. **Additional Standards.** Additional FOD removal system standards are located in Appendix C.

5.4. REMOVAL OPERATIONS.

a. Individuals responsible for FOD removal operations should have direct responsibility for the safety of those operations and should be given the resources to implement the necessary controls.

b. The majority of FOD removal operations are performed in conjunction with the detection operations described in paragraph 4.2 of this AC. While the exact actions are specific to each airport, the following two examples of FOD removal operations from a high activity air carrier airport in the U.S. represent the successful implementation of FOD removal equipment:

(1) Assigning an airfield sweeper(s) to work with maintenance crews and/or respond as required to reports of FOD.

(2) Deploying a maintenance employee on a small all-terrain vehicle with a litter stick and garbage bags to pick up trash in grassy areas and fence-lines. This operation is intended to pick up debris before it returns to the pavement areas. In one year, over 2,898 bags of trash were collected using this method.

c. The equipment described in this chapter may be used singularly or in combination. In either case, FOD managers are cautioned that personnel using particular FOD removal equipment may become complacent and completely rely on the equipment to remove all pieces of FOD in their area of operation. Personnel must be constantly aware of the performance of their equipment, and should regularly check to make sure visually detected FOD is in fact collected by their equipment during FOD removal operations.

CHAPTER 6. FOD EVALUATION

6.1. DATA COLLECTION AND ANALYSIS.

a. A critical part of any FOD management system is the information available for problem assessment and management program design. Although anecdotal information on FOD collected at airports is available, no comprehensive assessment of FOD types and sources is possible unless a comprehensive data collection and analysis scheme is in place.

b. **Documentation.** The FOD manager will ultimately determine the documentation guidelines in a FOD management program. Certain small items, such as plastic wrappers or baggage tags, may simply warrant efficient collection and disposal. A consistent trend of small items, such as those coming from a particular entity or operation, or particularly large or hazardous FOD, may require detailed documentation for effective analysis and prevention efforts. It is recommended that airport personnel collect the following information, to the extent practicable, whenever FOD is collected:

- (1) How the FOD object was detected
- (2) Date and time of FOD detection and retrieval
- (3) Description of FOD retrieved (category, size, color), and/or image (if available)
- (4) Location of FOD object (coordinates and reference to the AOA location)
- (5) Possible source
- (6) Name of personnel detecting / investigating FOD item
- (7) Airport operations and weather data during the FOD detection event

c. Reporting.

(1) Depending on the volume or significance of collected FOD, the FOD manager may decide that it is necessary to designate and train certain personnel to collect, tag, store, and report on the collected FOD for future data analysis efforts. An additional communication procedure may also need to be established, so that the person who first collects the FOD will notify the person responsible for reporting the FOD. In any case, a well-defined reporting procedure is an important aspect of any FOD management program.

(2) The FOD management program should include a visible FOD reporting system supported by management. The reporting system should permit feedback from personnel regarding FOD hazards and other safety-related concerns. The FOD management system should use this information to identify and address operational or administrative deficiencies.

(3) Depending on the potential hazard of FOD collected, a reoccurrence of FOD from the same source, and the personnel available at an airport, the FOD management program may

contain provisions to notify the FOD source of a FOD occurrence. Operational experience from at least one airport has shown that notifying the source of FOD helped to correct the underlying safety deficiencies that caused multiple FOD events.

d. Investigation. It is recommended that major FOD incidents (as determined or classified by the airport operator) are investigated by the FOD manager or other appropriate airport personnel. An investigation should try to determine the source of FOD and damage caused. When the investigation is completed and necessary corrective action has been implemented in accordance with the FOD management plan, final disposition of the incident should be entered into the airport's FOD reporting system.

e. Database. It is important that the organization maintain a record of the measures taken to fulfill the objectives of the FOD management system. These records may be required in the event of a formal investigation of an accident or serious incident, and can also be used to identify any trends, repeats, unusual conditions, etc., in order for corrective action to be initiated. Records can also provide quantitative data for future risk assessments, support the assessment of system operational history and assure operational capabilities. The disposition of reported information will be based on the airport's FOD management program specifications and support §139.327 certification. All records should be maintained in sufficient detail for a period of at least 2 years to ensure traceability of all significant safety-related decisions. The FAA is currently developing the framework for a national FOD database. Airport's collecting high-quality FOD data (showing at least the type, location, and source), are encouraged to submit their data to FAA once the national database is in operation.

6.2. CONTINUOUS PROGRAM IMPROVEMENT.

a. Safety performance monitoring validates the FOD management program, confirming the organization's safety objectives. Through regular review and evaluation, management can pursue continuous improvements in FOD management and may revise safety objectives, policies, procedures, and training programs to ensure that the FOD management program remains effective and relevant to the organization's operation.

b. The FOD Manager, in assessing the effectiveness of the FOD management program, should work with the persons that have direct responsibility for analyzing hazards, identifying control measures derived from that analysis, and ensuring those measures are effective.

c. Program Evaluation. These evaluations provide a means for systematically assessing how well the organization is meeting its FOD management objectives. The evaluation provides a review of existing conditions and results in recommendations for enhanced debris control. Management may choose to have an external organization evaluate the system (e.g., by a consultant or another airport operator), or choose to perform the evaluation using airport/air carrier staff. In addition to supporting the airport operator's existing responsibilities for self-inspection and correction of discrepancies under 14 CFR Part 139, an effective airport FOD management program evaluation should:

(1) Systematically review the effectiveness of existing FOD-management procedures used by airport and air carrier personnel, including all available feedback from daily self-inspections, assessments, reports, and other safety audits:

(2) Verify that the airport is meeting identified performance indicators and targets;

(3) Solicit input through a FOD system;

(4) Communicate findings to staff and implement agreed-upon corrective procedures, mitigation strategies, and enhanced training programs; and

(5) Promote safety in the overall operation of the airport by improving coordination between airport staff, air carrier personnel, and airport tenants.

APPENDIX A: SUGGESTED DUTIES AND RESPONSIBILITIES OF THE FOD MANAGER

The information presented in this section represents only one of many potential approaches to designating the duties and responsibilities of a FOD Manager. Airports should select/modify any items that would be most appropriate for their situation when developing their FOD program.

A.1. GENERAL. Where appropriate, the airport operator should designate a FOD Manager(s) that will develop and implement plans and programs to prevent, detect, and remove FOD on an airport. The FOD Program Manager may be a dedicated position, but will more likely than not be an additional role assigned to someone currently serving in the airport operations staff. The FOD Manager(s) should be appointed by an Airport executive, or executive of the commercial business operating at the airport, and should have sufficient authority and organizational freedom to identify and implement FOD preventive measures whenever and wherever required.

A.2. THE FOD MANAGER should:

- a. Review and assess the airport's FOD management program and make necessary revisions.
- b. Conduct scheduled and unscheduled evaluations/inspections of work areas to assess the effectiveness of the FOD management program.
- c. Assure implementation of corrective actions for FOD prevention.
- d. Assure that FOD incidents are thoroughly investigated and that incident reports are accomplished as specified in paragraph 6.1 of this AC.
- e. Assure that causes of FOD incidents are thoroughly analyzed to identify corrective measures.
- f. Notify affected contractor/tenant organizations and personnel of unique FOD prevention requirements.
- g. Develop techniques and assign responsibilities for publication of special FOD prevention instructions.
- h. Review results of the FOD incident investigations and evaluate the adequacy of corrective actions.
- i. Evaluate the amount and kind of foreign objects found and how they were found (e.g. during daily inspections, by pilots, airport operations staff, etc.).
- j. Review and approve FOD prevention training curricula, designate training personnel, and assure that airport/contractor/tenant personnel receive required training.

k. Assure that written procedures provide for adequate records attesting to the current status and adequacy of the FOD management program.

l. Manage any additional program activities, including the scheduling of the FOD committee meetings, as required.

APPENDIX B: FOD REMOVAL EQUIPMENT: ADDITIONAL STANDARDS**B.1 DESIGN STANDARDS.****a. General.**

(1) **Total Life.** FOD removal systems must be designed to perform their intended function for their “total life” period, when maintained according to the manufacturer’s instructions. The “total life” for which the equipment is designed, assuming it is used and maintained in accordance with the manufacturer’s recommendations, must be a minimum of:

(a) 20 years, or 200,000 miles (322,000 km), for mechanical systems, excluding consumable parts (e.g. bristles, brooms, and other portions of the collection mechanism)

(b) 10 years, or 10,000 miles (16,000 km), for friction mat sweeper equipment and towing hardware. The consumable portions of the system (e.g. friction mat), must be capable of operating for at least 2,000 miles (3,000 km) before replacement is needed.

(c) 30 years for all other non-mechanical systems.

(2) **Environmental.** FOD removal equipment, including all associated outdoor mounted equipment, must be designed to withstand the following climatic conditions and operate without damage or failure:

(a) Weather

(i) Ambient temperature range: 32 degrees F (0 degrees C) to 123 degrees F (52 degrees C) ambient outdoor air temperature (may be modified by the purchaser if the device is to be used in extreme climates)

(ii) Relative Humidity: 5% to 90% (may be modified by the purchaser if the device is to be used in extreme climates)

(iii) General Environment: Dust and airborne hydrocarbons resulting from jet fuel fumes.

(b) Components must be protected from mechanical, electrical, and corrosion damage causing impairment of operation due to rain, snow, ice, sand, grit, and deicing fluids.

(c) All electric motors, controls, and electrical wiring / equipment placed outdoors must be weatherproof in order to protect the equipment and connections from the elements.

(d) All non-moving structural components and materials must be individually and collectively designed and selected to serve the total life requirement under such conditions. Moving or working components, such as tires, motors, brakes, etc. are exempt from this provision.

b. Safety. The device must meet the requirements of SAE ARP1247, paragraph 3.8.

(1) Personnel Safety. The device must meet the requirements of SAE ARP1247, paragraph 3.9, except as provided below.

(a) If highway transportability, defined as the capability (of a self-propelled device) to be licensed for operation on public highways, is not specified by the purchaser, the provisions of SAE ARP1247, paragraph 3.9.1 do not apply.

(b) If the device is not self-propelled, the provisions of SAE ARP1247, paragraphs 3.9.2 through 3.9.4 do not apply.

(c) Noise and Vibration. The device must meet the requirements of FAA HF-STD-001, paragraph 13.5 (Noise) and MIL-STD-1472F, paragraph 5.8.4 (Vibration). The unit must be designed and constructed to prevent parts from working loose in service. It must be built to withstand the stresses, jars, vibrations, and other conditions incident to shipping, storage, installation, and service. Suitable and durable vibration isolators must be used between the engine and structural mounts and to include all other structural mountings to protect the operator, instruments, components, hydraulics, and structure from vibration transmission.

(2) Equipment Safety. The device must meet the requirements of SAE ARP1247, paragraph 3.10. For any device not completely manually operated, a 5 lb (2 kg) BC-rated fire extinguisher must be mounted on the device at a location easily accessible to the operator.

(3) Emergency Operations. The device must meet the requirements of 49 CFR §38.23(b)(3)) and SAE ARP1247, paragraph 3.9.11. Where there is a conflict with the two documents, the DOT regulations take precedence.

(a) Power or Equipment Failure. The device must meet the requirements of 49 CFR §38.23(b)(4)).

(4) Storage / Security. All requirements needed to properly store and secure the device must be supplied by the manufacturer.

c. Engines and Related Equipment.

(1) General. The vehicle must have a commercially-produced engine that is certified to comply with the Environmental Protection Agency (EPA) and state laws for off-highway emission requirements at the time of manufacture. The engine and transmission must operate efficiently and without detrimental effect to any drive train components when lubricated with standard, commercially available lubricants in keeping with the recommendations of the engine and transmission manufacturers.

(2) Acceleration. The fully loaded vehicle will accelerate from 0 to 50 miles per hour (mph) on a level paved road within 30 seconds.

(3) Altitude. Where justified, the vehicle will be designed for operation at 2,000 feet above sea level.

(4) **Indicators.** Engines used to drive systems, other than the vehicle propulsion system, must be equipped with a tachometer (green-lined within the correct operating RPM range and red-lined above this range) or automatically governed to prevent over-revving.

(5) **Engine Cooling System.** Liquid coolant systems must be rated for the maximum engine loads under the environmental conditions specified by the airport, or at the conditions of maximum intermittent output approved by the engine manufacturer, whichever criterion results in the largest heat transfer capacity. A label will be installed near the engine coolant reservoir reading "Engine Coolant Fill."

(6) **Fuel System.**

(a) Gasoline powered engines must meet all performance requirements without requiring premium grades of fuel. Diesel powered engines must be certified for aviation turbine fuel. LPG engines must be certified for (Natural Gas Producers Association) HD-5 motor fuel.

(b) Alternative fuels, such as bio-diesel, clean diesel, gaseous fuels (natural gas and liquid petroleum gas), alcohols (methanol and ethanol), Jet A, and reformulated gasoline may also be used. Equipment modifications to allow the use of such fuels must conform to manufacturer specifications.

(c) Fuel filters. Primary and secondary fuel filters will be provided. Fuel filter elements will be easily replaceable by a mechanic without loss of engine prime.

(d) Fuel tank. The fuel tank will have a fill opening readily accessible to personnel standing on the ground and designed to prevent fuel splash while refueling. Each tank will be located and mounted so as to provide maximum protection from damage, exhaust heat, and ground fires. If more than one tank is furnished, means will be provided to assure equalized fuel level in both tanks. An overturn fuel valve will be provided for each tank to prevent spillage in the event of a rollover. Each fuel tank must be prominently labeled with the type of fuel used in the engine.

(7) **Exhaust System.** The exhaust system will be constructed of high grade rust resistant materials and protected from damage resulting from FOD impact. Exhaust system outlet(s) will be directed upward or to the rear, away from personnel accessing equipment compartments and the engine air intake, and will not be directed toward the ground. Engine exhaust systems must be provided with flame and spark arrestors.

d. Chassis and Vehicle Components

(1) **Transmission.** A fully automatic transmission will be provided.

(2) **Driveline.** If the driveline is equipped with a differential locking control, a warning/caution label will be placed in view of the driver indicating the proper differential locking/un-locking procedures. The operator's manual will also include a similar warning/caution. All moving parts requiring routine lubrication must have a means of providing for such lubrication. There must be no pressure lubrication fittings where their normal use would damage grease seals or other parts.

(3) Axle Capacity. Each axle will have a rated capacity, as established by the axle manufacturer.

(4) Tires and Wheels. Tires and wheels will be certified by the manufacturer for not less than 25 miles of continuous operation at 60 mph at the normal operational inflation pressure. A spare tire and wheel assembly will be provided; however, the spare tire and wheel assembly are not required to be mounted on the vehicle. Tires will be new. Retreads, recaps, or re-grooved tires are not permitted.

(5) Towing Connections. The vehicle will be equipped with towing connections allowing for the vehicle to be towed fore and aft.

(6) Brake System.

(a) The vehicle will be equipped with a braking system in accordance with Federal Motor Vehicle Safety Standard (FMVSS) standards. Vehicles with a Gross Vehicle Weight Ratio (GVWR) above 26,000 lbs will be equipped with air brakes. All components of the braking system will be installed in such a manner as to provide protection from objects liable to strike and cause damage to the brake system components. No part of the braking system will extend below the bottom of wheel rims, to ensure, in case of a flat tire, that the weight of the vehicle will be supported by the rim and the flat tire and not be imposed on any component of the braking system.

(b) Braking systems for vehicles with a maximum speed of less than 20 mph (32 km/h) must meet the requirements of Title 49 CFR Part 393, §393.41 and 393.52. The maximum stopping distance in feet must be equal to the design speed in mph.

(7) Steering. The vehicle will be equipped with power steering. The fully loaded vehicle will have a wall to wall turning diameter of less than three times the overall length of the vehicle in both directions.

e. Cab. The vehicle will have a fully enclosed door cab of materials which are corrosion resistant, such as aluminum, stainless steel, or glass reinforced polyester construction. Steps and handrails will be provided for all doors. The lowermost step(s) will be no more than 20 inches above level ground when the vehicle is fully loaded. A tilt steering column will be provided.

(1) Windshield and Windows. The windshield and windows will be of tinted safety glass. Each door window will be capable of being opened far enough to facilitate emergency occupant escape in the event of a vehicle accident.

(2) Instruments and Controls. All instruments and controls will be illuminated and designed to prevent or produce windshield glare. Gauges will be provided for oil pressure, coolant temperature, and automatic transmission temperature. All device instruments and controls must be located within convenient reach of the seated driver.

(3) HVAC System. If an HVAC system is specified by the purchaser, enclosed lift systems must meet the requirements of SAE J1503 and FMVSS No. 103. In sections where the two documents may conflict, FMVSS No. 103 takes precedence.

(4) Seats. The driver seat will be adjustable fore and aft. Each seat will be provided with a Type 2 seat belt assembly (i.e., 3-point retractable restraint) in accordance with Code of Federal Regulations (CFR) 49 CFR Part 571, §571.209.

(5) Windshield wipers and washer. The vehicle will be equipped with electrically powered windshield wiper(s). The wiper arm(s) and blade(s) will be of sufficient length to clear the windshield area described by Society of Automotive Engineers (SAE) J198, Windshield Wiper Systems - Trucks, Buses, and Multipurpose Vehicles. Individual wiper controls will include a minimum of two speed settings and an intermittent setting. The wiper blades will automatically return to a park position, out of the line of vision. The vehicle will be equipped with a powered windshield washer system, including an electric fluid pump, a minimum one gallon fluid container, washer nozzles mounted to the wiper arms (wet arms), and a momentary switch.

(6) Warning Signs. Signs that state "Occupants must be seated and wearing a seat belt when apparatus is in motion" will be provided in locations that are visible from each seated position.

f. Electrical / Lighting.

(1) General.

(a) Lighting must in all cases meet the requirements of AC 150/5210-5, Painting, Marking, and Lighting of Vehicles Used on an Airport, using the standards for airfield service vehicles.

(b) Unless otherwise specified, electrical systems incorporating a storage battery must have a nominal rating of 12 or 24V DC.

(c) If highway transportability is specified, or otherwise specified by the purchaser, the vehicle lighting must comply with the appropriate provisions of the Uniform Vehicle Code and Federal Motor Vehicle Safety Standards (i.e. FMVSS Title 23, Chapter 2, Standard No. 108 "Lamps, Reflective Devices, and Associated Equipment"). The following lighting equipment must also be provided:

- (i) Two sealed-beam headlamps with high and low beams and a beam indicator.
- (ii) Two red combination tail and stop lamps, visible from the rear of the vehicle.
- (iii) Directional turn signals.
- (iv) Dual backup lights controlled by the transmission shift lever.

(d) When possible, headlights must be located on the vehicle so that they are 22 in (559 mm) below the operator's eye level.

(2) Battery Powered Devices.

(a) Batteries must be designed to have a minimum life of 3 years when maintained according to the manufacturer's instructions. For design purposes, a frequency of use of 1000 cycles per year must be assumed.

(b) A self-contained battery charger with automatic voltage control must be provided. The charging process will require the operator to connect a readily-accessible plug to a standard 110 or 220-volt receptacle, as specified by the purchaser.

(c) The battery system must incorporate a battery condition gauge. If a low voltage condition could result in higher amperage flow and motor burnout, then the status-monitoring device must provide a time warning to the operator.

(3) Electromagnetic Interference. The equipment must meet the current issues of radio suppression specification MIL-STD-461, Class 3D, Requirements for the Control of Electromagnetic Interference Emissions and Susceptibility. It must be capable of operating through the entire amplitude modulated aircraft radio frequency range of 75 MHz – 136 MHz.

g. Hydraulic and Pneumatic. The following requirements apply to hydraulic systems other than the chassis brake system.

(1) Raising and lowering of the system hopper must be accomplished by one person and through two or more hydraulic cylinders, powered by an electric or engine driven pump.

(2) Hydraulic fluid must be as recommended by the manufacturers of the hydraulic system components.

(3) The materials used for each hydraulic line must be consistent with its application. Fixed lines must be made of high quality steel or stainless steel. Flexible lines must be used only where necessary.

h. IDENTIFICATION AND MARKING.

(1) The device must meet the requirements of SAE ARP1247, paragraph 3.13.9 and AC 150/5220-5, Painting, Marking, and Lighting of Vehicles Used on an Airport, using the standards for airfield service vehicles. The shifting diagram placard specified in SAE ARP1247, paragraph 3.13.9.6 may be provided in a medium other than metal if designated to last for the total life of the equipment. In the event that identification and marking guidance differs between SAE ARP1247 and AC 150/5210-5, AC 150/5210-5 takes precedence.

(2) **Painting and Marking.** The device must meet the requirements of SAE ARP1247, paragraph 3.13.11.

(a) The system must be primed in accordance with accepted industry standards for heavy-duty industrial equipment intended for outdoor use.

(b) The system must be furnished as specified by the purchaser, in accordance with AC 150/5210-5, using the standards for airfield service vehicles.

i. Optional Equipment.

(1) The following options are not allowed unless specific justification is provided:

- (a) Turbocharged engine;
- (b) Auxiliary hand hose, and hand hose hydraulic assist;
- (c) Gutter-broom attachments.

(2) Vehicle undercarriage coatings are not allowed.

B.2 CONSTRUCTION STANDARDS.

a. General Requirements.

(1) All equipment and material must be new, undamaged, and of the best grade.

(2) Where items exceed one in number, the manufacturer must provide products from the same component manufacturer with identical construction, model numbers, and appearance.

(3) Insofar as possible, products must be the standard and proven design of the manufacturer.

(4) The manufacturer must install electrical connections for power, controls, and devices in accordance with NEMA and NEC recommendations and requirements. Transmitting equipment must be installed and adjusted in accordance with manufacturer's published instructions and the requirements specified herein.

b. Workmanship. The device must meet the requirements of SAE ARP1247, paragraph 3.13.7.

c. Materials. The device must meet the requirements of SAE ARP1247, paragraph 3.13.2.

(1) **Moisture and Fungus Resistance.** The device must meet the requirements of SAE ARP1247, paragraph 3.13.4.

(2) **Corrosion of Metal Parts.** The device must meet the requirements of SAE ARP1247, paragraph 3.13.5.

d. Parts.

(1) **Standard and Commercial Parts.** The device must meet the requirements of SAE ARP1247, paragraph 3.13.3.

(2) **Interchangeability and Replaceability.** The device must meet the requirements of SAE ARP1247, paragraph 3.13.6.

(3) **Spare / Replacement of Parts.** The manufacturer must develop and provide to the purchaser a parts list, including associated replacement/repair costs.

(4) **Substitutions.** The purchaser must approve any material or equipment designated as an "or equal" product, but these items must be clearly distinguished and noted in the technical manuals as substitutions.

e. **Codes, Standards, Regulations, and References.** The manufacturer must recognize and comply with all codes and standards applicable to the design and construction of this type of equipment which are generally accepted and used as good practice in the industry.

B.3 DELIVERY AND ACCEPTANCE STANDARDS.

a. For self-propelled, mechanical FOD removal equipment, the manufacturer must provide trained personnel at the time of delivery to place the device into operation.

b. **Transportability.** If highway transportability is specified by the purchaser, the device must meet the requirements of SAE ARP1247, paragraph 3.7.

c. **Quality Assurance.** The manufacturer must test all of the equipment installed under this specification and demonstrate its proper operation to the purchaser. The manufacturer must furnish all required labor, testing, instruments and devices required for the conduct of such tests.

(1) The manufacturer must install all electrical, instrumentation, and mechanical works to the satisfaction of the purchaser, with inspecting authorities having jurisdiction.

(2) The manufacturer must notify the purchaser in writing of any instances in the specifications that are in conflict with applicable codes. The manufacturer must perform all work in accordance with applicable laws, rules, or regulations.

(3) Deviations from the specifications required for conformance with the applicable codes and/or laws must be corrected immediately, but not until such deviations have been brought to the attention of the purchaser.

(4) For applicable codes and/or laws that govern the minimum design requirements; where this AC calls for materials, vents, ductwork, sizes, design details, etc., in excess of the code requirements, the AC takes precedence.

d. **Inspection.** Inspections must meet the provisions of SAE ARP1247, paragraph 4.3.

e. **Testing.** After the equipment has been inspected, adjusted, and placed in correct operating condition, the equipment must be field tested in accordance with the purchaser's testing procedures and requirements. The field tests must demonstrate that the equipment functions are in compliance with the specifications over the entire range of operation. The manufacturer must report any unusual conditions and correct deficiencies of any of the units.

(1) **Preliminary Qualification Tests.** Preliminary qualification tests may be specified by the purchaser.

(2) **Formal Qualification Tests.** Formal qualification tests may be specified by the purchaser.

(3) **Specification Conformance Tests.** The manufacturer must perform any tests referred to in SAE ARP1247, paragraph 4.6, if specified by the purchaser. The purchaser may elect to accept documentation of previously run tests.

(4) **Reliability Test and Analysis.** A reliability test and analysis may be specified by the purchaser.

f. **Data and Analyses.** If requested by the purchaser, the requirements of SAE ARP1247, paragraph 4.4, must be met by the manufacturer.

g. **Manuals and Publications.** The following operation and maintenance manuals must accompany the delivered equipment. The quantity of items is specified by the purchaser. No special format is required.

(1) Operator's handbook.

(2) Illustrated parts breakdown and list.

(3) Preventive maintenance schedule.

B.4 POST-DELIVERY STANDARDS.

a. **Training.** For self-propelled, mechanical FOD removal equipment, the manufacturer must provide trained personnel at the time of delivery to adequately train airport/air carrier staff in the operation and maintenance of the equipment.

(1) Training must include written operating instructions that depict the step by step operational use of the device. Written instructions must include, or be supplemented by, materials which can be used to train subsequent new operators.

(2) Training topics must include trouble shooting and problem solving, in the form of theory and hands-on training, for personnel designated by the purchaser.

(3) A minimum of 4 hours of training for every airport/air carrier personnel and technician on the purchaser's maintenance staff must be provided by the manufacturer. Training selected personnel as part of a "Train the Trainer" program will also satisfy this requirement.

(4) Training time per day must not exceed 8-hour shifts, unless otherwise specified by the purchaser.

(5) Upon the completion of training, the manufacturer must issue each participant a certificate of completion.

b. Maintenance / Reliability. The equipment and its accessories must be designed and constructed with reliability of operation as a primary consideration. The minimum reliability design requirement is that the equipment be designed to operate between periodic preventive maintenance activities of 4 months. The above interval does not apply in cases where the component manufacturer recommends more frequent maintenance intervals.

(1) **Preventive.** The manufacturer must develop and provide to the purchaser written documentation on recommended preventive maintenance actions. For the purpose of this specification, normal servicing of fuel, oil, tire pressure, battery, and water are not considered preventive maintenance.

(2) **Cleaning.** The manufacturer must develop and provide to the purchaser written documentation on recommended cleaning procedures, including solvent types and tools.

(3) **Inspection.** The manufacturer must develop and provide to the purchaser written documentation on regularly scheduled maintenance inspection procedures. A focus on sensitive equipment and schedule timelines must be included in the documentation.

(4) **Spare / Replacement of Parts.** The manufacturer must develop and provide to the purchaser a parts list, including associated replacement/repair costs.

(5) **Tools and Test Equipment.** The device must meet the requirements of SAE ARP1247, paragraph 3.12.4.

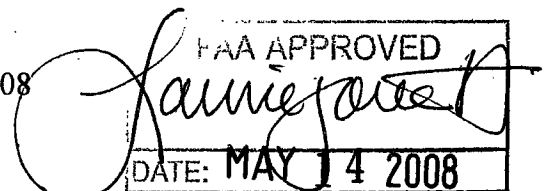
3. PAVED AREAS 139.305

A. Inspection

The runways, taxiways and air carrier parking aprons are to be inspected daily by the airport operations personnel, with particular attention being paid to the paved surfaces and pavement edges.

1. No pavement lip shall be allowed to be more than three (3) inches above the level of the shoulder soil.
 2. No hole in the pavement shall be allowed to exceed three (3) inches in depth, have sides exceeding 45 degrees nor be greater than five (5) inches in diameter.
 3. The pavement shall be free of cracks or other surface variances that might limit control of aircraft.
 4. The surface shall be kept clean of mud, and any other foreign debris. It shall also be kept free of solvents or other liquids that may be used to clean the surface or are accidentally spilled on the movement area.
 5. No water ponding or ice sheeting shall be allowed that may obscure markings or impair aircraft control.
 6. Any chemical solvent used to clean any pavement area shall be removed as soon as possible, consistent with the instructions of the manufacturer of the solvent.
- B. Should any of the above conditions or any other unsatisfactory conditions exist, Airport Operations personnel shall initiate prompt action to make the needed repairs or restrict air carrier use of the area and/or issue a NOTAM regarding the condition until corrected. Corrective action will be initiated by the individual performing the inspection as soon as practical when any unsatisfactory conditions are found in the paved areas. Corrective action taken through a work order system. Airport maintenance is responsible for correcting any unsatisfactory condition on paved areas. In the event that repairs are beyond the capability airport maintenance, the airport management will contact the City of Bridgeport Public Works Department or an outside contractor and arrange for the necessary completion of work.
- C. Inspections and evaluations of the paved areas are performed utilizing the guidelines of AC 150/5320-6D, AC 150/5200-18C, AC 150/5380-5B and AC 150/5320-17.
- D. A description of each air carrier movement area is depicted in Exhibit 4A (Lengths and widths are listed on page 1-4)

3-1
Revision #11 – April 2008



***84-13 Consent Calendar**

Master Municipal Agreement for Construction Projects
with the State of Connecticut Department of
Transportation.

**Report
of
Committee
on
Contracts**

Submitted: May 19, 2014

Adopted: _____

Attest: _____

Fleeta C Hudson

City Clerk

Approved _____

Mayor



City of Bridgeport, Connecticut

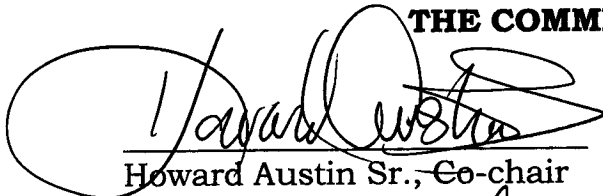
To the City Council of the City of Bridgeport.

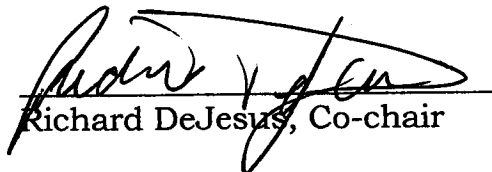
The Committee on Contracts begs leave to report; and recommends for adoption the following resolution:

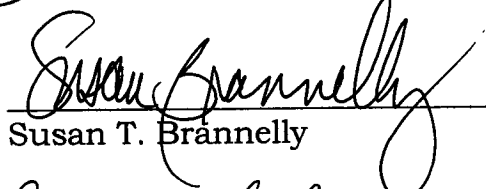
***84-13 Consent Calendar**

RESOLVED, That the Honorable Bill Finch, Mayor, is hereby authorized to sign the Agreement entitled "Master Municipal Agreement for Construction Projects" with the State of Connecticut Department of Transportation.

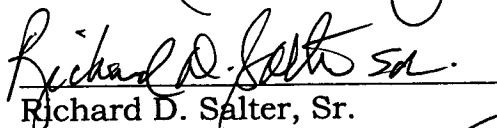
RESPECTFULLY SUBMITTED, THE COMMITTEE ON CONTRACTS

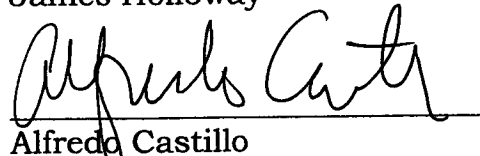

Howard Austin Sr., Co-chair

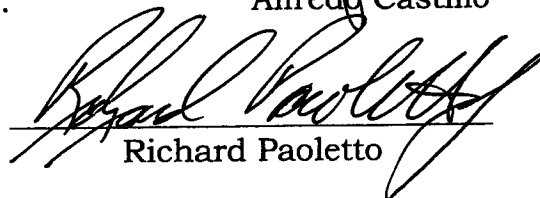

Richard DeJesus, Co-chair


Susan T. Brannelly


James Holloway


Richard D. Salter, Sr.


Alfredo Castillo


Richard Paoletto

**MASTER MUNICIPAL AGREEMENT
FOR CONSTRUCTION PROJECTS**

THIS MASTER MUNICIPAL AGREEMENT FOR CONSTRUCTION PROJECTS ("Master Agreement") is entered into by and between the STATE OF CONNECTICUT, DEPARTMENT OF TRANSPORTATION, (the "DOT"), and the CITY OF BRIDGEPORT, 999 Broad Street, Bridgeport Connecticut 06604 (the "Municipality"). The DOT or the Municipality may each be referred to individually as the "Party" and collectively may be referred to as the "Parties."

WHEREAS, the Municipality undertakes, and may financially participate in, municipal projects to construct improvements to locally-maintained roadways, structures and transportation enhancement facilities that are eligible for government financial assistance from the DOT, the federal government, or both;

WHEREAS, the DOT is the authorized entity responsible for distributing the state and federal government financial assistance with respect to these municipal projects; and

WHEREAS, on a project-by-project basis either the DOT or the Municipality takes on the responsibility of administering the construction phase of a particular municipal project, and the parties wish for this Master Agreement to address both DOT-administered and Municipality-administered projects;

WHEREAS, the Commissioner is authorized to enter into this Agreement and distribute state and federal financial assistance to the Municipality for these projects pursuant to § 13a-98i and § 13a-165 of the Connecticut General Statutes; and

WHEREAS, the DOT and the Municipality wish to set forth their respective duties, rights, and obligations with respect to these projects that are undertaken pursuant to this Master Agreement.

NOW, THEREFORE, THE PARTIES MUTUALLY AGREE THAT:

Article 1. Definitions. For the purposes of this Master Agreement, the following definitions apply:

1.1 "Accumulative Costs" means the total, collective expenditure by the Municipality and the DOT to complete the Construction Project (defined in section 1.8).

1.2 "Administer," "Administering" or "Administration" of the Construction Project means conducting and managing operations required to perform and complete the Construction Project, including performing the construction work by either the Municipality or the DOT, as applicable to the particular Construction Project, in whole or in part, advertising and awarding any contract(s) for performance of the work by contractor(s) in whole or in part, or any combination thereof, and undertaking all of the administrative-duties related to and required for the completion of the Construction Project.

Master Municipal Agreement for Construction Projects

- 1.3 "Authorization to Award Notice" means the written notice from the DOT to the Municipality authorizing the Municipality to perform its Administration obligations for the Construction Project under the Project Authorization Letter (PAL) (defined in section 1.28), including, but not limited to, awarding the contract(s) for performance of the work.
- 1.4 "Authorization to Proceed Notice" means the written notice from the DOT to the Municipality authorizing the Municipality to perform its obligations for the Construction Project under the PAL.
- 1.5 "Authorized Department of Transportation (DOT) Representative" means the individual, duly authorized by a written delegation of the Commissioner of the DOT pursuant to Section 13b-17(a) of the Connecticut General Statutes, to sign PALs.
- 1.6 "Consulting Engineer" means the person or entity, whether an employee of, or a contractor engaged by, the Municipality, who performs the Design Services During Construction (defined in section 1.12).
- 1.7 "Contingencies" means a percentage of funding set aside in the PAL for work that cannot specifically be described, or the extent of which cannot be detailed, in the original scope at bid time, but may later be required, at the DOT's determination, for the Construction Project. Among other purposes, this percentage of the Funding is used to account for the costs that may result from the difference in the estimated quantities provided at bid time versus the actual quantities used during the performance of the Construction Project.
- 1.8 "Construction Project" means the construction phase activities undertaken by the Municipality, and either Administered by the Municipality or by the DOT on the Municipality's behalf, to construct improvements on a locally-maintained roadway or structure, to perform transportation enhancement activities (as defined by 23 U.S.C. § 101(a)(35), as revised), or any combination of the foregoing, based upon a design completed during a design phase of a Municipal Project (defined in section 1.22), and in accordance with the PAL and this Master Agreement.
- 1.9 "Contract Items" means the products, services, or both set forth in the bid and necessary for the completion of the Construction Project. Contract Items may include, but are not limited to, earth excavation, rock excavation, hot mix asphalt, structural steel, trench excavation, turf establishment, Class A concrete, traffic person services, mobilization, and clearing and grubbing within the Construction Project limits.
- 1.10 "Demand Deposit" means an amount of money due to the DOT from the Municipality.
- 1.11 "Depreciation Reserve Credit" means the credit for the used life of the replaced utility facility when a new facility is installed.
- 1.12 "Design Services During Construction" means design services required during the construction phase, with the DOT's prior approval, which may include, but are not limited to,

Master Municipal Agreement for Construction Projects

construction engineering services, consultation in the field, advice, visits to the work site, review and approval of all shop plans and construction drawings received from the Prime Contractor (defined in section 1.26), design modification of original construction drawings as may be necessary, and any other design services as may be required, with the DOT's prior approval, all in accordance with the Standard Specifications (as defined in section 1.32).

1.13 "Designated Official" means the municipal official or representative designated by title who is duly authorized by the Municipality to receive PALs issued by the DOT under this Agreement and who submits to the DOT a Written Acknowledgment of the PAL (defined in section 2.2) binding the Municipality to the terms and conditions of the PALs issued by the DOT under this Master Agreement.

1.14 "Disadvantage Business Enterprise (DBE)" has the meaning defined in Schedule E.

1.15 "DOT-provided Services" means the work that the DOT is responsible to perform for the Construction Project, as specifically set forth in the PAL and may include, but are not necessarily limited to, material testing, periodic construction inspection, administrative oversight, and liaison activities with other governmental agencies to ensure satisfactory adherence to DOT and federal requirements.

1.16 "Effective Date" means the date which the Master Agreement is executed by the DOT.

1.17 "Extra Work" means potential additional work that is beyond the original scope or limits of work of the Construction Project specifically for which funds are set-aside as a line item category in the PAL.

1.18 "Funding" means funds from the state government, the federal government, the Municipality, or a combination of any of the foregoing, designated for a particular Construction Project, which the DOT provides to the Municipality on a reimbursement basis.

1.19 "Incidentals to Construction" means items that were not included in the listing of Contract Items but that are necessary for the completion of the Construction Project, as determined by the DOT in its sole discretion. Advertising of a request for bids, inspection, construction and engineering services, field quality assurance testing, and material testing are examples of, but are not limited to, items that may be determined to be Incidentals to Construction for a particular Construction Project.

1.20 "Inspection Activities" means continuous inspection of the work on the Construction Project and associated administrative duties, including, but not limited to, inspection of grading, drainage, structure, pavement, facilities construction, and rail work; the required administrative functions associated with the Construction Project including, but not limited to, preparation of correspondence, construction orders, periodic payment estimates, quantity computations, material sampling and testing, Equal Employment Opportunity and DBE monitoring, final documentation, DOT and Federal reporting, construction surveys, reviews and recommendations of all construction issues, and claims analysis support; and other Construction Project-related functions deemed

Master Municipal Agreement for Construction Projects

necessary by the DOT.

1.21 "Inspection Consultant" means the person or entity engaged by the DOT or the Municipality, as applicable to the particular Construction Project, to perform the Inspection Activities.

1.22 "Municipal Project" means a project undertaken by the Municipality for improvements on locally-maintained roadways, structures, transportation enhancement facilities (as defined by 23 U.S.C. § 101(a)(35), as revised), or any combination of the foregoing, which generally includes three phases of activities: the design phase, rights-of-way phase, and construction phase.

1.23 "Nonparticipating Items" means those items or portions of the Construction Project work determined upfront during the Municipal Project design phase by the Federal Highway Administration ("FHWA"), the DOT, or both to not be eligible for reimbursement with the Funding.

1.24 "Official Notice" means notice given from one Party to the other in accordance with Article 14.

1.25 "Plans, Specifications, and Estimates (PS&E)" means the final engineering documents produced during the design phase of the Municipal Project that contain all of the construction details and are made part of the bid documents.

1.26 "Prime Contractor" means the person or entity engaged by the Municipality or the DOT, as applicable to the particular Construction Project, to perform construction work on the Construction Project.

1.27 "Project Amount" means the total estimated cost for all work for the Construction Project, as estimated at the time of the DOT's issuance of the PAL.

1.28 "Project Authorization Letter (PAL)" means the written document that authorizes the distribution of Funding to the Municipality for the specific Construction Project during a specified period of time.

1.29 "Small Business Enterprise (SBE)" has the meaning defined in Schedule F.

1.30 "Small Business Participation Pilot Program (SBPPP)" has the meaning defined in Schedule G.

1.31 "Special Provisions" means specifications applicable to the particular Construction Project that are required by the DOT and made part of the bid documents and the contract with the Prime Contractor.

1.32 "Standard Specifications" means, collectively, the publications entitled "Standard Specifications for Roads, Bridges, and Incidental Construction (Form 816)" Connecticut Department of Transportation (2004) and its supplemental specifications issued from time to time by the DOT, entitled the "Supplemental Specifications to the Standard Specification for Roads, Bridges, and

Master Municipal Agreement for Construction Projects

Incidental Construction (Form 816)," Connecticut Department of Transportation (July 2010), as may be revised.

1.33 "Term" means the duration of the Master Agreement.

1.34 "Transportation Enhancement Facilities" means the facilities provided as a result of transportation enhancement activities (as defined by 23 U.S.C. § 101(a)(35), as revised).

1.35 "Transportation Facilities" means any roadway, structure, building or other associated facilities, including, but not limited to, traffic control signals and roadway illumination, Transportation Enhancement Facilities, including, but not limited to, pedestrian or bike trails, or any combination of the foregoing.

Article 2. Issuance and Acknowledgment of PALs for Construction Projects.

2.1 **Issuance of PAL.** The DOT shall issue to the Municipality a PAL for the applicable Construction Project, in the form substantially similar to Schedule A, which will be addressed to the Designated Official and signed by the Authorized DOT Representative. PALs issued under this Agreement will address Construction Projects and will not address design phase or right-of-way acquisition phase activities of Municipal Projects. The issuance of the PAL itself is not final authorization for the Municipality to begin performing work or awarding a contract with respect to the Construction Project. Additional required steps and approvals are set forth in this Agreement.

2.2 **Written Acknowledgement of the PAL.** In order for the PAL to become effective and binding on both parties, the Municipality must return to the DOT a copy of the PAL signed by the Designated Official, hereinafter referred to as the "Written Acknowledgement of the PAL," which serves to acknowledge the Municipality's receipt of the PAL and confirm that the Municipality will undertake the particular Construction Project in accordance with the PAL and this Master Agreement). The Municipality shall submit the Written Acknowledgement of the PAL to the Authorized DOT Representative by the deadline set forth in the PAL. Submission of the Written Acknowledgement of the PAL by facsimile or electronic transmission is acceptable. The Written Acknowledgement of the PAL shall be deemed delivered on the date of receipt by the DOT if on a business day (or on the next business day after delivery if delivery occurs after business hours or if delivery does not occur on a business day). The PAL becomes effective on the date that the Written Acknowledgement of the PAL is delivered to the DOT.

2.3 **Designated Official.** The Municipality herein represents that the Mayor of the City of Bridgeport is the Designated Official to whom the Municipality has granted the authority, throughout the Term of this Master Agreement, to sign and submit on its behalf the Written Acknowledgement of the PAL(s) to the DOT. The Municipality agrees that the signature of the Designated Official shall bind the Municipality with respect to the PAL. Signature by the individual as the Designated Official upon any Written Acknowledgement of a PAL is a representation by such individual that he/she holds the title of the Designated Official as of the date of his/her signature. If at any time during the Term the Municipality seeks to modify which municipal official or representative by title is the authorized Designated Official, the parties must amend this section by

Master Municipal Agreement for Construction Projects

mutual written agreement identifying by title the new Designated Official and signed by the authorized representatives of each party.

2.4 Obligations of Municipality. Upon submission of the Written Acknowledgement of the PAL to the DOT, the Master Agreement and the PAL will be incorporated into one another in their entirety and contain the legal and binding obligations of the Municipality with respect to the Construction Project. By submitting the Written Acknowledgement of the PAL, the Municipality acknowledges that it understands the obligations to which it is committing itself with respect to the Construction Project. Further, the Municipality agrees to proceed with diligence to perform its obligations to accomplish the Construction Project and agrees to use the Funding to complete the same.

2.5 Revisions to the PAL. Any modification to the scope, the allowed Funding amount, or cost breakdown related to the Construction Project must be approved by the DOT, at its sole discretion, and set forth in a subsequent PAL newly-issued by the Authorized DOT Representative, hereinafter referred to as the "Supplemental PAL." The Supplemental PAL shall be acknowledged by the Municipality in accordance with the procedure set forth in section 2.2, and the Supplemental PAL will supersede the previously-issued PAL for the Construction Project and will control.

Article 3. Municipality-Administered Construction Projects. When the Municipality is responsible for Administering the Construction Project, the sections of this Article 3 apply.

3.1 Content of the PAL. The PAL issued by the DOT to the Municipality shall set forth, at a minimum:

- (a) the Funding source(s), the related government Funding authorization or program information, and the associated Funding ratio between the federal government, the DOT, and the Municipality, as applicable, for the Construction Project;
- (b) the maximum reimbursement to the Municipality under the PAL;
- (c) an estimated cost break-down for all work under the Construction Project;
- (d) the amount of the Demand Deposit(s) due to the DOT from the Municipality for the Municipality's proportionate share of applicable costs for work under the Construction Project, as determined by the Funding ratio;
- (e) the Project Amount; and
- (f) any applicable affirmative action goal(s) assigned with respect to work on the Construction Project, as follows:
 - (1) if the Construction Project receives federal participation in Funding, the DBE goal assigned by the DOT applicable to the Prime Contractor, and additionally, where the Municipality retains an Inspection Consultant to perform the Inspection Activities,

Master Municipal Agreement for Construction Projects

the DBE goal assigned by the DOT to the Inspection Consultant. If federal funds are not used to fund the Inspection Activities on the Construction Project, then no DBE goal will be assigned for the Inspection Activities;

- (2) if the Construction Project receives DOT Funding, and no federal participation in Funding, the SBE goal assigned by the DOT applicable to the Prime Contractor, and additionally, where the Municipality retains an Inspection Consultant, the SBE goal assigned to the Inspection Consultant; or
- (3) regardless of the Funding source(s), the SBPPP goal assigned by the DOT applicable to the Prime Contractor, and additionally, where the Municipality retains an Inspection Consultant, the SBPPP goal assigned to the Inspection Consultant.

3.2 Authorization to Award and Authorization to Proceed.

(a) The Municipality shall not commence to Administer the Construction Project until it has received from the DOT an Authorization to Award Notice or an Authorization to Proceed Notice when the Municipality is, respectively, hiring a Prime Contractor or electing to perform work with its own staff. The DOT will issue an Authorization to Award Notice or Authorization to Proceed Notice, as applicable, directly to the Municipality, addressed to the Designated Official.

(b) The Municipality shall not have the Prime Contractor or the Municipality's staff commence construction work on the Construction Project until the Municipality has received from the DOT an Authorization to Award Notice or Authorization to Proceed Notice. The DOT has no responsibility and incurs no liability for payments to the Municipality for Administration of the Construction Project or for any construction work performed by the Prime Contractor or the Municipality's staff on the Construction Project prior to the DOT's issuance of the Authorization to Award Notice or Authorization to Proceed Notice.

3.3 Municipality to Perform and Complete the Construction Project.

(a) Upon issuance of a PAL by the DOT, submission of the Written Acknowledgment of the PAL by the Municipality, and receipt of an Authorization to Award or Authorization to Proceed Notice, as applicable, from the DOT, the Municipality shall Administer all activities associated with the Construction Project in accordance with the PAL and this Master Agreement.

(b) The Municipality, with prior written approval of the DOT, may elect to perform all or any part of the Construction Project work with its own staff. In requesting approval from the DOT, the Municipality must demonstrate, to the DOT's satisfaction, that there is sufficient manpower, equipment, and resources available to the Municipality and that it will be cost effective for the Municipality's staff to perform the work in accordance with the plans and specifications.

(c) For work that the Municipality does not elect to perform with its own staff, the Municipality shall retain, using a competitive bidding process, a Prime Contractor to undertake the work under the Construction Project.

Master Municipal Agreement for Construction Projects

(d) With respect to any Construction Project that receives federal participation in Funding, the Municipality acknowledges that any costs it incurs prior to the receipt of federal authorization for the Construction Project are entirely ineligible for reimbursement with federal funds.

(e) The Municipality agrees that it shall use the Funding for reimbursement of the Municipality's approved expenses incurred in the fulfillment of the Construction Project as specified in the PAL and this Master Agreement and for no other purpose.

3.4 Engaging a Prime Contractor.

(a) Where the Municipality retains a Prime Contractor to perform the work on the Construction Project, the Municipality shall advertise the Construction Project to engage the Prime Contractor utilizing an advertising and bidding procedure acceptable to the DOT and, if applicable, the federal government. The Municipality shall analyze all bids, submit a bid summary to the DOT, and request the DOT's approval to award a contract for the Construction Project. The Municipality shall perform all of the foregoing in accordance with the following publications:

- (1) Advertising Procedures for Construction Contracts Administered by Municipalities, Connecticut Department of Transportation (January 2010), as may be revised ("Advertising Procedures for Construction Contracts Administered by Municipalities");
- (2) The Standard Specifications. The version of the Standard Specifications in effect at the date of completion of the PS&E for the particular Construction Project is the version that must be followed and complied with for the particular Construction Project; and
- (3) The Municipality Manual, Version 1, Connecticut Department of Transportation (2008), as may be revised ("Municipality Manual").

(b) The Municipality may not impose any local rules, policies, terms, conditions, or requirements on any bidder, Prime Contractor, or Inspection Consultant, unless it has received prior written approval from the DOT and, if applicable, FHWA (or other federal authority). If the Municipality imposes any local rules, policies, terms, conditions, or requirements, without all required prior written approvals, the DOT may in its sole discretion deem such imposition to be a breach of this Master Agreement and the respective PAL and may result in the Municipality losing Funding for the Construction Project.

3.5 **Pre-Award Requirements and Documentation.** The Municipality shall require the low bidder to meet all applicable pre-award requirements and submit any required documentation to the Municipality, which the Municipality, in turn, shall submit to the DOT for review and approval, all in accordance with the Advertising Procedures for Construction Contracts Administered by Municipalities. The pre-award requirements include, but are not limited to:

Master Municipal Agreement for Construction Projects

- (a) Required documentation applicable to any assigned affirmative action goal, e.g., DBE, SBE, or SBPPP goal, including, but not limited to, the Affirmative Action program certification;
- (b) A schedule of progress or time chart for the Construction Project developed by the Prime Contractor;
- (c) A complete statement of the origin and manufacturer of any manufactured materials to be used in the Construction Project provided on the DOT form "Anticipated Source of Materials (CON-83)," as revised;
- (d) A completed "State of Connecticut Certificate of Compliance with Connecticut General Statutes § 31-57b" form ("OSHA Compliance Form RFP-12 New 6/98"), as revised;
- (e) A completed Certificate of Insurance on the form(s) acceptable to the DOT; and
- (f) Any other documentation requested by the DOT or federal government as pre-award requirements.

3.6 Approval to Award Contract(s).

(a) The Municipality must receive the DOT's prior written approval in order to award its contracts, enter into modifications or supplements to the contracts, or issue any construction orders under its contracts with the Prime Contractor and, where applicable, the Consulting Engineer and the Inspection Consultant, prior to incurring reimbursable costs in conjunction with the PAL. Without such written approval, costs incurred by the Municipality are ineligible for reimbursement under the PAL. DOT retains the authority, at its sole discretion, to review for compliance with applicable DOT and federal requirements the Municipality's proposed contracts prior to the DOT issuing any written approval.

(b) Upon receipt of the Authorization to Award Notice from the DOT, the Municipality shall comply with the Advertising Procedures for Construction Contracts Administered by Municipalities and in accordance therewith, award the contract to the bidder specified in the Authorization to Award Notice. The Municipality shall submit to the DOT copies of the award letter, the contract executed with the Prime Contractor, and all other documents required by the Advertising Procedures for Construction Contracts Administered by Municipalities and otherwise requested by the DOT.

(c) As a condition of receiving Funding under the PAL, the Municipality may be required, at the direction of the DOT or the federal government, to obtain certain assurances from and include certain contract provisions in its contracts with the Prime Contractor and, where applicable, the Consulting Engineer and the Inspection Consultant. Without limiting the foregoing, this Article 3 sets forth certain of these requirements. Additional requirements may be set forth in the PAL. The Municipality's failure to include the requirements in the contract with, and to ensure

Master Municipal Agreement for Construction Projects

compliance by, the Prime Contractor and, where applicable, the Consulting Engineer and the Inspection Consultant, may amount to a breach of this Master Agreement and the respective PAL, as determined by the DOT in its sole discretion, and may result in the Municipality's loss of Funding for the Construction Project.

3.7 Changes in Scope. Extensions of Time. The Municipality may not make changes to the Construction Project that will increase the cost or alter the termini, character or scope of the construction work without prior written approval from the Authorized DOT Representative. In addition, the Municipality shall not grant any contract time extensions to its contractor(s) or consultant(s) without prior written approval from the Authorized DOT Representative. Such written approval may take the form of a Supplemental PAL issued by the DOT with respect to the Construction Project. The Supplemental PAL, once acknowledged in writing by the Municipality in accordance with the procedure set forth in section 2.2, will supersede the previously-issued PAL for the Construction Project and will control.

3.8 Design Services During Construction. The Municipality shall itself provide or retain a Consulting Engineer to provide Design Services During Construction. The scope of the Design Services During Construction is subject to the prior approval of the DOT. If, in order to complete the approved Design Services During Construction, the Municipality must replace the Consulting Engineer that it previously hired during the design phase of the Municipal Project and engage a new Consulting Engineer during the construction phase, then the Municipality agrees to comply with any selection and contracting requirements imposed by the DOT in its sole discretion during the construction phase of the Municipal Project.

3.9 Inspection Activities. The Municipality shall itself provide a qualified staff person, or retain a qualified person or entity, to serve as the Inspection Consultant to perform full-time Inspection Activities. The Municipality shall submit written documentation to the DOT indicating the criteria it used in assigning existing municipal staff, hiring new municipal staff, retaining an Inspection Consultant, or any combination of the foregoing to perform Inspection Activities for the Construction Project.

(a) If the Municipality elects to retain an Inspection Consultant, in order to be eligible for reimbursement for the associated costs, the Municipality must use a Qualifications Based Selection process as described in and in accordance with the "Consultant Selection, Negotiation and Contract Monitoring Procedures for Municipally Administered Projects," Connecticut Department of Transportation (2011), as may be revised.

(1) When designating an Inspection Consultant, the Municipality shall submit to the DOT for review and approval, the name(s) and qualifications of the proposed Inspection Consultant prior to advertising the Construction Project. The Municipality shall comply with the "Construction Engineering and Inspection Information Pamphlet for Consulting Engineers," Connecticut Department of Transportation (2008) as may be revised, when determining the required qualifications of the Inspection Consultant.

Master Municipal Agreement for Construction Projects

- (2) If the Construction Project receives federal participation in Funding, when the Municipality retains an Inspection Consultant, it must designate a full time employee of the Municipality to be in responsible charge of the Construction Project in accordance with 23 CFR § 635.105(c)(4), as may be revised.

(b) If the Municipality elects to provide full-time Inspection Activities for the Construction Project with its own staff, upon request, the Municipality shall provide to the DOT written documentation of the qualifications of the municipal staff performing the Inspection Activities, for review by the DOT. When municipal staff is performing the Inspection Activities for the Construction Project, any required field quality assurance testing may be provided by the DOT, upon written request, and the DOT expenses associated with the field quality assurance testing will be funded in accordance with the PAL.

3.10 Additional Administration Responsibilities. The Municipality shall perform all other work which becomes necessary to properly Administer the Construction Project and inspect the work of the Prime Contractor in order to ensure compliance with the Standard Specifications, the bid package documents, and the Municipality's contract with the Prime Contractor, including, but not limited to, the Special Provisions for the particular Construction Project. Any work performed by the DOT in order to assist with the Municipality's Administration responsibilities for the Construction Project and any associated expenses will be funded in accordance with the PAL.

3.11 Inadequate Administration. If, at any time during the Construction Project, the DOT determines that the Administration by the Municipality is not adequate, it may be deemed a breach by the Municipality, as determined by the DOT in its sole discretion, and the DOT may assume responsibility for or supplement the Administration of the Construction Project, at its sole discretion. The additional costs associated with the DOT's Administration of the Construction Project will be considered part of the Construction Project costs for DOT-provided Services and will be funded in accordance with the proportionate cost sharing set forth in the PAL. Furthermore, the DOT's assumption or supplementing of the Administration of a Construction Project does not waive any of the DOT's remedies under this Agreement, nor relieve the Municipality from any liability related to its breach.

3.12 Federal and State Required Contract Provisions.

(a) The Municipality shall include in the contracts with the Prime Contractor and, where applicable, the Inspection Consultant, the following attachments, each as may be revised:

- (1) "State and Federal Workforce Utilization Goals," attached at Schedule B, including Appendix A which is applicable to Construction Projects that are funded by the state government (with no federal participation in Funding), and Appendix B which is applicable to Construction Projects that receive federal participation in Funding;
- (2) "Connecticut Required Specific Equal Employment Opportunity Responsibilities," (2012), attached at Schedule C; and

Master Municipal Agreement for Construction Projects

(3) FHWA-1273, "Required Contract Provisions, Federal-aid Construction Contracts," (2012), attached at Schedule D, which is applicable to Construction Projects that receive federal participation in Funding.

(b) The Municipality's failure to comply with any requirement within this section 3.12 may be deemed by the DOT, in its sole discretion, a breach of this Master Agreement and the respective PAL and, as a result, the DOT may seek any of its remedies under this Master Agreement.

3.13 Affirmative Action (AA) Goals & On-the-Job Training Requirement.

(a) The Municipality agrees to include the assigned DBE goal, SBE goal, or SBPPP goal, as applicable, and associated requirements, set forth in the PAL, as requirements within any contract the Municipality enters into with its Prime Contractor, and, if applicable, its Inspection Consultant, and to require its Prime Contractor and, if applicable, its Inspection Consultant, to comply with the current version of the "Special Provision, Disadvantaged Business Enterprises" (2012), as may be revised, the "Special Provision, Small Contractor and Small Contractor Minority Business Enterprise (Set Aside)" (2012), as may be revised, or the "Special Provisions, Small Business Participation Pilot Program" (2012), as may be revised, which are attached at Schedules E, F & G, respectively (the "Affirmative Action (AA) Requirements"). The Municipality shall include a provision within such contract(s) requiring compliance with the AA Requirements and attach a copy of the applicable AA Requirements provided at Schedule E, F or G to such contract(s).

(b) The Municipality acknowledges that with respect to any Construction Project that receives federal participation in Funding, the Construction Project may be subject to an On the Job Training (OJT) requirement and the "On-the-Job Training Program Special Provision" (2012) as may be revised, attached at Schedule H. The Municipality agrees that upon receiving notice from the DOT of the OJT requirement, the Municipality will include the OJT requirement in its contract with the Prime Contractor and attach a copy of Schedule H to the contract.

(c) As a condition of receiving Funding under the PAL, the Municipality may be required at the discretion of the DOT or other applicable state or federal authorized agencies, to impose additional AA requirements upon and obtain certain assurances from the Prime Contractor, and, where applicable, the Inspection Consultant. The Municipality agrees to include any other AA Requirements in its contracts with the Prime Contractor, and, where applicable, the Inspection Consultant, at the direction of the DOT.

(d) The DOT, in its sole discretion, may determine whether the Municipality failed to comply with any requirement within this section 3.13 and may deem such failure a breach of this Master Agreement and the respective PAL. As a result of any such breach, the DOT, at its sole discretion, may withhold reimbursement to the Municipality for the Construction Project in an amount up to or equaling the goal shortfall, in addition to any other remedies the DOT may have under this Master Agreement or provided by law.

3.14 Inspection Consultant Fees and Auditing Requirements.

Master Municipal Agreement for Construction Projects

(a) With respect to any contract with an Inspection Consultant, the Municipality shall comply with Policy No. F&A-30, dated April 12, 2006 ("Maximum Fees for Architects, Engineers and Consultants"), attached at Schedule I. The Municipality shall utilize the guidelines stipulated in Office of Policy and Management's General Letter No. 97-1, dated November 21, 1996, attached at Schedule J, when applicable, in accordance with Policy No. F&A-30.

(b) With respect to Construction Projects that receive federal Funding, the Municipality shall comply with, and require the Inspection Consultant and, if applicable, the Consulting Engineer, to comply with, the audit requirements set forth in 48 CFR Part 31 and 23 CFR Part 172, as may be revised.

3.15 Construction Project Standards and Manuals.

(a) The Municipality shall comply with, and require its Prime Contractor and, if applicable, its Inspection Consultant, to comply with all applicable DOT and federal laws and regulations and the current version of the following publications (except as otherwise noted), each as may be revised:

- (1) Construction Manual, Department of Transportation Office of Construction, Version 2.2, Connecticut Department of Transportation (2011);
- (2) The Standard Specifications. The version of the Standard Specifications in effect at the date of completion of the PS&E for the particular Construction Project is the version that must be followed and complied with for the particular Construction Project;
- (3) The Municipality Manual;
- (4) Pamphlet for Monitoring Performance and Payment Requests for Consultants, State of Connecticut Department of Transportation (1994);
- (5) QA Program for Materials Acceptance and Assurance Testing Policies and Procedures, at Chapter 8, entitled "Minimum Schedule for Acceptance Testing," Connecticut Department of Transportation (2009);
- (6) Public Service Facility Policy and Procedures for Highways in Connecticut, Connecticut Department of Transportation (2008); and
- (7) Utility Accommodation Manual, Connecticut Department of Transportation (2009).

(b) The above-referenced publications are incorporated and made a part of this Agreement by reference and, in all applicable respects, shall govern the conduct and describe the respective obligations of the DOT and the Municipality and any parties engaged by the Municipality to perform work on the Construction Project set forth in a PAL issued under this Master Agreement. The Municipality shall incorporate by reference these publications and all provisions contained

Master Municipal Agreement for Construction Projects

therein into its contract(s) with the Prime Contractor and, if applicable, the Inspection Consultant, for any Construction Project undertaken pursuant to a PAL issued under this Master Agreement.

3.16 Maintenance of Records On-Site. The Municipality shall maintain and secure at all times all construction records for the Construction Project at a single location for the DOT's review, use and approval.

3.17 DOT-provided Services. If the Construction Project requires DOT-provided Services, they will be set forth in the PAL and funded in accordance with the proportionate cost sharing for work on the Construction Project as set forth in the PAL. DOT-provided Services may include, but are not necessarily limited to, material testing, periodic construction inspection, administrative oversight, and liaison activities with other governmental agencies to ensure satisfactory adherence to DOT and federal requirements. The DOT reserves the right at all times to inspect all aspects of the work related to the Construction Project, and such inspections shall be deemed DOT-provided Services.

3.18 Demand Deposit Requirement; Depreciation Reserve Credit.

(a) Where a PAL requires DOT-provided Services, the PAL will specify Municipality's proportionate share of the cost of the DOT-provided Services. The DOT will bill the Municipality the amount of the Municipality's proportionate share of such costs in a Demand Deposit, and the Municipality shall forward to the DOT that amount in accordance with the PAL. The DOT is not required to perform the DOT-provided Services until the Municipality pays the Demand Deposit in full.

(b) Where the Construction Project requires replacement of a Municipality-owned utility facility, the Municipality shall deposit with the DOT, upon demand, the sum set forth in the PAL for the Depreciation Reserve Credit of the municipally-owned utility facility being replaced and the value of any materials salvaged from the existing facility. The Depreciation Reserve Credit will be calculated in accordance with the Public Service Facility Policy and Procedures for Highways in Connecticut (2008), as may be revised.

3.19 Costs and Reimbursement.

(a) The Municipality shall expend its own funds to pay for costs related to Administering the Construction Project and then shall seek from the DOT reimbursement for approved costs.

(b) The Municipality shall document all expenses it incurs and maintain all records related to the Construction Project costs, including, but not limited to its payments to the Prime Contractor and, if applicable, the Inspection Consultant and the Consulting Engineer, its payroll hours on time sheets for municipal staff working directly on the Construction Project, material purchases made by the Municipality, and reimbursement due to the Municipality for use of Municipality-owned or rented equipment. Rates of reimbursement for use of Municipality-owned or rented equipment will be based on an existing municipal audit, if available, completed no more than three (3) years before acknowledgment of the PAL, and provided the rates are acceptable to the

Master Municipal Agreement for Construction Projects

DOT. In the absence of acceptable rates, or if there is no current municipal audit, the equipment rental rate will be established in accordance with Section 1.09.04(d) of the Standard Specifications, as may be revised. Reimbursable municipal payroll costs are limited to the actual municipal payroll for work on the Construction Project and fringe benefits associated with payroll.

(c) If the Municipality fails to adequately record expenses and maintain all related records for any Construction Project or promptly submit any records to the DOT, such failure to do so may be deemed a breach by the Municipality, at the DOT's sole discretion, and the DOT may deem certain expenses to be non-eligible costs of the respective Construction Project for which the Municipality will not be eligible for reimbursement pursuant to the proportional cost sharing established by the PAL. Furthermore, the DOT's determination of certain costs to be non-eligible costs of the Construction Project does not waive any of the DOT's remedies for the breach by the Municipality of its obligations under this Master Agreement with respect to the respective Construction Project, nor relieve the Municipality from any liability related to its breach.

(d) The Municipality shall seek from the DOT reimbursement for the Municipality's expenditures, which have been approved by the DOT for eligible Construction Project costs. Reimbursement of DOT approved expenditures will be made in the following manner:

- (1) On a monthly basis, the Municipality shall submit to the DOT using the DOT-required voucher form entitled "Invoice Summary and Processing (ISP) Form" ("Voucher") as may be revised, with supporting data, the cost of services rendered and expenses incurred for the prior month. With respect to any work that is performed in-house by the Municipality's staff, the Municipality's reimbursable costs shall be limited to the actual payroll, fringe benefits associated with payroll, and approved direct cost charges for the staff's performance of Design Services During Construction.
- (2) Upon review and approval of the Voucher by the DOT, payment of the reimbursement portion of said costs and expenses shall be made to the Municipality, in accordance with the proportional cost sharing established by the PAL.

3.21 As-built Plans. Upon completion of the Construction Project, the Municipality shall notify the DOT, in writing, of the completion and, upon request by the DOT, shall provide the DOT copies of the as-built plans for the Construction Project, in the format requested by the DOT.

3.22 Extra Work.

(a) The PAL will provide a line item category for Extra Work to set-aside funds that may be requested later by the Municipality to fund the requested additional work if it is deemed, at the DOT's sole discretion and with the DOT's written approval, to be necessary for completion of the Construction Project.

(b) If the Municipality wishes to pursue any Extra Work, it must request approval in writing from the DOT of the type and scope of the Extra Work and the associated costs prior to the

Master Municipal Agreement for Construction Projects

Municipality authorizing performance of the Extra Work by the Prime Contractor, the Consulting Engineer, the Inspection Consultant, or municipal staff, as applicable.

- (c) Once approved in writing by the DOT, the Extra Work will be funded as follows:
- (1) If the Extra Work results in an Accumulative Cost less than or equal to the Project Amount specified in the PAL, it will be funded according to the proportional cost sharing set forth in the PAL.
 - (2) If the Extra Work results in an Accumulative Cost greater than the Project Amount specified in the PAL, the DOT determines that the appropriate federal or state government funding is available for the increased costs of the Construction Project, then the DOT will issue a Supplemental PAL to provide for the cost increase to the Construction Project for this Extra Work. If federal or state government funding is not available, the Municipality will be responsible for 100% of the additional cost.

3.23 Funding of Additional DOT-Approved Costs upon Final Audit.

(a) If, upon final audit, additional costs, including, but not limited to, those resulting from, Extra Work, delays, or other cost over-runs, result in an Accumulative Cost less than the original Project Amount identified in the PAL, the additional costs, if approved by the DOT, shall be funded in accordance with the PAL.

(b) If, upon final audit, additional costs, including, but not limited to, those resulting from, Extra Work, delays, or other cost over-runs, result in an Accumulative Cost greater than the original Project Amount identified in the PAL, the DOT, at its discretion, may issue a Supplemental PAL in order to fund these additional costs, provided that additional Funding is available.

(c) If, pursuant to subsection (a), the additional costs are not approved by the DOT or if, pursuant to subsection (b), a Supplemental PAL is not issued, then the Municipality will be responsible for 100% of the additional cost.

(d) If during the course of the final audit the Municipality or DOT discovers that the Municipality had been reimbursed for improper or unauthorized costs or expenses, then the Municipality shall return the amount of such improper or unauthorized costs or expenses to the DOT.

3.24 Semi-Final and Final Inspections.

(a) Before completion of the Construction Project, the Municipality and the DOT shall both perform the semi-final and final inspection of the Construction Project. The Municipality shall notify the DOT in writing that the work is complete and ready for inspection by the DOT.

(b) Within one hundred twenty (120) calendar days of the final acceptance of the physical work by the Municipality and the DOT, the Municipality shall submit to the DOT the required documents as set forth in the Municipality Manual. The Municipality shall be available, and if

Master Municipal Agreement for Construction Projects

applicable shall require its Inspection Consultant to be available, to assist the DOT with the review and acceptance of the documents required by the Municipality Manual. Upon the DOT's approval of the submitted documents, the DOT will reimburse the Municipality for the approved expenses on any outstanding Vouchers submitted by the Municipality. If the Municipality fails to submit the documents required by the Municipality Manual for the DOT's review and approval, the DOT, at its sole discretion, may assume responsibility for or supplement the Administration of the Construction Project, as described in section 3.11.

3.25 Suspension, Postponement, or Termination of a Municipality-Administered Construction Project.

- (a) Suspension, Postponement, or Termination by the DOT.
 - (1) For Convenience. The DOT, at its sole discretion, may suspend, postpone, or terminate a particular Construction Project and its respective PAL for convenience by giving the Municipality thirty (30) days Official Notice, and such action shall in no event be deemed a breach of the Master Agreement by the DOT.
 - (2) For Cause. As a result of the Municipality's breach of the PAL or failure of the Municipality, its Prime Contractor, Inspection Consultant, Consulting Engineer, or any combination of the foregoing, to perform the work required on any particular Construction Project to the DOT's satisfaction in accordance with the respective PAL, the DOT may suspend, postpone or terminate the particular Construction Project and its respective PAL for cause by giving the Municipality ten (10) days Official Notice, provided that the Municipality fails to cure, or begin to cure, the breach or failure, to the satisfaction of the DOT in its sole discretion, within the cure period that the DOT may, in its sole discretion, set forth in such Official Notice. Such Official Notice shall specify the extent to which performance of work under the PAL is being suspended, postponed or terminated and the date upon which such action shall be effective.
- (b) Termination by the Municipality, with prior DOT approval.
 - (1) The Municipality may request termination of the Construction Project, and if determined by the DOT in its sole discretion to be in the best interests of the Parties, the DOT may agree to the request. Additionally, with respect to Construction Projects receiving federal participation in Funding, receipt of written concurrence from FHWA (or other applicable federal authority) may be required prior to the DOT's approval of the request.
 - (2) Once any required federal concurrence is received, the DOT will send approval of termination by giving Official Notice to the Municipality specifying the extent to which performance of work under the PAL is terminated and the date upon which termination is effective.

Master Municipal Agreement for Construction Projects

(c) **Funding of Acceptable Work.** Upon suspension, postponement, or termination in accordance with subsection (a) or termination in accordance with subsection (b), the DOT may provide the Municipality with Funding in part for its expenditures, if any, up to the percentage of acceptable work completed as of the approved date of termination, in accordance with the following:

- (1) The DOT, may at its sole discretion, reimburse the Municipality at the contract unit prices (as specified in the bid documents) for the actual number or units of Contract Items completed prior to the effective date of termination, or as may be agreed by the parties for items of work partially completed, provided the DOT finds the work to be acceptable. If the work is not acceptable, the DOT may withhold reimbursement to the Municipality at its sole discretion. No claim for loss of overhead or anticipated profits that may be asserted by the Municipality's Prime Contractor, Inspection Consultant, or Consulting Engineer shall be allowed or funded as a reimbursable Construction Project cost.
- (2) When the volume of work completed, as of the termination date, is not sufficient to reimburse the Municipality under contract unit prices (as specified in the bid documents) for its related expenses, the DOT, at its sole discretion, may reimburse the Municipality for such expenses entirely or in accordance with the proportionate cost sharing specified in the PAL, depending on the availability of additional funding.
- (3) Materials obtained by the Municipality or its Prime Contractor for the Project that have been inspected, tested as required, and accepted by the DOT, and that have not been incorporated into the physical Construction Project, shall be purchased from the Prime Contractor at actual cost as shown by receipted bills. To this cost shall be added all actual costs for delivery at such points of delivery as may be designated by the DOT, as shown by actual cost records. The Municipality will be reimbursed by the DOT for such costs of the material, and the DOT at its sole discretion, will determine which material will become the property of the DOT.
- (4) If the DOT or FHWA (or other applicable federal authority), deems any of the work that the Municipality itself performed, or engaged a third party to perform on its behalf, to be unacceptable, then upon demand by the DOT or FHWA (or other applicable federal authority), the Municipality shall promptly return, in whole or in part, to the DOT or FHWA (or other applicable federal authority), the DOT or federal Funding that prior to the effective date of termination was disbursed to the Municipality to fund that unacceptable work.

(d) In the case of Construction Project which received no federal or state government funding during its design phase, the Municipality agrees that it will pay for the costs of any DOT-provided services performed prior to termination, including but not limited to, DOT oversight services for the Construction Project.

(e) If the Municipality terminates the Construction Project without the DOT's prior approval, the Municipality shall incur all costs related to the Construction Project without

Master Municipal Agreement for Construction Projects

reimbursement from the DOT or FHWA (or other applicable federal authority) and shall pay the DOT for any DOT-provided Services performed prior to termination. With respect to federal or state government Funding that was disbursed to the Municipality prior to the effective date of termination, upon demand by the DOT or FHWA (or other applicable federal authority), the Municipality shall promptly return any federal or state government Funding.

(f) Termination of a specific Construction Project shall not relieve the Municipality or its Prime Contractor, Inspection Consultant, or Consulting Engineer of its responsibilities for the work completed as of the termination date, nor shall it relieve the Municipality or any contractor or its surety or of its obligations concerning any claims arising out of the work performed on the Construction Project prior to the termination date or any obligations existing under bonds or insurance required by the Connecticut General Statutes or by this or any other agreement with the DOT or the Municipality.

Article 4. DOT-Administered Construction Projects. When the DOT is responsible for Administering the Construction Project, the sections of this Article 4 apply.

4.1 **Content of the PAL.** The DOT shall issue a PAL to the Municipality which will set forth, at least:

(a) the funding source, the related federal and DOT program information, and the associated funding ratio between the federal government, the DOT, and the Municipality, as applicable, for the Construction Project;

(b) the estimated cost for all work under the Construction Project;

(c) the amount of the Demand Deposit(s) due to the DOT from the Municipality for the Municipality's proportionate share of applicable costs for work under the Construction Project; and

(d) the Project Amount.

4.2 **Engaging a Prime Contractor.** The DOT shall advertise the Construction Project, obtain bids for all Construction Project work and items to be supplied or constructed by the Prime Contractor, analyze all bids, and award a contract for the Construction Project, all of the foregoing in accordance with the Standard Specifications, DOT procedures, and if applicable, procedures that are acceptable to the federal government. Unless otherwise specified in the PAL, the DOT shall be responsible for providing, or engaging persons or entities to provide, any services required for the Construction Project, including but not limited to, Design Services During Construction and Inspection Activities, and for the procurement and oversight of those individuals or entities.

4.3 **DOT to Perform and Complete the Construction Project.** The DOT shall use the applicable Funding apportionments to complete the Construction Project and all related activities that the DOT agrees to perform under the PAL and pursuant to this Master Agreement.

4.4 **Copies of Plans and Specifications.** Upon the completion of the design phase, prior to

Master Municipal Agreement for Construction Projects

commencement of construction activities, the DOT shall provide the Municipality with copies of the plans and specifications regarding the Construction Project.

4.5 Design Services During Construction - Municipality-provided. When pursuant to the PAL, the Municipality is required to provide Design Services During Construction:

(a) If the Municipality was the party responsible for undertaking the design phase of the Construction Project, with that design phase funded one hundred percent (100%) by the Municipality, there will be no federal or state government participation in funding the required Design Services During Construction, and the Municipality shall provide Design Services During Construction at its sole expense.

(b) If the design phase of the Construction Project was funded with federal or state government participation, the Municipality shall seek from DOT reimbursement for the Municipality's expenses incurred in providing the Design Services During Construction, and DOT shall reimburse the Municipality for DOT-approved expenditures, all in the following manner:

(1) The Municipality shall submit to the DOT the Voucher with supporting data, the cost of services rendered and expenses incurred for the billing period. Specifically, with respect to Design Services During Construction that are performed in-house by the Municipality's staff, the Municipality's reimbursable costs shall be limited to the actual payroll, fringe benefits associated with payroll, and approved direct cost charges for the staff's performance of Design Services During Construction.

(2) Upon review and approval of the Voucher by the DOT, payment of the reimbursement portion of said costs and expenses shall be made to the Municipality, in accordance with the proportionate cost sharing set forth in the PAL.

(c) The Municipality agrees to comply with the requirements imposed by the DOT with respect to selection of, and imposition of contractual requirements upon, any Consulting Engineer retained during the construction phase to provide Design Services During Construction. The scope of the Design Services During Construction is subject to the prior approval of the DOT.

4.6 Municipal Contact Person. The Municipality shall designate a contact person to serve as the Municipality's liaison to provide information to the DOT during the Construction Project and all activities related thereto.

4.7 Reimbursement for Value of Municipality-Owned Utility Facility. Where the Construction Project requires replacement of a Municipality-owned utility facility, the DOT shall reimburse the Municipality for the value of the utility facility being replaced minus the Depreciation Reserve Credit and the value of any materials salvaged from it.

4.8 Semi-Final and Final Inspections. The DOT shall notify the Municipality in writing that the work is ready for inspection by the Municipality. Before completion of the Construction Project, the Municipality and the DOT shall both perform the semi-final and final inspection of the

Master Municipal Agreement for Construction Projects

Construction Project.

4.9 Suspension, Postponement, or Termination of a DOT-Administered Construction Project.

(a) The DOT, upon providing Official Notice, may, in its sole discretion, suspend, postpone, or terminate a specific Construction Project, and such action shall in no event be deemed a breach by the DOT.

(b) If the DOT terminates a specific Construction Project, the DOT, may, at its sole discretion, reimburse the Municipality, in whole or in part, for the Demand Deposit paid to the DOT for the Municipality's proportionate share of costs on the Construction Project.

(c) In the case of a Construction Project which received no federal or state government funding during its design phase, the Municipality agrees that it will pay for the costs of any DOT-provided services performed prior to termination of the Construction Project, including but not limited to, DOT oversight services for the Construction Project.

4.10 Responsibility for Design Phase Errors or Omissions. With respect to a Municipal Project for which the Municipality was responsible for undertaking the design phase at its sole expense (without DOT or federal funding), the Municipality assumes all responsibility for any damages, including but not limited to delay damages, during the construction phase that are a result of the errors or omissions or negligence of the Municipality or its consultant(s) in the design of the Municipal Project. The DOT, even while Administrating the Construction Project, shall have no responsibility with respect to such damages, and the Municipality agrees to indemnify, hold harmless and defend the DOT as more particularly described in Article 16.

Article 5. Utilities and Highway Right-of-Way.

5.1 Relocation. Where the Construction Project requires readjustment or relocation of a utility facility in, or removal of a utility facility from, the state highway right-of-way or a Municipality-owned highway right-of-way, the parties shall comply with the following provisions:

(a) With respect to any utility facility located within the Municipality-owned highway right-of-way, the Municipality shall issue an appropriate order to any utility to readjust or relocate in the right-of-way, or remove from the right-of-way, its utility facility as is deemed necessary by the Municipality or by the DOT, and the Municipality shall take all necessary legal action to enforce compliance with the issuance of such order.

(b) With respect to any utility located within the state highway right-of-way, the DOT shall issue an appropriate order to any utility to readjust or relocate in the right-of-way, or remove from the right-of-way, its utility facility as is deemed necessary by the Municipality and by the DOT.

(c) With respect to a Municipality-owned utility, whether located in the state highway right-of-way or Municipality-owned highway right-of-way, the Municipality shall promptly readjust

Master Municipal Agreement for Construction Projects

or relocate in the right-of-way, or remove from the right-of-way, its utility facilities impacted by the Construction Project.

5.2 **Delays.** Regardless of which Party is responsible for Administering the Construction Project, the Municipality shall be responsible, and will not be reimbursed with Funding, for any charges, claims and related damages or costs incurred, including those by the Prime Contractor, for any delays to the Construction Project resulting from:

(a) the failure of the Municipality to issue or enforce compliance with an order to a utility where the Municipality is responsible for such (Municipality-owned highway right-of-way) order; or

(b) in the case of a Municipality-owned utility, failure by the Municipality to promptly readjust, relocate, or remove its utility facilities impacted by the Construction Project.

5.3 **Access to Right-of-Way.** With respect to any work on the Construction Project that requires access to the state highway right-of-way or Municipality-owned highway right-of-way, the Party with jurisdiction over the applicable right-of-way is responsible for reviewing the request and granting to the Prime Contractor, the Inspection Consultant, or any subcontractor or subconsultant thereof, as applicable, the right to enter into, pass over and utilize the right-of-way in accordance with all applicable requirements on a case by case basis. Nothing in this section 5.3 shall be construed as waiving any requirements under State of Connecticut laws or regulations relating to access to the highway right-of-way, including but not limited to, applying for and obtaining an encroachment permit.

Article 6. Responsibilities of the Parties for Transportation Facilities.

6.1 **During Construction Project.** During the Construction Project, the Municipality shall enforce all applicable State of Connecticut and municipal traffic laws, ordinances and regulations with respect to any existing Transportation Facilities being directly or indirectly affected by the work undertaken during the Construction Project.

6.2 **Upon Completion of Construction Project.** Upon completion of the Construction Project to the satisfaction of the DOT and, if applicable, FHWA (or other federal authority):

(a) The Municipality assumes all responsibility for:

(1) the proper maintenance and operation of all Municipality-owned Transportation Facilities constructed as part of the Construction Project;

(2) the proper maintenance and operation of all traffic control signals installed on Municipality-maintained roadways as part of the Construction Project, provided that a thirty (30) day operational test period, which commences upon the Prime Contractor's installation of the respective traffic control signal, has been completed to the satisfaction of the Party Administering the Construction Project. (The Party Administering the Construction Project shall require its Prime Contractor to assume

Master Municipal Agreement for Construction Projects

responsibility for any operational issues during the thirty (30) day test period.) In the event that the completion of the Construction Project occurs prior to the satisfactory completion of the thirty (30) day test period, then the Municipality's assumption of responsibility with respect to the traffic control signal commences upon satisfactory completion of the thirty (30) day test period.

- (3) the payment of energy costs for operation of all traffic control signals and illumination installed as part of the Construction Project when these traffic control signals and illumination are (1) entirely on Municipality-maintained roadways, or (2) at locations (such as an intersection) including at least one roadway for which the Municipality is responsible for maintaining; and
- (4) enforcement of all applicable State of Connecticut and municipal traffic laws, ordinances and regulations with respect to the Transportation Facilities, roadways, or improvements thereto, constructed as part of the Construction Project.

(b) The DOT shall assume responsibility for maintenance of DOT-owned Transportation Facilities, or improvements thereto, constructed as part of the Construction Project, unless otherwise agreed to in writing by the authorized representatives of the Parties.

6.3 Failure to Fulfill Maintenance Responsibilities. If the Municipality fails to fulfill the maintenance responsibilities set forth in subsections (a)(1) or (a)(2) of section 6.2, it may be disqualified, at the DOT's sole discretion, from participating in any future federal or state government funded Municipal Projects that impart maintenance responsibilities on the Municipality. Nothing in this section shall limit any other remedies that DOT may have under this Master Agreement or under the law.

Article 7. Responsibility for Costs.

7.1 Non-participating Items. With respect to Construction Projects that receive federal Funding, the Municipality is responsible for one hundred percent (100%) of the total cost of all Nonparticipating Item(s) and the cost of any Incidentals to Construction that are related to or associated with the Nonparticipating Item(s). The cost of such associated Incidentals to Construction will be determined as follows: A percentage will be derived from the ratio of the total Incidentals to Construction cost to the total contract items cost, as determined by a post-construction final audit, and this percentage will be multiplied by the total cost for the Non-participating Items. The final audit governs the determination of all contract item costs and the final billing to the Municipality for Non-participating Items. However, if the cost of the total Nonparticipating Items is less than ten percent (10%) of the cost of the total contract items, the DOT, at its sole discretion, may deem the cost of such associated Incidentals to Construction to be participating and eligible for Funding.

7.2 Final Payment. Final payment by the Municipality to the DOT, or by the DOT to the Municipality, shall be based upon the actual participating construction costs as determined by a post-construction final audit by the DOT, using cost sharing percentages and funding procedures set forth in the PAL.

Master Municipal Agreement for Construction Projects

7.3 Costs Resulting from Errors or Omissions. The Municipality shall reimburse the DOT for one hundred percent (100%) of all construction costs and costs of DOT-provided Services, which costs are the result of errors or omissions of the Municipality or its consultant(s), including, but not limited to, errors or omissions with respect to the PS&E, inadequate provision of the Inspection Activities or Design Services During Construction by the Municipality or any of its consultants, or inadequate Administration by the Municipality, as applicable. In order to determine the total cost of DOT-provided Services that were attributable to the errors and omissions of the Municipality (as such are not itemized during the Construction Project), a percentage(s) will be derived from the ratio of the total cost of all DOT-provided Services to the total actual construction cost, as determined by a post-construction audit, and this percentage will be multiplied by the amount attributable to the Municipality's error or omission, as determined by the DOT, to determine the cost of DOT-provided Services incurred as a result of the errors or omissions which the Municipality must reimburse to the DOT. This provision will survive the expiration of the PAL, the final acceptance of the Construction Project, and the termination of the Master Agreement, or the expiration of the Term.

7.4 Sidewalk Construction. The Municipality shall participate in the cost of sidewalks constructed as part of the Construction Project, other than existing sidewalks disturbed by the Construction Project, as set forth in Connecticut Department of Transportation Policy Statement, Policy No. F&C.-19, as may be revised, incorporated by reference into this Master Agreement.

Article 8. Disbursement of Grant Funds; Conditions of Payment.

8.1. Method of Disbursement. With respect to each Construction Project undertaken pursuant to this Master Agreement, the DOT shall disburse the Funding to the Municipality according to a method determined at the DOT's sole discretion, and in accordance with any applicable state or federal laws, regulations, and requirements.

8.2 Funding on Reimbursement Basis. The DOT, by entering into this Master Agreement, does not pledge or promise to pledge the assets of the DOT or the State of Connecticut, nor does it promise to pay any compensation to the Municipality from any monies of the treasury of the State of Connecticut. The Funding in the PAL will be provided to the Municipality by the DOT on a reimbursement basis, provided the Municipality is in compliance with the PAL and this Master Agreement.

8.3 Federal Approvals Required. The Municipality agrees that with respect to PALs that include federal participation in Funding, no PAL issued by the DOT is effective until all required federal approvals are received by the DOT for the Construction Project.

8.4 Lack of Timeliness in Municipality Performance. If the Municipality fails to timely commence and complete the Construction Project as set forth in the respective PAL to the satisfaction of the DOT and in accordance with all applicable federal, state, and local laws, regulations, ordinances, or requirements, then:

Master Municipal Agreement for Construction Projects

- (a) the DOT has no obligation to reimburse the Municipality for its expenses incurred;
- (b) to the extent any Funding already has been disbursed to the Municipality, the Municipality shall return any disbursed funds and any interest earned to-date to the DOT within ten (10) business days of receipt of a request from the DOT; and
- (c) the DOT may recover from the Municipality the DOT's costs for the DOT-provided Services performed on the Construction Project. Upon receipt of written demand from the DOT, the Municipality shall provide payment for the DOT-provided Services within thirty (30) days.

Article 9. Records and Audit.

9.1 **Examination.** The Municipality shall make available for examination by the DOT and the State of Connecticut and its agents, including but not limited to, the Connecticut Auditors of Public Accounts, Attorney General and the Chief State's Attorney and their respective agents all of its records, documents, and accounting procedures and practices relevant to any Funding received under this Master Agreement, and for a period of time in accordance with all applicable state or federal audit requirements.

9.2 **Retention.** With respect to each Construction Project undertaken under this Master Agreement, the Municipality shall maintain and secure all records for a period of three (3) years after issuance of the Construction Project's Certification of Acceptance, or three (3) years after the final payment has been made to the Prime Contractor or the termination of any litigation related to the Construction Project, whichever is later or for such longer time as instructed by the DOT, the State of Connecticut and its agents, or the federal government.

Article 10. Additional Mandatory Requirements.

10.1 **Mandatory State and Federal Requirements.** With respect to each PAL issued and acknowledged under this Agreement, the Municipality shall comply with the "Mandatory State and Federal Requirements," attached at Schedule K, as may be revised from time to time to reflect changes in law. With respect to any agreements that the Municipality enters into in order to fulfill its obligations for a particular Construction Project, the Municipality agrees to pass down to its contractor(s) and in lower tier subcontractor(s) the applicable requirements set forth in the Mandatory State and Federal Requirements.

10.2 **Additional Federal Requirements.** With respect to each PAL issued and acknowledged under this Agreement that involves the passing of Funds from any agency or office of the federal government, including, but not limited to FHWA, the Municipality shall comply with that agency's contracting requirements, directives, and policies that are in place at the time the respective PAL is in effect, except to the extent that the DOT and the respective federal agency may permit otherwise in writing.

10.3 **Revisions.** While this Master Agreement and the attached Schedules include applicable State of Connecticut and FHWA requirements (that the Municipality must comply with

Master Municipal Agreement for Construction Projects

and must require its Prime Contractor, Inspection Consultant, and Consulting Engineer, as applicable, to comply with), the Municipality hereby acknowledges that such requirements are subject to revision by the DOT, FHWA, or other authorized federal agency, from time to time during the Term and that by accepting federal or state government Funding under this Master Agreement, the Municipality agrees to be subject to such revised requirements and changes of law as in effect at any given time and, as a result thereof, shall perform any additional obligations with respect to the particular Construction Project, throughout the Term of this Master Agreement.

Article 11. Conflict.

11.1. **Conflict.** In case of a conflict between the provisions of any particular PAL, the Master Agreement, the Mandatory State and Federal Requirements, or any specification, guide, manual, policy, document, or other publication referenced in the Master Agreement, the provision containing additional details or more stringent requirements will control. In case of the Municipality's inability to determine the controlling provision or where it is not possible to comply with the requirements of multiple provisions, the DOT shall have the right to determine, in its sole discretion, which provision applies. The Municipality shall promptly request in writing the DOT's determination upon the Municipality's inability to determine the controlling provision or upon becoming aware of any such conflict. This provision shall survive the expiration or termination of this Master Agreement.

11.2 **Revisions to Manuals.** With respect to any guide, manual, policy, document, or other publication referenced throughout the Master Agreement and noted to be subject to revision throughout the Term of this Agreement by way of the phrase "as may be revised," for the particular Construction Project the Municipality agrees to comply with the version of the document or publication that is in effect on the date of the Written Acknowledgement of the PAL for the Construction Project. This section does not apply to the Standard Specifications.

Article 12. Review of Municipality's Activities. The Municipality shall cooperate fully with the DOT and permit the DOT, FHWA, or other federal authority, as applicable, to review, at any time during the Construction Project, all activities performed by the Municipality with respect to any PAL issued under this Master Agreement. Upon request of the DOT, the Municipality shall timely furnish all documents related to the Construction Project so that the DOT may evaluate the Municipality's activities with respect to the Construction Project, including, but not limited to, its use of the Funding as required by the PAL, this Master Agreement, and applicable law.

Article 13. Term and Termination of the Master Agreement.

13.1 **Term.** The Term commences on the Effective Date and continues for ten (10) years, unless terminated earlier in accordance with this Article.

13.2 **Termination for Convenience.** The DOT may terminate this Master Agreement for convenience, at its sole discretion, upon providing thirty (30) days Official Notice to the Municipality.

Master Municipal Agreement for Construction Projects

13.3 **Termination for Cause.** As a result of the Municipality's breach of the Master Agreement or a particular PAL or the failure of the Municipality, its Prime Contractor, Inspection Consultant, Consulting Engineer, or any combination of the foregoing, to perform the work required on any particular Construction Project to the DOT's satisfaction in accordance with the respective PAL, the DOT may terminate this Master Agreement for cause by giving the Municipality ten (10) days Official Notice, provided that the Municipality fails to cure, or begin to cure, the breach or failed performance, to the satisfaction of the DOT in its sole discretion, within the notice period that the DOT may, in its sole discretion, set forth in such Official Notice. Termination for cause by the DOT will not prejudice the right of the DOT to pursue any of its remedies for breach, including recovery of any Funding paid to the Municipality prior to termination for cause.

13.4 **Effect on In-progress PALs.**

(a) Upon expiration of the Term or the DOT's earlier termination for convenience of the Master Agreement, any issued PAL for a Construction Project that is still in-progress will remain in full force and effect and will continue through completion and final acceptance by the DOT of the respective Construction Project, and the Municipality shall be subject to all applicable terms and conditions of the PAL and this Master Agreement, unless the respective PAL is itself terminated in accordance with section 3.25 (for Municipality-Administered projects) or section 4.9 (for DOT-Administered Projects).

(b) Upon the DOT's termination of this Master Agreement for cause, any PALs in-progress at the time will automatically terminate, unless the DOT provides Official Notice stating otherwise. The DOT, at its sole discretion, will determine and state in such Official Notice to the Municipality, if any in-progress PALs will remain in effect, and in such case, the Municipality agrees that it must complete performance of such in-progress PAL(s) through completion and final acceptance by the DOT of the respective Construction Project in compliance with all applicable terms and conditions of the PAL and this Master Agreement.

Article 14. Official Notice. Any Official Notice from one Party to the other Party, in order for such notice to be binding thereon, shall:

14.1 Be in writing (as a printed hard copy or electronic or facsimile copy) addressed to:

(a) When the DOT is to receive Official Notice:

Commissioner of Transportation
Connecticut Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, Connecticut 06131-7546;

(b) When the Municipality is to receive Official Notice:

Master Municipal Agreement for Construction Projects

Mayor
City of Bridgeport
999 Broad Street
Bridgeport, Connecticut 06604;

14.2 Be delivered to the address recited herein in person, by facsimile or by electronic transmission, with acknowledgement of receipt, or be mailed by United States Postal Service with return receipt requested by mail, electronic means, or any other methods of receiving the return receipt as identified by the Mailing Standards of the U.S. Postal Service, as may be revised; and

14.3 Contain complete and accurate information in sufficient detail to properly and adequately identify and describe the subject matter thereof.

Article 15. Insurance.

15.1 Minimum Limits of Coverage.

(a) With respect to the work on the particular Construction Project that the Municipality performs or that the Municipality engages a Prime Contractor to perform, respectively, the Municipality when performing the work shall carry, or when the Prime Contractor is performing the work, the Municipality shall require the Prime Contractor to carry and to impose on its subcontractors the requirement to carry, for the duration of the Construction Project the insurance requirements set forth in the Standard Specifications, including "Section 1.03.07 Insurance" and specifically with respect to any working drawings prepared by a designer "Section 1.05.02(2)(a) Plans, Working Drawings and Shop Drawings," and any additional insurance coverage or increased limits required in the Special Provisions for the particular Construction Project.

(b) With respect to the Inspection Activities on the particular Construction Project that the Municipality performs or that the Municipality engages an Inspection Consultant to perform, respectively, on the Construction Project, and with respect to Design Services During Construction performed by the Municipality or by a Consulting Engineer, the Municipality when performing the work shall carry, or when the Inspection Consultant or Consulting Engineer is performing the work, the Municipality shall require the Inspection Consultant or Consultant Engineer to carry and to impose on any subconsultant(s) the requirement to carry, for the duration of the Construction Project, the following insurance:

(1) Commercial General Liability Insurance, including Contractual Liability Insurance, providing for a total limit of One Million Dollars (\$1,000,000) per occurrence for all damages arising out of bodily injuries to or death of all persons in any one accident or occurrence, and for all damages arising out of injury to or destruction of property in any one accident or occurrence, and, subject to that limit per accident, an aggregate limit of Two Million Dollars (\$2,000,000) for all damages arising out of bodily injuries to or death of all persons in all accidents or occurrences and out of injury to or destruction of property during the policy period, with the DOT being named an additional insured party;

Master Municipal Agreement for Construction Projects

(2) Automobile Liability Insurance with respect to the operation of all motor vehicles, including those hired or borrowed, used in connection with the Construction Project, providing for a total limit of One Million Dollars (\$1,000,000) per occurrence for all damages arising out of bodily injuries to or death of all persons in any one accident or occurrence, and for all damages arising out of injury to or destruction of property in any one accident or occurrence, with the DOT being named an additional insured party. In cases where an insurance policy shows an aggregate limit as part of the automobile liability coverage, the aggregate limit must be at least Two Million Dollars (\$2,000,000);

(3) Railroad Protective Liability Insurance (when the Construction Project requires work within fifty (50) feet of the railroad right-of-way or DOT-owned rail property), with coverage limits of not less than Two Million Dollars (\$2,000,000) per occurrence for all damages arising out of any one accident or occurrence in connection with bodily injury or death or injury to or destruction of property, and, subject to that limit per accident, an aggregate limit of Six Million Dollars (\$6,000,000) for all injuries to persons or property during the policy period, and with all entities falling within any of the following listed categories as named insured parties: (i) the owner of the railroad right-of-way, (ii) the owner of any railcar licensed or permitted to travel within that affected portion of railroad right-of-way, (iii) the operator of any railcar licensed or permitted to travel within that affected portion of the railroad right-of-way, (iv) the DOT and (v) any other party with an insurable interest. If such insurance is required, the Municipality, Inspection Consultant, or subconsultant shall obtain and submit the minimum coverage indicated above to the DOT prior to the commencement of the work and shall maintain coverage until the work is accepted by the DOT;

(4) Valuable Papers Insurance Policy, with coverage maintained until the work has been completed and accepted by the DOT, and all original documents or data have been returned to the DOT, providing coverage in the amount of Fifty Thousand Dollars (\$50,000) regardless of the physical location of the insured items. This insurance will assure the DOT that all records, papers, statistics and other data or documents will be re-established, recreated or restored if made unavailable by fire, theft, or any other cause. The Municipality, the Inspection Consultant, Consulting Engineer, or subconsultant, as applicable, shall retain in its possession duplications of all products of its work under the contract if and when it is necessary for the originals to be removed from its work under the contract, and if and when necessary for the originals to be removed from its possession during the time that this policy is in force.

(5) Workers' Compensation Insurance, and, as applicable, insurance required in accordance with the U.S. Longshore and Harbor Workers' Compensation Act, in accordance with the requirements of the laws of the State of Connecticut, and of the laws of the United States respectively; and

(6) Professional Liability Insurance for errors and omissions in the minimum amount of Two Million Dollars (\$2,000,000), with the appropriate and proper endorsement to its Professional Liability Policy to cover the Indemnification clause in this Master Agreement as the same relates to negligent acts, errors or omissions in the work

Master Municipal Agreement for Construction Projects

performed by the Municipality, Inspection Consultant, or subconsultant, as applicable. The Municipality, Inspection Consultant, or subconsultant may, at its election, obtain a policy containing a maximum Two Hundred Fifty Thousand Dollars (\$250,000) deductible clause, but if it should obtain a policy containing such a deductible clause the Municipality, Inspection Consultant, or subconsultant shall be liable, as stated above herein, to the extent of the deductible amount. The Municipality, Inspection Consultant, Consulting Engineer, or subconsultant shall, and shall continue this liability insurance coverage for a period of three (3) years from the date of acceptance of the completed design or work subject to the continued commercial availability of such insurance. It is understood that the above insurance may not include standard liability coverage for pollution or environmental impairment. However, the Municipality, Inspection Consultant, Consulting Engineer, or subconsultant shall acquire and maintain pollution and environmental impairment coverage as part of this Professional Liability Insurance, if such insurance is applicable to the work performed by the Municipality, Inspection Consultant, Consulting Engineer, or subconsultant under the PAL for the Construction Project

(c) In the event the Municipality, Prime Contractor, subcontractor, Inspection Consultant, Consulting Engineer, or subconsultant, as applicable, secures excess/umbrella liability insurance to meet the minimum coverage requirements for Commercial General Liability or Automobile Liability Insurance coverage, the DOT must be named as an additional insured on that policy.

15.2 Insurance Company Authorized Pursuant to State of Connecticut Law. For each Construction Project, the required insurance coverage of the types and minimum limits as required by the Master Agreement must be provided by an insurance company or companies, with each company, or if it is a subsidiary then its parent company, authorized, pursuant to the Connecticut General Statutes, to write insurance coverage in the State of Connecticut and/or in the state in which it, or in which the parent company, is domiciled. In either case, the company must be authorized to underwrite the specific line coverage. Solely with respect to work performed directly and exclusively by the Municipality, the Municipality may request that the DOT accept coverage provided under a municipal self-insurance program as more particularly described in section 15.6.

15.3 Certificate of Insurance. The Municipality shall provide to the DOT evidence of all required insurance coverages by submitting a Certificate of Insurance on the form(s) acceptable to the DOT fully executed by an insurance company or companies satisfactory to the DOT.

15.4 Copies of Policies. The Municipality shall produce, and require its Prime Contractor, any subcontractor, Inspection Consultant, Consulting Engineer, or any subconsultant, as applicable, to produce, within five (5) business days, a copy or copies of all applicable insurance policies when requested by the DOT. In providing said policies, the Municipality, Prime Contractor, subcontractor, Inspection Consultant, Consulting Engineer, or subconsultant, as applicable may redact provisions of the policy that are proprietary. This provision shall survive the suspension, expiration or termination of the PAL and the Master Agreement. The Municipality agrees to notify the DOT with at least thirty days prior notice of any cancellation or change in the insurance coverage required under this Master Agreement.

Master Municipal Agreement for Construction Projects

15.5 **Update to Minimum Insurance Limit Requirements.** The Municipality acknowledges and agrees that the minimum insurance coverage limits set forth in this Master Agreement are subject to increase by the DOT, at its sole discretion, from time to time during the Term of this Master Agreement. The DOT will provide the Municipality with the updated minimum insurance coverage limit requirements as applicable to the particular Construction Project. Upon issuance of a PAL by the DOT, and submission of the Written Acknowledgment of the PAL by the Municipality, the Municipality agrees to shall comply with the updated minimum insurance coverage limit requirements as specified by the DOT for the particular Construction Project.

15.6 **Self-insurance.**

(a) With respect to activities performed directly and exclusively by the Municipality with Municipal forces or staff on a particular Construction Project, the Municipality may request that the DOT accept coverage provided under a self-insurance program in lieu of the specific insurance requirements set forth in section 15.1. The Municipality shall submit to the DOT a notarized statement, by an authorized representative:

- (1) certifying that the Municipality is self-insured;
- (2) describing its financial condition and self-insured funding mechanism;
- (3) specifying the process for filing a claim against the Municipality's self-insurance program, including the name, title and address of the person to be notified in the event of a claim; and
- (4) agreeing to indemnify, defend and save harmless the State of Connecticut, its officials, agents, and employees from all claims, suits, actions, damages, and costs of every name and description resulting from, or arising out of, activities performed by the Municipality under the PAL issued for the Construction Project.

(b) If requested by the DOT, the Municipality must provide any additional evidence of its status as a self-insured entity.

(c) If the DOT, in its sole discretion, determines that such self-insurance program is acceptable, then the Municipality shall assume any and all claims as a self-insured entity.

(d) If the DOT accepts a Municipality's particular self-insurance coverage, the Municipality will not be required to obtain from an insurance company the respective insurance requirement(s) displaced by that particular self-insurance coverage.

(e) If the DOT does not approve the Municipality's request to provide coverage under a self-insurance program for the particular activities, the Municipality must comply with the respective insurance requirement(s) stated in the Master Agreement, including but not limited to, the type of coverage and minimum limits applicable to the coverage.

Master Municipal Agreement for Construction Projects

Article 16. Indemnification.

16.1 For the purposes of this Article, the following definitions apply.

(a) **Claims:** All actions, suits, claims, demands, investigations and proceedings of any kind, open, pending or threatened, whether mature, unmatured, contingent, known or unknown, at law or in equity, in any forum.

(b) **Municipality's Parties:** A Municipality's members, directors, officers, shareholders, partners, managers, principal officers, representatives, agents, servants, consultants, employees or any one of them or any other person or entity with whom the Municipality is in privity of oral or written contract and the Municipality intends for such other person or entity to perform under the Master Agreement or the PAL in any capacity.

(c) **Records:** All working papers and such other information and materials as may have been accumulated by the Municipality in performing the Master Agreement or the PAL, including but not limited to, documents, data, plans, books, computations, drawings, specifications, notes, reports, records, estimates, summaries, memoranda and correspondence, kept or stored in any form.

(d) **State:** The State of Connecticut, including the DOT and any office, department, board, council, commission, institution or other agency or entity of the State.

16.2 With respect to Municipality-Administered Construction Projects, the Municipality agrees that it shall indemnify, defend and hold harmless, and it shall require the Municipality's Parties to indemnify, defend and save harmless, the State, and its officers, representatives, agents, servants, employees, successors and assigns from and against any and all (1) Claims arising, directly or indirectly, in connection with this Master Agreement and any PAL issued hereunder, including the acts of commission or omission (collectively, the "Acts") of the Municipality or the Municipality's Parties; and (2) liabilities, damages, losses, costs and expenses, including but not limited to, attorneys' and other professionals' fees, arising, directly or indirectly, in connection with Claims, Acts of the Municipality or the Municipality's Parties, or the Master Agreement and any PAL issued hereunder. The Municipality and the Municipality's Parties shall use counsel reasonably acceptable to the State in carrying out its obligations under this section. The Municipality's and the Municipality's Parties' obligations under this section to indemnify, defend and hold harmless against Claims includes Claims concerning confidentiality of any part of or all of the Municipality's or Municipality's Parties' bids, proposals or any Records, any intellectual property rights, other proprietary rights of any person or entity, copyrighted or uncopyrighted compositions, secret processes, patented or unpatented inventions, articles or appliances furnished or used in the performance of this Master Agreement or any PAL issued hereunder.

16.3 With respect to DOT-Administered Construction Projects, the Municipality agrees to indemnify and hold harmless the State, its officers, representatives, agents, servants, employees, successors and assigns from and against any and all (1) Claims arising, directly or indirectly, in connection with this Master Agreement and any PAL issued hereunder, including the acts of

Master Municipal Agreement for Construction Projects

commission or omission (collectively, the "Acts") of the Municipality or the Municipality's Parties; and (2) liabilities, damages, losses, costs, and expenses including but not limited to, attorneys' and other professionals' fees, arising directly or indirectly, in connection with Claims, Acts of the Municipality or the Municipalities Parties this Master Agreement, and any PAL issued hereunder, including but not limited to, design errors or omissions and failures to make necessary arrangements for utility work.

16.4 The Municipality and the Municipality's Parties shall not be responsible for indemnifying or holding the DOT harmless from any liability arising due to the negligence of the State or any third party acting under the direct control or supervision of the State.

16.5 The Municipality and the Municipality's Parties shall reimburse the State for any and all damages to the real or personal property of the DOT caused by the Acts of the Municipality and the Municipality's Parties. The DOT shall give the Municipality and the Municipality's Parties reasonable notice of any such Claims.

16.6 The Municipality's and the Municipality's Parties' duties under this section shall remain fully in effect and binding in accordance with the terms and conditions of the Master Agreement and any extension thereof, without being lessened or compromised in any way, even where the Municipality and the Municipality's Parties are alleged or is found to have merely contributed in part to the Acts giving rise to the Claims and/or where the State is alleged or is found to have contributed to the Acts giving rise to the Claims.

16.7 The Municipality and the Municipality's Parties shall carry and maintain at all times during the term of this Master Agreement, and during the time that any provisions survive the term of this Master Agreement, sufficient general liability insurance to satisfy its obligations under this Master Agreement. The Municipality and the Municipality's Parties shall name the DOT as an additional insured on the policy. The State shall be entitled to recover under the insurance policy even if a body of competent jurisdiction determines that the State is or was contributorily negligent.

16.8 This section shall survive the expiration or earlier termination of the Term or any PAL issued hereunder, shall apply to any extension of the Term of this Master Agreement, and shall not be limited by reason of any insurance coverage.

Article 17. Sovereign Immunity.

17.1 **No Waiver of the State's Immunities.** Nothing in this Master Agreement or any PAL issued hereunder shall be construed as a modification, compromise or waiver by the DOT of any rights or defenses of any immunities provided by federal law or the laws of the State of Connecticut to the DOT or any of its officers and employees, which they may have had, now have or will have with respect to matters arising out of this Master Agreement. To the extent that this section conflicts with any other section, this section shall govern.

17.2 **Defense of Suits by the Municipality.** Nothing in this Agreement shall preclude the Municipality from asserting its Governmental Immunity rights in the defense of third party claims.

Master Municipal Agreement for Construction Projects

The Municipality's Governmental Immunity defense against third party claims, however, shall not be interpreted or deemed to be a limitation or compromise of any of the rights or privileges of the DOT, at law or in equity, under this Agreement, including, but not limited to, those relating to damages.

Article 18. Governing Law. The Parties deem the Master Agreement to have been made in the City of Hartford, State of Connecticut. Both parties agree that it is fair and reasonable for the validity and construction of the Master Agreement to be, and it shall be, governed by the laws and court decisions of the State of Connecticut, without giving effect to its principles of conflicts of laws. To the extent that any immunities provided by federal law or the laws of the State of Connecticut do not bar an action against the DOT, and to the extent that these courts are courts of competent jurisdiction, for the purpose of venue, the complaint shall be made returnable to the Judicial District of Hartford only or shall be brought in the United States District Court for the District of Connecticut only, and shall not be transferred to any other court, provided, however, that nothing here constitutes a waiver or compromise of the sovereign immunity of the State of Connecticut. The Municipality waives any objection which it may now have or will have to the laying of venue of any claims in any forum and further irrevocably submits to such jurisdiction in any suit, action or proceeding. Nothing contained in the terms or provisions of this Master Agreement shall be construed as waiving any of the rights of the DOT under the laws of the State of Connecticut. Nothing contained in this Master Agreement shall be construed as an agreement by the DOT to directly or indirectly obligate the DOT to creditors or employees of the Municipality or to the Municipality's Parties.

Article 19. Amendment. This Master Agreement may be amended by mutual written agreement signed by the authorized representative of each Party and approved by the Attorney General of the State of Connecticut, and upon receipt of any additional approvals required by law.

Article 20. Severability. If any provision of this Master Agreement or application thereof is held invalid, that invalidity shall not affect other provisions or applications of the Master Agreement which can be given effect without the invalid provision or application, and to this end the provisions of this Master Agreement are severable.

Article 21. Waiver. The failure on the part of the DOT to enforce any covenant or provision herein contained does not waive the DOT's right to enforce such covenant or provision, unless set forth in writing. The waiver by the DOT of any right under this Master Agreement or any PAL, unless in writing, shall not discharge or invalidate such covenant or provision or affect the right of the DOT to enforce the same.

Article 22. Remedies are nonexclusive. No right, power, remedy or privilege of the DOT shall be construed as being exhausted or discharged by the exercise thereof in one or more instances, and it is agreed that each and all of said rights, powers, remedies or privileges shall be deemed cumulative and additional and not in lieu or exclusive of any other right, power, remedy or privilege available to the DOT at law or in equity.

Article 23. Entire Agreement. This Master Agreement constitutes, when fully executed and approved as indicated, the entire agreement between the parties and shall supersede all previous communications, representations, or agreements, either oral or written, between the Parties hereto

Master Municipal Agreement for Construction Projects

with respect to the subject matter hereof; and no agreement or understanding varying or extending the same shall be binding upon either party hereto unless in writing signed by both parties hereto.

Master Municipal Agreement for Construction Projects

The parties have executed this Master Agreement by their duly authorized representatives on the day and year indicated, with full knowledge of and agreement with its terms and conditions.

STATE OF CONNECTICUT
Department of Transportation
James Redeker, Commissioner

By _____
Thomas A. Harley P.E.
Bureau Chief
Bureau of Engineering and Construction

Date: _____

CITY OF BRIDGEPORT

By _____
Honorable Bill Finch
Mayor

Date: _____

***85-13 Consent Calendar**

Resolution to authorize and approve the transfer of title from the State of Connecticut to the City for Water Street between Stratford Avenue and State Street in furtherance of the City's Downtown Intermodal Streetscape Project.

**Report
of
Committee
on
Contracts**

Submitted: May 19, 2014

Adopted: _____

Fleeta C Hudson

Attest: _____

City Clerk

Approved _____

Mayor



City of Bridgeport, Connecticut

To the City Council of the City of Bridgeport.

The Committee on **Contracts** begs leave to report; and recommends for adoption the following resolution:

***85-13 Consent Calendar**

Proposed Resolution of the City Council of the City of Bridgeport, CT ("City") to Authorize and Approve the Transfer of Title from the State of Connecticut ("State") to the City for Water Street between Stratford Avenue and State Street in furtherance of the City's Downtown Intermodal Streetscape Project ("Project")

WHEREAS, the Federal Government has previously authorized and awarded the City grants for this Project in the amount of \$3,871,736 for construction and \$450,000 for the design and construction document preparation and the City has previously authorized the sale of General Obligation bonds to fund the City's 20% match requirement; and

WHEREAS, the Federal Transportation Administration (FTA) has delegated authority directly to the City to implement this transportation project; and

WHEREAS, the State is the owner of Water Street between Stratford Avenue and State Street; and

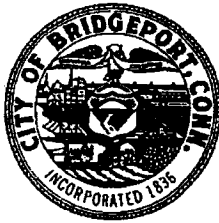
WHEREAS, the City has received designs from engineering and landscape architecture professionals BL Companies for the project area to enhance pedestrian safety and calm traffic; and

WHEREAS, pedestrian access and safety as well as site beautification are the primary objectives of this project; and

WHEREAS, the Connecticut Department of Transportation ("CT DOT") has issued official comments advocating for the removal of critical elements in the plan designed to protect pedestrians; and

WHEREAS, in order to protect pedestrians and preserve crucial elements of the downtown intermodal project, the City is committed to assuming ownership responsibilities, excluding all signalization infrastructure, for Water Street between Stratford Avenue and State Street; and

WHEREAS, Final responsibilities for the City and the State will be outlined in a separate maintenance Memorandum of Understanding (MOU) document;



Report of Committee on Contracts Committee
*85-13 Consent Calendar

-2-

NOW THEREFORE BE IT HEREBY RESOLVED, that the City shall formally accept and assume ownership of Water Street between Stratford Avenue and State Street and all roadway maintenance responsibilities including those for sidewalks, curbs, roadway surface, subsurface, etc., but excluding all traffic signalization infrastructure.

BE IT FURTHER RESOLVED, that the City shall be responsible for all landscaping and irrigation and traffic calming devices (including bump outs and speed tables) installed in Water Street between Stratford Avenue and State Street.

BE IT FURTHER RESOLVED, that the Mayor is authorized, empowered and directed to enter into a Memorandum of Understanding ("MOU") with the State implementing the substantive terms of this resolution in final form satisfactory to the CAO, Public Facilities Director, City Engineer and City Attorney.

**RESPECTFULLY SUBMITTED,
THE COMMITTEE ON CONTRACTS**

Howard Austin Sr., Co-chair

Richard DeJesus, Co-chair

Susan T. Brannelly

James Holloway

Richard D. Salter, Sr.

Alfredo Castillo

Richard Paoletto

Council Date: May 19, 2014

***55-13 Consent Calendar**

Disposition and Redevelopment of City Owned
Property located at 143 Fifth Street.

**Report
of
Committee
on
CD & Environment**

Submitted: May 19, 2014

Adopted: _____

Fleeta C Hudson

Attest: _____

City Clerk

Approved _____

Mayor



City of Bridgeport, Connecticut

To the City Council of the City of Bridgeport:

The Committee on ECD and Environment begs leave to report; and recommends for adoption the following resolution:

***55-13 Consent Calendar**

A RESOLUTION BY THE BRIDGEPORT CITY COUNCIL REGARDING THE DISPOSITION AND REDEVELOPMENT OF 143 Fifth Street

WHEREAS, Eddy King a successful Business owner, who is the owner of land and buildings located at 435 Connecticut Avenue; and

WHEREAS, Eddy King is in need of a site to build a new building and provide the requirement for Landscaping and parking for its employees; and

WHEREAS, the City of Bridgeport-owned property at 143 Fifth Street (the "Site") is in proximity to Eddy King Property at 435 Connecticut Avenue; and

WHEREAS, Eddy King is willing to purchase the Site from the City of Bridgeport for \$750.00 (Seven Hundred and Fifty Dollars) and is further willing to remove all blight from the Site in order to construct a new building, Landscape and parking for its employees; and

WHEREAS, the current use of the Site offers no significant economic benefit to the City of Bridgeport, and detracts from the attractiveness of the Connecticut Avenue and Stratford Avenue commercial corridor and the East End of Bridgeport as a whole; and

WHEREAS, it is in the best interest of the City to clean-up the blighted condition of the Site and to facilitate its redevelopment, especially if these actions can be achieved at the sole expense of a responsible private developer; and

WHEREAS, the Site was appraised on February 12, 2014 at \$750.00 (Seven Hundred and Fifty dollars); and

WHEREAS, Eddy King seeks no warranties from the City regarding the environmental condition, physical condition or title on the Site; Now, therefore be it

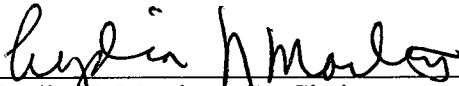


Report of Committee on ECD and Environment
*55-13 Consent Calendar

-2-

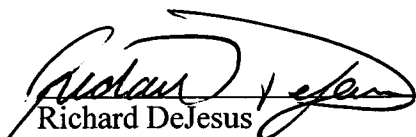
RESOLVED, that provided that the Bridgeport City Council authorizes the Director of the Office of Planning and Economic Development to do any and all things necessary to negotiate and execute with Eaddy King a land disposition agreement for the sale and redevelopment of the Site in a manner consistent with this resolution

RESPECTFULLY SUBMITTED,
THE COMMITTEE ON
ECONOMIC AND COMMUNITY DEVELOPMENT & ENVIRONMENT


Lydia N. Martinez Co-Chair

Jack O. Banta Co-Chair


Mary A. McBride-Lee


Richard DeJesus

Michelle A. Lyons


Michael J. Marrella

Eneida Martinez-Walker

Thomas C. McCarthy, President
(Sat in to make Quorum)

143 FIFTH ST



Click to enlarge

MBLU : 37/ 738/ 15/A //
Location: 143 FIFTH ST
Owner Name: BRIDGEPORT CITY OF
Account Number: RL-0042490



Parcel Value

Item	Assessed Value
Improvements	0
Land	22,680
Total:	22,680



Owner of Record

BRIDGEPORT CITY OF



Ownership History

Owner Name	Book/Page	Sale Date	Sale Price
BRIDGEPORT CITY OF	7323/ 192	1/8/2007	
LEE CLAUDE	3386/ 281	4/6/1995	
BERKELEY FEDERAL BANK & TRUST	3310/ 338	9/21/1994	
PEOPLES BANK	3109/ 63	3/26/1993	



Land Use (click here for a list of codes and descriptions)

Land Use Code	Land Use Description
921	Mun Lnd Res



Land Line Valuation

Size	Zone	Assessed Value
0.03 AC	ORS	22,680



Construction Detail

Item	Value
------	-------

STYLE Vacant Land



Building Valuation

Item	Value
Living Area	0 square feet
Year Built	



Outbuildings [\(click here for a list of codes and descriptions\)](#)

Code	Description	Units
No Outbuildings		



Extra Features [\(click here for a list of codes and descriptions\)](#)

Code	Description	Units
No Extra Building Features		



Building Sketch [\(click here for a list of codes and descriptions\)](#)

Vacant Land, No Sketch



APPRAISAL REPORT
OWNED BY
City of Bridgeport

LOCATED AT
143 Fifth Street
Bridgeport, Connecticut

THIS REPORT IS WRITTEN AT THE REQUEST OF:

Attorney Anthony M. Guerrero
Owens, Schine, & Nicola, PC
799 Silver Lane
Trumbull, CT 06611

BY

VIMINI ASSOCIATES
REAL ESTATE APPRAISERS AND ANALYSTS
BRIDGEPORT, CONNECTICUT



VIMINI ASSOCIATES
REAL ESTATE SERVICES
SINCE 1968

February 12, 2014

Attorney Anthony M. Guerrero
Ownes, Schine, & Nicola, PC
799 Silver Lane
Trumbull, CT 06611

Re: 143 Fifth Street
Bridgeport, Connecticut

Dear Attorney Guerrero:

In accordance with your request to perform a valuation of the above captioned property, and issuing my findings to you in summary form, I submit this appraisal report. The purpose of this appraisal is to estimate the current market value, as defined in subsequent sections of this report. The function of this report is reportedly for acquisition negotiations. The effective date of this analysis is February 1, 2014, the date of inspection. The opinion of value stated in this report is based upon the Sales Comparison Approach, as the subject consists of vacant land. Fee Simple Estate is appropriately determined, as there are no known, long-term enforceable rental agreements in affect.

The undersigned appraisers certify that this appraisal report has been prepared in conformance with the Uniform Standard of Professional Appraisal Practice (USPAP), and conforms to the standards of the Appraisal Institute.

The subject property is located in the East End of Bridgeport. It is comprised of a basically rectangular shaped parcel, with average dimensions totaling 1,500 square feet or .034-acre. Property is situated 62.50 feet north of Connecticut Avenue along the west side of Fifth Street. Overall parcel is vacant, with a depression in the center, and chain-link fencing on the perimeter. Site is covered with snow, preventing visible observations of site characteristics. There is a sidewalk along its street frontage. Zoning is OR (*Office Retail*), and is assumed to have typical soil content.

A more detailed description of the property is provided further in this report.

VALUATION SERVICES / COMMERCIAL & INDUSTRIAL BROKERAGE / PROPERTY MANAGEMENT
1057 BROAD STREET · BRIDGEPORT, CT 06604 · TELEPHONE (203)384-6000 · FAX (203)384-9421

Re: 143 Fifth Street
Bridgeport, Connecticut

page two

The analysis of the subject property required research of market data through many sources; the appraisers files, commercial data banks, commercial record, local multiple listing service, local brokers and appraisers, as well as the appraisers field review; and the review of city records. From this collection of data, the appraiser determined that the sales comparison approach is most appropriate. This approach is provided in this report.

Based on this inspection, and the investigation and analysis of the data secured, it is my opinion that the Market Value of the *Fee Simple Estate* of the property, as of February 1, 2014, is the amount of:

Seven Hundred and Fifty Dollars

(\$750.00)*

* See below and following page

***Value is IN AN UNCONTAMINATED STATE.** *The appraiser is unaware of any studies of the soil content, and has no knowledge as to whether the subject property may be affected by Connecticut Public Act 85-443 (super lien law) or Public Act 84-535 (an act concerning clarifications of permits for hazardous liability resulting from any soil contamination due to the storage of hazardous waste). This appraisal report and the value estimates contained herein assume no potential liability resulting from any soil contamination due to the storage of hazardous waste material, automobiles and/or chemical spills which may have occurred on this property or via contamination from adjoining properties, over past years.

Respectively Submitted,


Peter A. Vimini, MAI

***56-13 Consent Calendar**

Disposition and Redevelopment of City Owned
Properties to Habitat for Humanity.

**Report
of
Committee
on
CEA & Environment**

Submitted: May 19, 2014

Adopted: _____

Fleeta C. Hudson

Attest: _____

City Clerk

Approved _____

Mayor



City of Bridgeport, Connecticut

To the City Council of the City of Bridgeport:

The Committee on **ECD and Environment** begs leave to report;
and recommends for adoption the following resolution:

***56-13 Consent Calendar**

WHEREAS, over time, by foreclosure and other conveyances, a substantial amount of property has come to ownership of the City of Bridgeport, most of which is severely blighted and deteriorated or consists of vacant lots, both buildable and non-buildable, on properties that at one time or another have had accumulations of rubbish and debris, fire damage, building and fire code violations and the continuance of various neighborhood nuisances; and

WHEREAS, the City owns nine such properties as follows:

1. 216 Cloverhill Avenue	Res-Lot	2797-45	Sell
2. 221 Jefferson Street	Res-Lot	613-3A	Sell
3. 229 Jefferson Street	Res-Lot	613-03	Sell
4. 243 Sixth Street	Res-Lot	737-35Y	Sell
5. 169 Fifth Street	Res-Lot	738-19	Sell
6. 221 Beach Street	Res-Lot	1759-10	Sell
7. 223 Beach Street	Res-Lot	1759-11	Sell
8. 228 Davenport Street	Res-Lot	646-01	Sell
9. 11 Booth Street	Res-Lot	822-17	Sell

WHEREAS, The City proposes to transfer the eleven above-listed properties to the Habitat for Humanity of Costal Fairfield County so that Habitat for Humanity may develop these properties as single family or two-family affordable homes; and

WHEREAS, all parcels are being offered for sale in "as is/where is" condition and will remain in their current land use and zoning classification as part of this sale, and will be subject to the City's standard reverser clause to ensure that development of the sites takes place as per plans and within a reasonable time; and

WHEREAS, Habitat for Humanity of Costal Fairfield County is entering its 25th year and, has completed constructed of 146 houses in Bridgeport Property taxes paid by Habitat homeowners exceed \$500,000 per year; and



Report of Committee on ECD and Environment
***56-13 Consent Calendar**

-2-

WHEREAS, Habitat for Humanity will fund the development of these sites with privately raised funds and/or, in part, with funds to be provided by the Wheels in the Wood Foundation, and then only for the development of homes affordable to people earning no more than 50% of the area's median income; and

WHEREAS, Selection as a Habitat homeowner is based on ability to repay a zero interest mortgage loan, the need to move out of substandard housing and the willingness to partner by investing 500 hours of sweat equity; and

WHEREAS, Habitat brings together large numbers of volunteers, with diverse backgrounds, in a unified effort, to produce a highly beneficial, visible civic result; Now, therefore be it

RESOLVED that the City Council authorizes the transfer of the following seven properties to Habitat for Humanity of Costal Fairfield County for the total price of \$9.00 (Nine dollars and no cents):

• 216 Cloverhill Avenue	Res-Lot	2797-45	Sell
• 221 Jefferson Street	Res-Lot	613-3A	Sell
• 229 Jefferson Street	Res-Lot	613-03	Sell
• 243Sixth Street	Res-Lot	737-35Y	Sell
• 169 Fifth Street	Res-Lot	738-19	Sell
• 221 Beach Street	Res-Lot	1759-10	Sell
• 223 Beach Street	Res-Lot	1759-11	Sell
• 228 Davenport Street	Res-Lot	646-01	Sell
• 11 Booth Street	Res-Lot	822-17	Sell

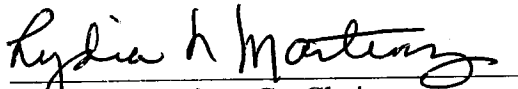
BE IT FURTHER RESOLVED that the City Council authorizes the Mayor and/or the Director of OPED to execute any contracts or agreements, or to take any other such necessary actions consistent with and to effectuate the purposes of this resolution.



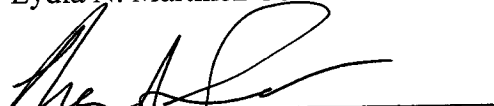
Report of Committee on ECD and Environment
*56-13 Consent Calendar

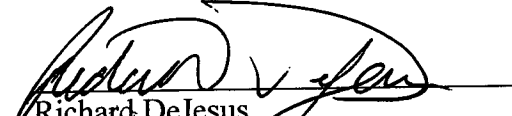
-3-

RESPECTFULLY SUBMITTED,
THE COMMITTEE ON
ECONOMIC AND COMMUNITY DEVELOPMENT & ENVIRONMENT



Lydia N. Martinez Co-Chair

Jack O. Banta Co-Chair


Mary A. McBride-Lee


Richard DeJesus

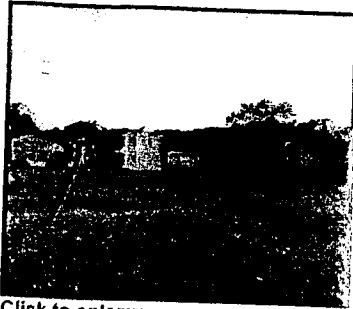
Michelle A. Lyons


Michael J. Marella

Eneida Martinez-Walker

Thomas C. McCarthy, President
(Sat in to make Quorum)

216 CLOVERHILL AV



Click to enlarge

MBLU : 83/ 2797/ 45/ / /
 Location: 216 CLOVERHILL AV
 Owner Name: BRIDGEPORT CITY OF
 Account Number: R+-0000180



Parcel Value

Item	Assessed Value
Improvements	0
Land	46,330
Total:	46,330



Owner of Record

BRIDGEPORT CITY OF



Ownership History

Owner Name	Book/Page	Sale Date	Sale Price
BRIDGEPORT CITY OF	8088/ 209	9/14/2009	
PACIFIC MANAGEMENT LLC	5067/ 181	10/17/2002	
NATIONAL TAX ASSISTANCE CORP	5057/ 280	10/7/2002	



Land Use [\(click here for a list of codes and descriptions\)](#)

Land Use Code	Land Use Description
921	Mun Lnd Res



Land Line Valuation

Size	Zone	Assessed Value
0.24 AC		46,330



Construction Detail

Item	Value
STYLE	Vacant Land



Building Valuation

Item	Value
Living Area	0 square feet
Year Built	



Outbuildings (click here for a list of codes and descriptions)

Code	Description	Units
No Outbuildings		



Extra Features (click here for a list of codes and descriptions)

Code	Description	Units
No Extra Building Features		



Building Sketch (click here for a list of codes and descriptions)

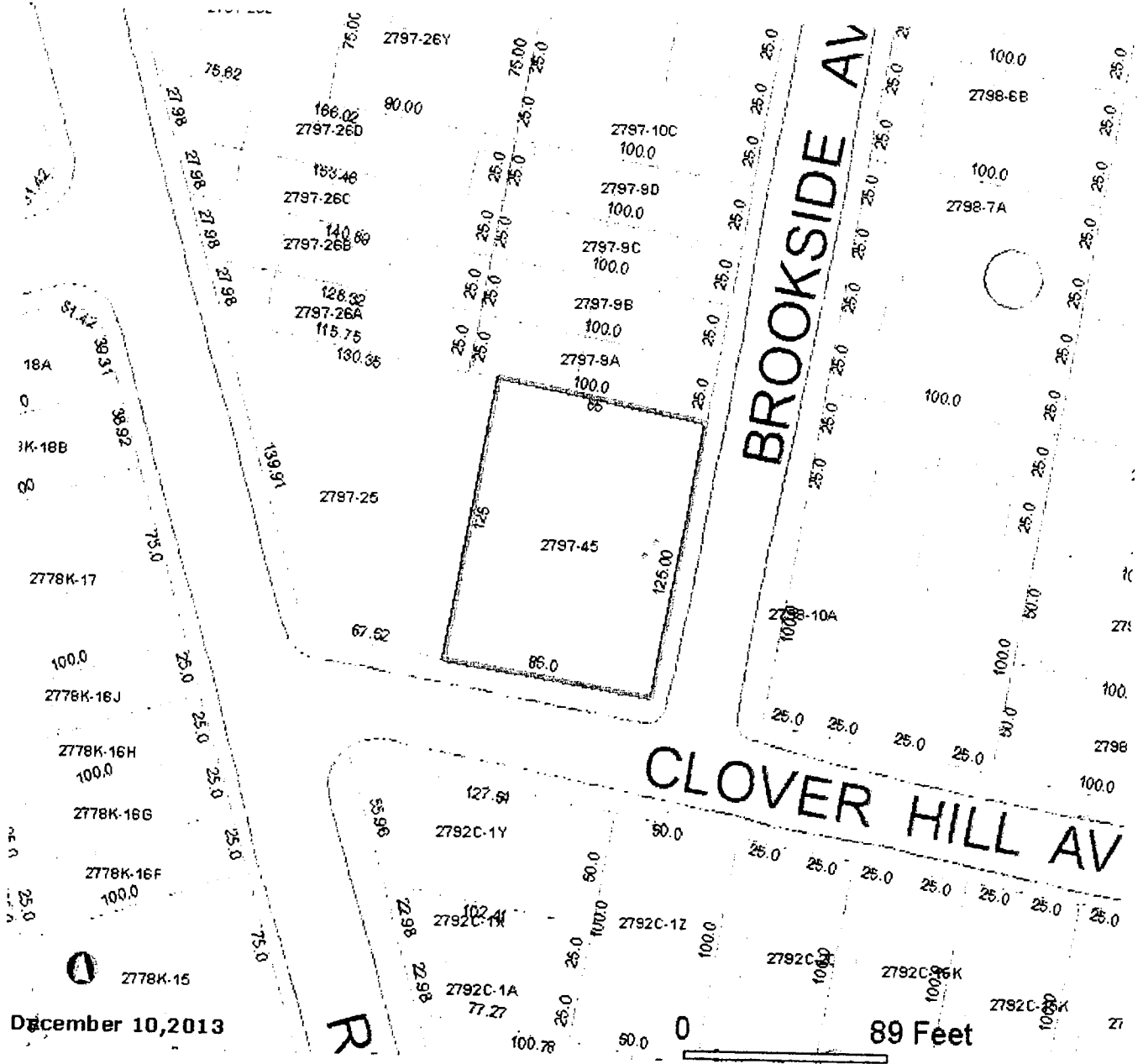
Vacant Land, No Sketch

Online Database for Bridgeport, CT Powered by Vision Government Solutions, Inc.

BROOKSIDE AV

CLOVER HILL AV

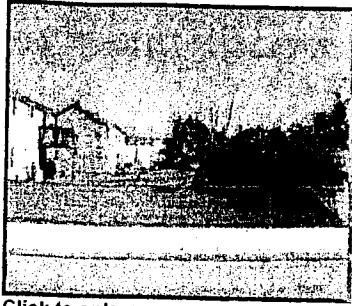
89 Feet



December 10, 2013

R

221 JEFFERSON ST



Click to enlarge

MBLU : 30/ 613/ 3/A //
Location: 221 JEFFERSON ST
Owner Name: BRIDGEPORT CITY OF
Account Number: RL-0092650



Parcel Value

Item	Assessed Value
Improvements	0
Land	24,550
Total:	24,550



Owner of Record

BRIDGEPORT CITY OF



Ownership History

Owner Name	Book/Page	Sale Date	Sale Price
BRIDGEPORT CITY OF	7535/ 10	6/25/2007	
STEWART COMMUNITY DEVELOPMENT	4924/ 275	5/31/2002	
BALDWIN HARRIET	4151/ 334	6/22/1999	
MORTGAGE IRA LLC	4046/ 153	12/24/1998	
REALTY ASSET PROPERTIES LTD	3950/ 232	7/20/1998	



Land Use (click here for a list of codes and descriptions)

Land Use Code	Land Use Description
921	Mun Lnd Res



Land Line Valuation

Size	Zone	Assessed Value
0.05 AC	RBB	24,550



Construction Detail

Item	Value
STYLE	Vacant Land



Building Valuation

Item	Value
Living Area	0 square feet
Year Built	



Outbuildings [\(click here for a list of codes and descriptions\)](#)

Code	Description	Units
No Outbuildings		



Extra Features [\(click here for a list of codes and descriptions\)](#)

Code	Description	Units
No Extra Building Features		



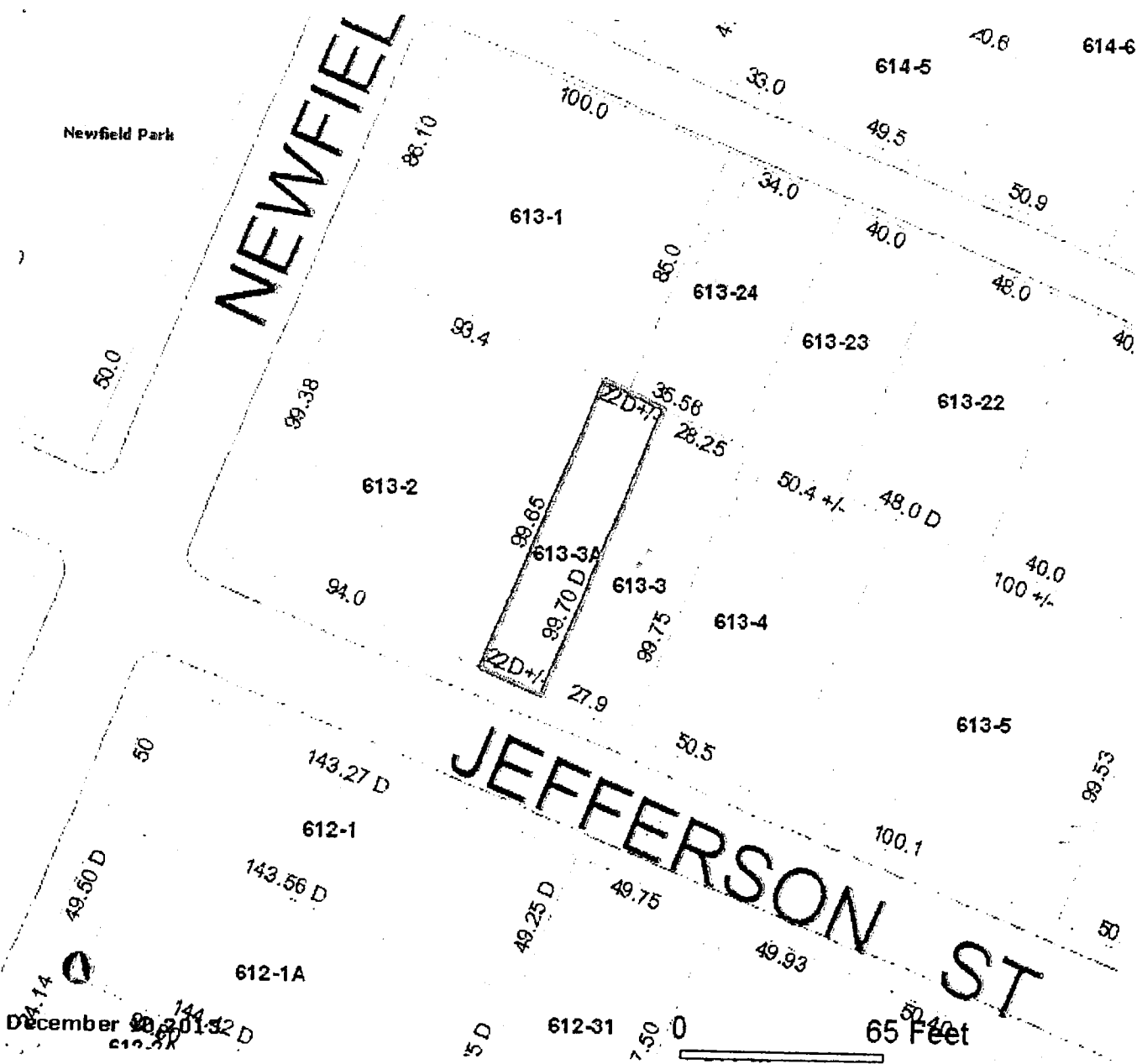
Building Sketch [\(click here for a list of codes and descriptions\)](#)

Vacant Land, No Sketch

Newfield Park

NEWFIELD

JEFFERSON ST



229 JEFFERSON ST



Click to enlarge

MBLU : 30/ 613/ 3/ //
 Location: 229 JEFFERSON ST
 Owner Name: CITY OF BRIDGEPORT
 Account Number: E--0010211



Parcel Value

Item	Assessed Value
Improvements	0
Land	13,030
Total:	13,030



Owner of Record

CITY OF BRIDGEPORT



Ownership History

Owner Name	Book/Page	Sale Date	Sale Price
CITY OF BRIDGEPORT	1701/ 942	9/16/1983	



Land Use [\(click here for a list of codes and descriptions\)](#)

Land Use Code	Land Use Description
921	Mun Lnd Res



Land Line Valuation

Size	Zone	Assessed Value
0.06 AC	RBB	13,030



Construction Detail

Item	Value
STYLE	Vacant Land



Building Valuation

Item	Value
Living Area	0 square feet
Year Built	



Outbuildings [\(click here for a list of codes and descriptions\)](#)

Code	Description	Units
No Outbuildings		



Extra Features [\(click here for a list of codes and descriptions\)](#)

Code	Description	Units
No Extra Building Features		



Building Sketch [\(click here for a list of codes and descriptions\)](#)

Vacant Land, No Sketch

243 SIXTH ST



Click to enlarge

MBLU : 37/ 737/ 36/Y //
Location: 243 SIXTH ST
Owner Name: PARK CITY HOUSING & DEVEL
Account Number: EB-0003455



Parcel Value

Item	Assessed Value
Improvements	0
Land	2,940
Total:	2,940



Owner of Record

PARK CITY HOUSING & DEVEL



Ownership History

Owner Name	Book/Page	Sale Date	Sale Price
PARK CITY HOUSING & DEVEL	0/ 0		



Land Use [\(click here for a list of codes and descriptions\)](#)

Land Use Code	Land Use Description
921	Mun Lnd Res



Land Line Valuation

Size	Zone	Assessed Value
0.09 AC	RC	2,940



Construction Detail

Item	Value
STYLE	Vacant Land



Building Valuation

Item	Value
Living Area	0 square feet
Year Built	



Outbuildings [\(click here for a list of codes and descriptions\)](#)

Code	Description	Units
No Outbuildings		



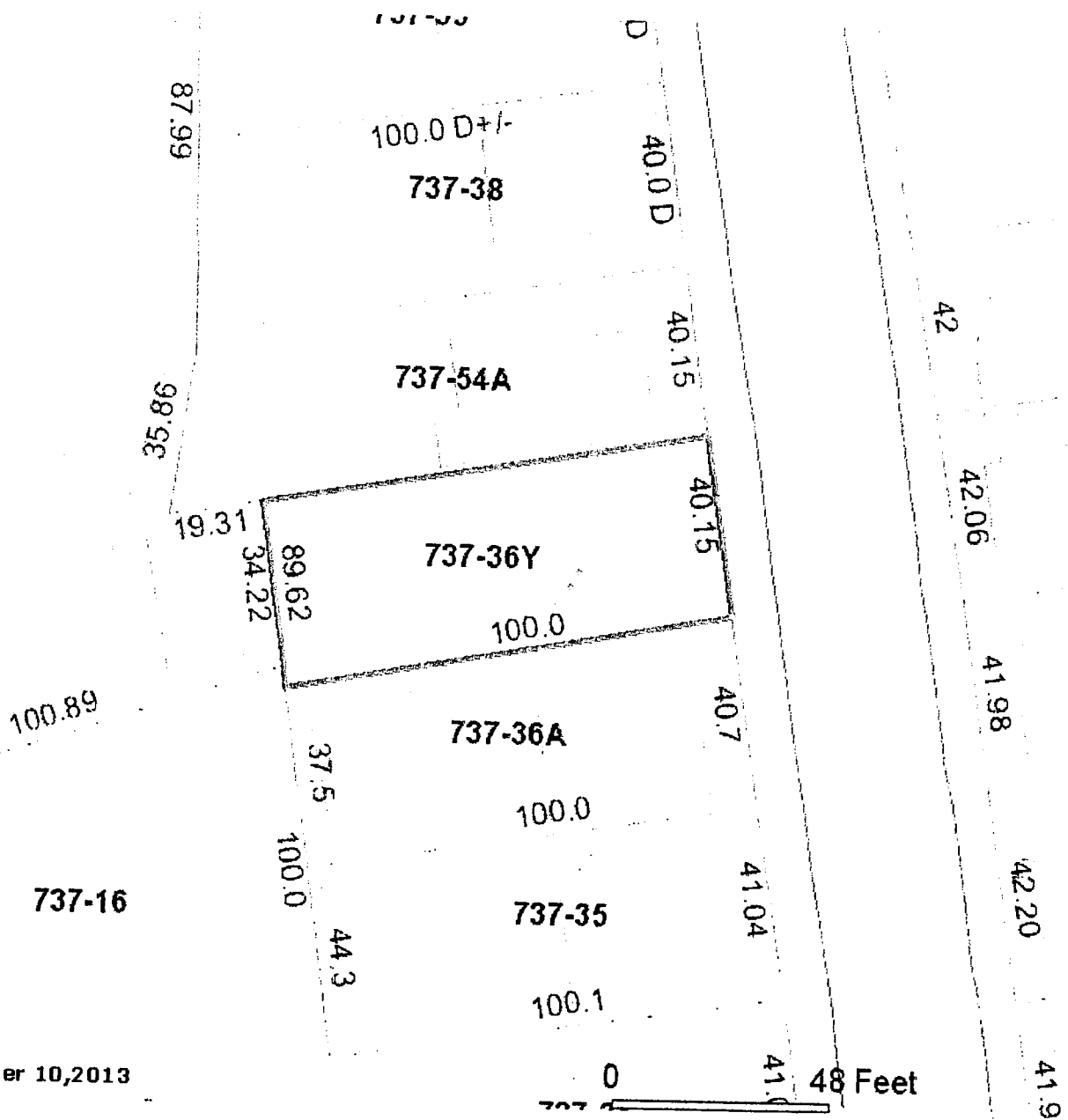
Extra Features [\(click here for a list of codes and descriptions\)](#)

Code	Description	Units
No Extra Building Features		



Building Sketch [\(click here for a list of codes and descriptions\)](#)

Vacant Land, No Sketch



December 10, 2013

169 FIFTH ST #171



Click to enlarge

MBLU : 37/ 738/ 19/ / /
 Location: 169 FIFTH ST #171
 Owner Name: CAPITAL RESTORATION INC
 Account Number: EJ-0012206



Parcel Value

Item	Assessed Value
Improvements	0
Land	22,100
Total:	22,100



Owner of Record

CAPITAL RESTORATION INC



Ownership History

Owner Name	Book/Page	Sale Date	Sale Price
CAPITAL RESTORATION INC	7473/ 71	5/2/2007	
JAMES EMMA LEE EST	7023/ 87	6/16/2006	
JAMES EMMA LEE EST	2735/ 113	11/15/1989	



Land Use (click here for a list of codes and descriptions)

Land Use Code	Land Use Description
100	Vac Res Land



Land Line Valuation

Size	Zone	Assessed Value
0.09 AC	RC	22,100



Construction Detail

Item	Value
STYLE	Vacant Land



Building Valuation

Item	Value
Living Area	0 square feet
Year Built	



Outbuildings [\(click here for a list of codes and descriptions\)](#)

Code	Description	Units
No Outbuildings		



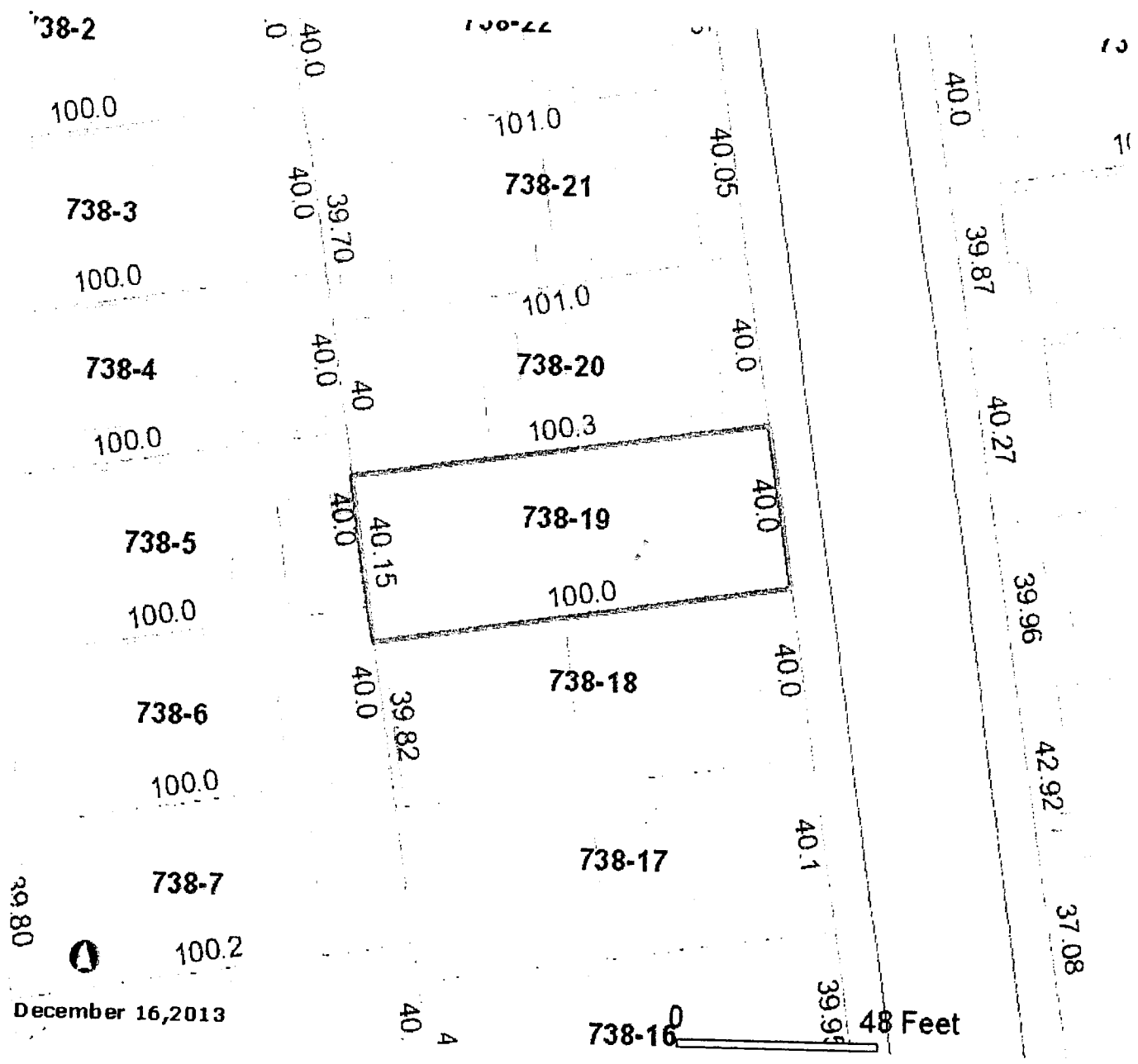
Extra Features [\(click here for a list of codes and descriptions\)](#)

Code	Description	Units
No Extra Building Features		



Building Sketch [\(click here for a list of codes and descriptions\)](#)

Vacant Land, No Sketch



December 16, 2013

221 BEACH ST



Click to enlarge

MBLU : 48/ 1759/ 10/ / /
Location: 221 BEACH ST
Owner Name: EL TROPICAL CAFE & GRILL LLC
Account Number: EW-0064650

SEARCH FOR SIMILAR SALE PROPERTIES



Parcel Value

Item	Assessed Value
Improvements	0
Land	16,560
Total:	16,560



Owner of Record

EL TROPICAL CAFE & GRILL LLC



Ownership History

Owner Name	Book/Page	Sale Date	Sale Price
EL TROPICAL CAFE & GRILL LLC	8186/ 330	2/22/2010	
RIO CHIQUITO LLC	7677/ 274	11/9/2007	
CÁBEZAS WASHINGTON	7226/ 257	11/1/2006	
BRIDGEPORT CITY OF	7023/ 93	6/16/2006	
WILSON MARJORIE A	3284/ 16	7/6/1994	



Land Use [\(click here for a list of codes and descriptions\)](#)

Land Use Code	Land Use Description
100	Vac Res Land

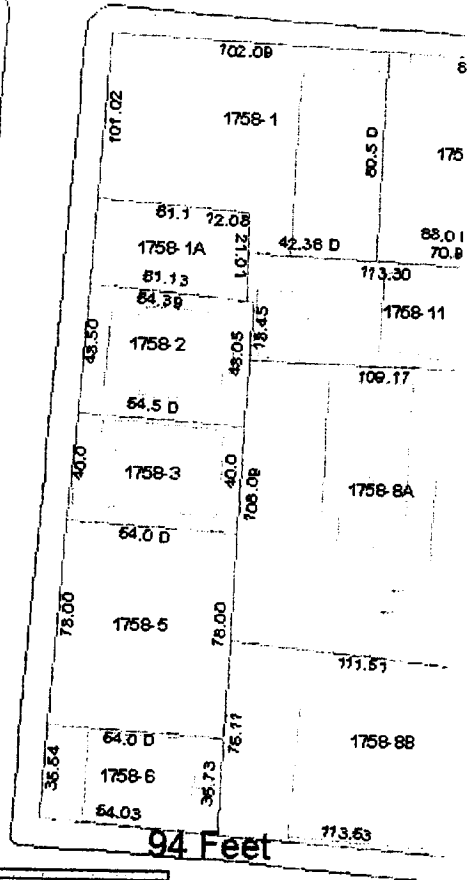
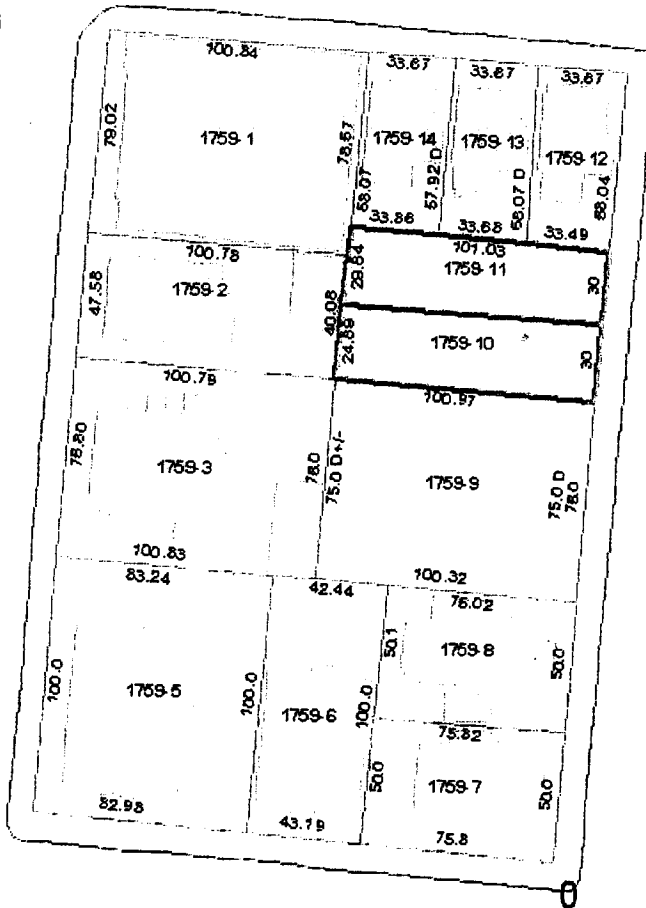
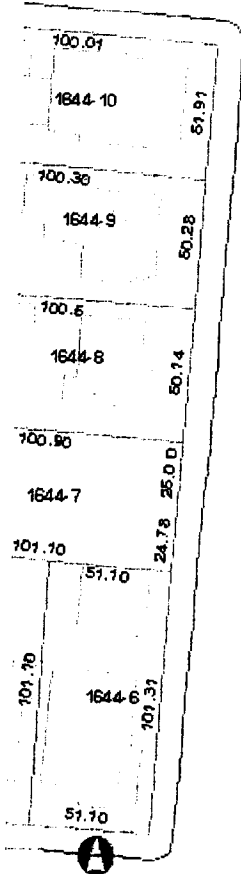
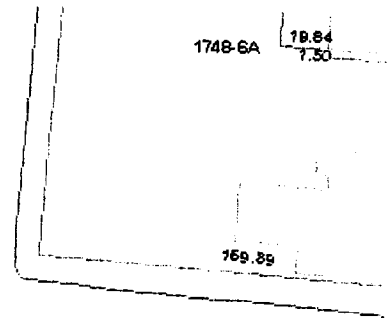
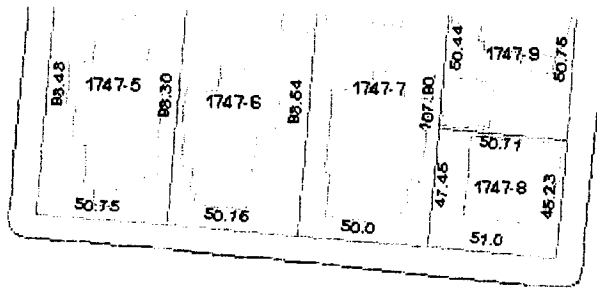
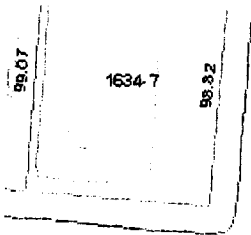


Land Line Valuation

Size	Zone	Assessed Value
0.07 AC	RC	16,560



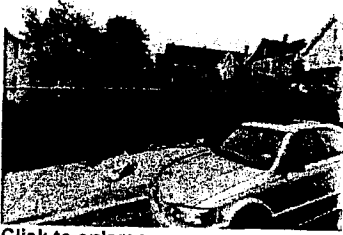
Construction Detail



March 4, 2014

94 Feet

223 BEACH ST



Click to enlarge

MBLU : 48/ 1759/ 11///
Location: 223 BEACH ST
Owner Name: EL TROPICAL CAFE & GRILL LLC
Account Number: EW-0064611



Parcel Value

Item	Assessed Value
Improvements	0
Land	16,560
Total:	16,560



Owner of Record

EL TROPICAL CAFE & GRILL LLC



Ownership History

Owner Name	Book/Page	Sale Date	Sale Price
EL TROPICAL CAFE & GRILL LLC	8186/ 330	2/22/2010	
RIO CHIQUITO LLC	7677/ 274	11/9/2007	
CABEZAS WASHINGTON	7226/ 257	11/1/2006	
BRIDGEPORT CITY OF	7023/ 94	6/16/2006	
WILSON MARJORIE A	3284/ 16	7/6/1994	



Land Use [\(click here for a list of codes and descriptions\)](#)

Land Use Code	Land Use Description
100	Vac Res Land



Land Line Valuation

Size	Zone	Assessed Value
0.07 AC	RC	16,560



Construction Detail

Item	Value
STYLE	Vacant Land



Building Valuation

Item	Value
Living Area	0 square feet
Year Built	



Outbuildings [\(click here for a list of codes and descriptions\)](#)

Code	Description	Units
No Outbuildings		



Extra Features [\(click here for a list of codes and descriptions\)](#)

Code	Description	Units
No Extra Building Features		



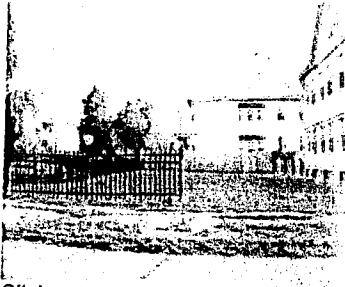
Building Sketch [\(click here for a list of codes and descriptions\)](#)

Vacant Land, No Sketch



March 4, 2014

228 DAVENPORT ST #230



Click to enlarge

MBLU : 38/ 646/ 1 / /
 Location: 228 DAVENPORT ST #230
 Owner Name: CAPITOL RESTORATION LLC
 Account Number: EW-0100795



Parcel Value

Item	Assessed Value
Improvements	0
Land	19,000
Total:	19,000



Owner of Record

CAPITOL RESTORATION LLC



Ownership History

Owner Name	Book/Page	Sale Date	Sale Price
CAPITOL RESTORATION LLC	7473/ 58	5/2/2007	
BRIDGEPORT CITY OF	7023/ 75	6/16/2006	
WILSON HAROLD A	3126/ 259	5/19/1993	
PICCOLO LINDA	2188/ 126	11/12/1986	

1.



Land Use (click here for a list of codes and descriptions)

Land Use Code	Land Use Description
100	Vac Res Land



Land Line Valuation

Size	Zone	Assessed Value
0.07 AC	RBB	19,000



Construction Detail

Item	Value
------	-------

STYLE Vacant Land



Building Valuation

Item	Value
Living Area	0 square feet
Year Built	



Outbuildings (click here for a list of codes and descriptions)

Code	Description	Units
No Outbuildings		



Extra Features (click here for a list of codes and descriptions)

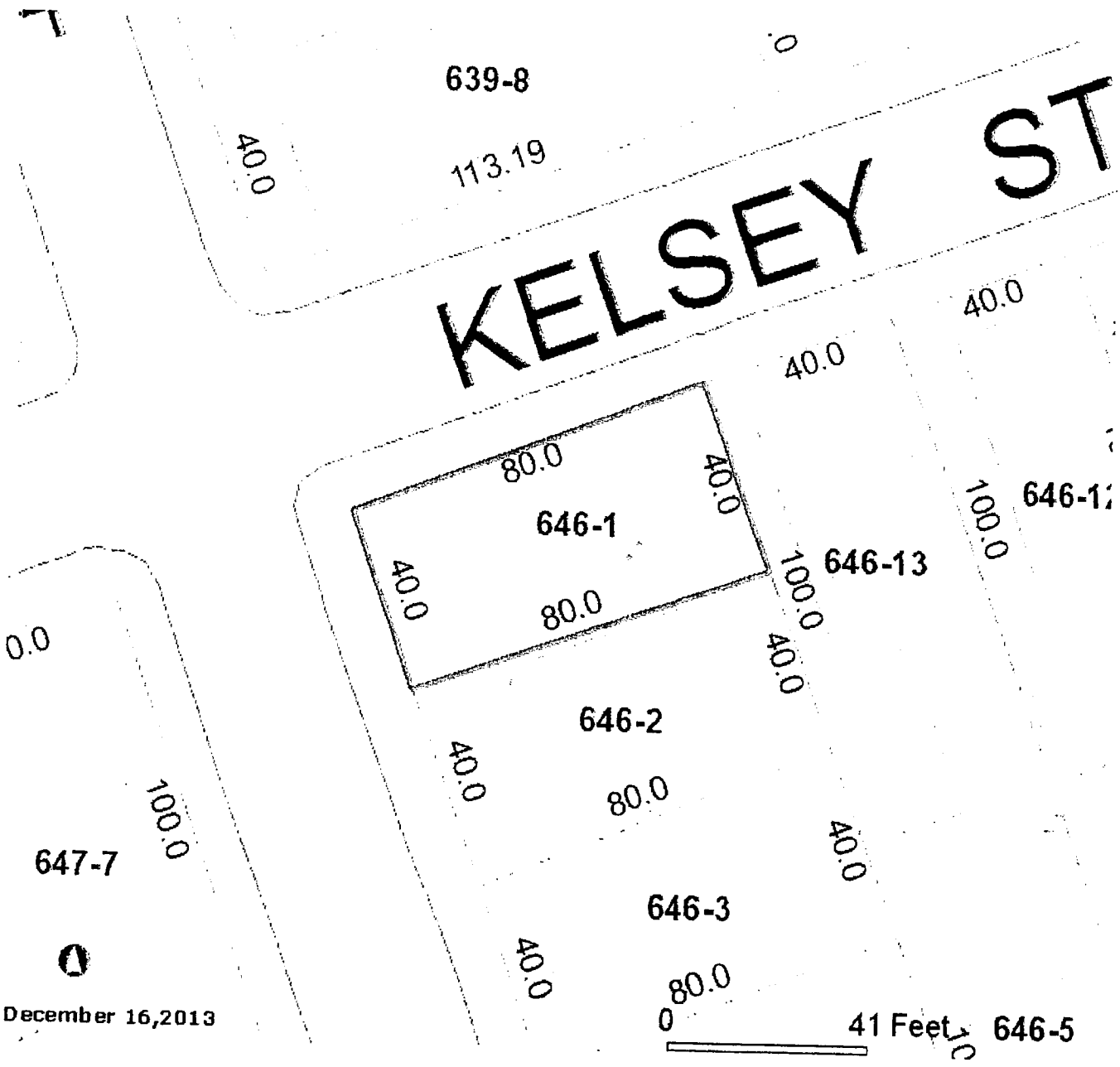
Code	Description	Units
No Extra Building Features		



Building Sketch (click here for a list of codes and descriptions)

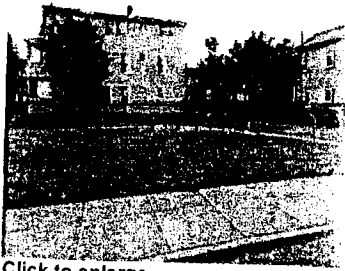
Vacant Land, No Sketch

Online Database for Bridgeport, CT Powered by Vision Government Solutions, Inc.



December 16, 2013

11 BOOTH ST #13



Click to enlarge

MBLU : 36/ 822/ 17/ / /
 Location: 11 BOOTH ST #13
 Owner Name: BRIDGEPORT CITY OF
 Account Number: EC-0000980



Parcel Value

Item	Assessed Value
Improvements	0
Land	41,770
Total:	41,770



Owner of Record

BRIDGEPORT CITY OF
 REDEVELOPMENT



Ownership History

Owner Name	Book/Page	Sale Date	Sale Price
BRIDGEPORT CITY OF	0/0		



Land Use (click here for a list of codes and descriptions)

Land Use Code	Land Use Description
920	Mun Lnd Com



Land Line Valuation

Size	Zone	Assessed Value
0.12 AC	MUP	41,770



Construction Detail

Item	Value
STYLE	Vacant Land



Building Valuation

Item	Value
Living Area	0 square feet
Year Built	



Outbuildings (click here for a list of codes and descriptions)

Code	Description	Units
No Outbuildings		



Extra Features (click here for a list of codes and descriptions)

Code	Description	Units
No Extra Building Features		



Building Sketch (click here for a list of codes and descriptions)

Vacant Land, No Sketch

RESOLUTION

Whereas, the Boys and Girls Club mission is to enable all young people, especially those who need us most, to reach their full potential as productive, caring, responsible citizens; and

By Councilmember(s): Alfredo Castillo
Richard Dejesus

Whereas, the North End Boys and Girls Club fulfilled this mission for decades while operating from a parcel of land and building located at 555 Madison Avenue; and

District: 136th

Whereas, in recent years the North End Boys and Girls Club ceased to operate and provide for the social, educational, physical and moral betterment of our City's girls and boys; and

Introduced at a meeting
of the City Council, held:

Whereas, the City purchased the land and buildings at 555 Madison Avenue, a/k/a/ 595 Madison Avenue on February 27, 2014 from the Boys and Girls Club of Bridgeport; and

May 19, 2014 Introduced off the floor by
Councilmember Alfredo Castillo

Whereas, the City will contract with a service provider to once again provide for the social, educational, physical and moral betterment of girls and boys from that location; and

Referred to:
Committee on Contracts

Attest:

City Clerk

Referrals Made:

(Attachments)

NOW, THEREFORE BE IT RESOLVED that the signees of the attached petition request that prior to a provider contracting with the City to deliver services from that location that the City issue a Request for Proposal as part of the bidding process that reflects the Boys and Girls Club mission so that the site continues to provide for the social, educational, physical and moral betterment of Bridgeport's girls and boys.

CITY CLERK

RECEIVED
CITY CLERK'S OFFICE
MAY 20 9 19 AM

We the undersigned members of the City of Bridgeport Ct, City Councils request City of Bridgeport prepare and issue a request for proposal for the utilization of the properties located at 555 Madison Ave, Bridgeport, Ct 06606

[Signature] 130TH DISTRICT *[Signature]*

Demetrius Taylor-Mayo 131ST DISTRICT *[Signature]*

[Signature] 132TH DISTRICT *[Signature]*

133RD DISTRICT

Michelle Lyons 134TH DISTRICT

Mary McBrat 135TH DISTRICT

[Signature] 136TH DISTRICT *[Signature]*

Lydia N. Martinez 137TH DISTRICT *[Signature]*

[Signature] 138TH DISTRICT *[Signature]*

[Signature] 139TH DISTRICT *[Signature]*

RECEIVED
CITY CLERK'S OFFICE
MAY 20 A 9 19
ATTEST
CITY CLERK