

This appendix contains the following:

- Public Notice of Availability of the Draft Written Reevaluation of the Environmental Impact Statement and Public Hearing published on September 12, 2010
- Presentation boards displayed at the Public Hearing held on September 22, 2010
- Speaker Registration Cards for Public Hearing on September 22, 2010
- Transcript from the Public Hearing held on September 22, 2010
- Summary of comments received during the agency and public comment period with applicable responses  
Note: Letters from agencies and citizens are not included but are summarized on the table contained herein.

**AGENCY DISTRIBUTION LIST:**

William Hyatt, Acting Bureau Chief  
CT DEP – Bureau of Natural Resources  
79 Elm Street  
Hartford, CT 06106-5127

H. Curtis “Curt” Spalding, Regional Administrator  
US EPA  
5 Post Office Square, Suite 100  
Boston, MA 02109-3912

Karen Senich, Executive Director and SHPO  
CT Commission on Culture and Tourism  
One Constitution Plaza, 2<sup>nd</sup> Floor  
Hartford, CT 06103

John Carey, PE  
CT DOT - Division of Traffic Engineering  
2800 Berlin Turnpike  
Newington, CT 06131

Robert Kaliszewski, Director/Ombudsman  
CT DEP – Office of Planning and Program  
Development  
79 Elm Street  
Hartford, CT 06106-5127

Willie R. Taylor  
US DOI-Office of Environmental Policy and  
Compliance  
1849 C Street, NW MS 2462  
Washington, DC 20240

Tom Chapman, Supervisor  
US FWS - New England Field Office  
70 Commercial Street, Suite 300  
Concord, NH 03301

John Mengacci, Under Secretary  
Office of Policy and Management  
450 Capitol Avenue  
Hartford, CT 06101-1379

Mr. Louis Chiarella, Supervisor  
US Department of Commerce – NOAA  
National Marine Fisheries Service – NE Region  
55 Great Republic Drive  
Gloucester, MA 01930-2276

Rick Potvin, Refuge Manager  
US FWS - Stewart B. McKinney National Wildlife  
Refuge  
733 Old Clinton Road  
Westbrook, CT 06498

Mayor John Harkins  
Town of Stratford  
Town Hall  
2725 Main Street  
Stratford, CT 06615

Mr. Gary Lorentson, Planning/Zoning Administrator  
Town of Stratford - Planning and Zoning  
Stratford Town Hall  
2725 Main Street  
Stratford, Connecticut 06615

Mr. Robert Bruno, Chief of Engineering Svcs  
CT DOT - Bureau of Aviation and Ports  
2800 Berlin Turnpike, PO Box 317546  
Newington, CT 06131

Honorable Rodney Butler  
Chairman, Mashantucket Pequot Tribe of CT  
2 Matts Path  
Mashantucket, CT 06338

**DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL  
IMPACT STATEMENT  
IGOR I. SIKORSKY MEMORIAL AIRPORT  
STRATFORD, CONNECTICUT**

**PUBLIC NOTICE OF AVAILABILITY**

The Federal Aviation Administration (FAA) in coordination with the City of Bridgeport and in compliance with the National Environmental Policy Act of 1969, FAA Orders 1050.1E and 5050.4B, has completed a Draft Written Reevaluation of the Environmental Impact Statement for the Runway Safety Area Improvements at Igor I. Sikorsky Memorial Airport in Stratford, Connecticut. Copies of the document are available online at <http://www.bridgeportct.gov/airport> and at the following locations:

Federal Aviation Administration - New England Office  
12 New England Executive Park Drive  
Burlington, MA 01803

Stratford Public Library  
2203 Main Street  
Stratford, CT 06615

Bridgeport Public Library  
925 Broad Street  
Bridgeport, CT, 06604

Igor I. Sikorsky Memorial Airport  
1000 Great meadow Drive  
Stratford, Ct, 06615

Stratford Town Clerk's Office  
Town Hall  
2725 Main Street  
Stratford, CT 06615

*Sunday  
Sept. 12, 2010*

Written comments on the Draft Written Reevaluation are requested from interested parties and will be accepted if postmarked or received by September 30, 2010. Comments should be submitted in writing to:

Richard Doucette  
Federal Aviation Administration  
12 New England Executive Park Drive  
Burlington, MA 01803

All substantive comments will be carefully reviewed and addressed in the Final Written Reevaluation. In accordance with Federal regulations, the FAA will not decide whether to implement the proposed projects or take an alternative action until the review process is completed and an environmental finding is issued.

**PUBLIC HEARING**

The City of Bridgeport would like to announce their intent to conduct a Public Hearing associated with the preparation of this Draft Written Reevaluation of the Environmental Impact Statement at the Airport.

Date: September 22, 2010  
Time: 7:00PM - 9:00 PM  
Location: Ramada Inn, 225 Lordship Boulevard, Stratford, CT

**Submitting Comments**

Those wishing to offer public testimony during the hearing will have three minutes to voice their opinion before the hearing officer. Comments and questions will be carefully reviewed and addressed in the Final Written Reevaluation after the public hearing process is complete.



**WELCOME**



**TO THE PUBLIC HEARING  
FOR THE WRITTEN REEVALUATION  
OF THE  
ENVIRONMENTAL IMPACT STATEMENT  
AT  
IGOR I. SIKORSKY MEMORIAL AIRPORT**

**URS**





# AIRPORT LAYOUT PLAN

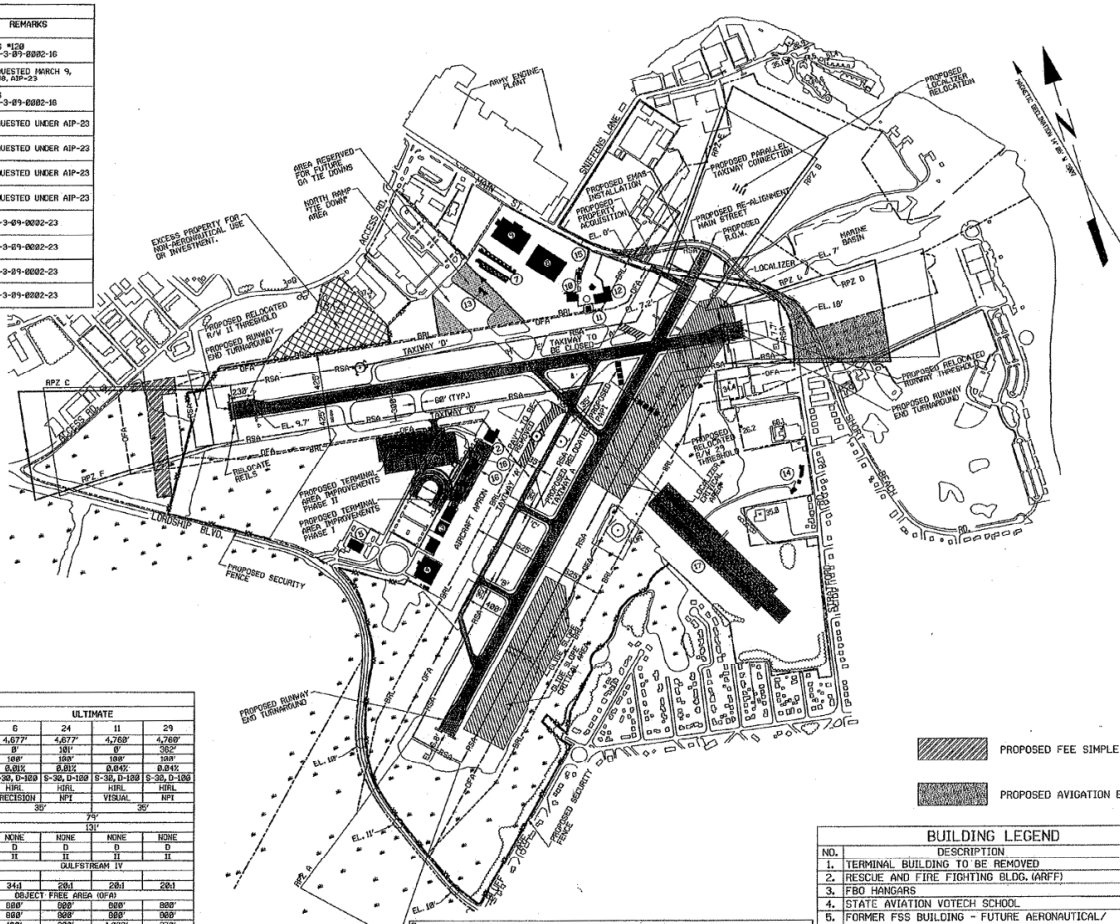


NON CONFORMING CONDITIONS				
DESCRIPTION	EXISTING/ PLANNED	STANDARD	DATE APPROVED	REMARKS
TAXIWAY D SEPARATION FROM R/W 11-23	VARIABLE 281' TO 300'	300'	JUNE 3, 2003	MOS AIP-3-09-0002-16
TAXIWAY SIGN G2 LOCATION	PLACED BEHIND ENTRANCE	PLACED BEFORE ENTRANCE		REQUESTED MARCH 9, 2006, AIP-23
SUPPLEMENTAL WIND CONE LOCATION R/W 11	240' FROM R/W	250' FROM R/W	JAN 27, 2004	MOS AIP-3-09-0002-16
R/W 29 OF A	580' WIDE x 300' BEYOND R/W THRESHOLD	580' WIDE x 300' BEYOND R/W THRESHOLD		REQUESTED UNDER AIP-23
R/W 6 OF A	580' WIDE x 300' BEYOND R/W THRESHOLD	580' WIDE x 300' BEYOND R/W THRESHOLD		REQUESTED UNDER AIP-23
R/W 11 OF A	580' WIDE x 300' BEYOND R/W THRESHOLD	580' WIDE x 300' BEYOND R/W THRESHOLD		REQUESTED UNDER AIP-23
R/W 24 OF A	580' WIDE x 300' BEYOND R/W THRESHOLD	580' WIDE x 300' BEYOND R/W THRESHOLD		REQUESTED UNDER AIP-23
R/W 6 SAFETY AREA	200' BEYOND THRESHOLD	1000' BEYOND THRESHOLD	2-19-09	AIP-3-09-0002-23
R/W 24 SAFETY AREA	580' BEYOND THRESHOLD	1000' BEYOND THRESHOLD	2-19-09	AIP-3-09-0002-23
R/W 11 SAFETY AREA	580' WIDE x 300' BEYOND THRESHOLD	580' WIDE x 300' BEYOND THRESHOLD	2-19-09	AIP-3-09-0002-23
R/W 29 SAFETY AREA	580' WIDE x 300' BEYOND THRESHOLD	580' WIDE x 300' BEYOND THRESHOLD	2-19-09	AIP-3-09-0002-23

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
PROPERTY LINE (FEE SIMPLE)	---	---
OBJECT FREE AREA (OFA)	---	---
FENCE LINE	---	---
ON AIRPORT BUILDINGS	---	---
OFF AIRPORT BUILDINGS	---	---
OPERATIONAL PAVED SURFACES	---	---
BUILDING RESTRICTION LIMITS (BRL)	---	---
LIGHTED WIND CONE & SEG. CIRCLE	---	---
NAVAID CRITICAL AREA	---	---
RUNWAY PROTECTION ZONE (RPZ)	---	---
RUNWAY SAFETY AREA	---	---
AIRPORT REFERENCE POINT (ARP)	---	---
RUNWAY THRESHOLD LIGHTS	---	---
REIL	---	---
MALSF	---	---
VASI/PAPI	---	---
AIRPORT BEACON	---	---

DESCRIPTION	EXISTING				ULTIMATE			
	0	24	11	29	0	24	11	29
LENGTH	4,677'	4,677'	4,765'	4,765'	4,677'	4,677'	4,765'	4,765'
DISPLACED THRESHOLD	0'	0'	0'	0'	0'	0'	0'	0'
WIDTH	100'	100'	100'	100'	100'	100'	100'	100'
RUNWAY GRADIENT	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PAYMENT STRENGTH	S-30, D-180	S-30, D-180	S-30, D-180	S-30, D-180	S-30, D-180	S-30, D-180	S-30, D-180	S-30, D-180
LIGHTING	HRL	HRL	HRL	HRL	HRL	HRL	HRL	HRL
HANGARS	VARIOUS	VARIOUS	VARIOUS	VARIOUS	VARIOUS	VARIOUS	VARIOUS	VARIOUS
TAXIWAY - WIDTH	VARIES 35'-100'				35'			
TAXIWAY SAFETY AREA (WIDTH)	150'				150'			
APPROACH LIGHTING	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
PILOT APPROACH CAT.	I	I	I	I	I	I	I	I
AIRCRAFT OBSCUR GROUP	II	II	II	II	II	II	II	II
DESIGN AIRSPEED	GULFSTREAM III				GULFSTREAM III			
APPROACH SLOPE	EXISTING	2.5%	2.4%	2.4%	2.5%	2.4%	2.4%	2.4%
STANDARD	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%
WIDTH	EXISTING	500'	500'	500'	500'	500'	500'	500'
STANDARD	500'	500'	500'	500'	500'	500'	500'	500'
LENGTH BEYOND	EXISTING	100'	100'	100'	100'	100'	100'	100'
RUNWAY END	STANDARD	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'
WIDTH	EXISTING	500'	500'	500'	500'	500'	500'	500'
STANDARD	500'	500'	500'	500'	500'	500'	500'	500'
LENGTH BEYOND	EXISTING	100'	100'	100'	100'	100'	100'	100'
RUNWAY END	STANDARD	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'
RUNWAY END	NORTH	41°07'25.89" W 73°07'34.24" W	41°07'25.89" W 73°07'34.24" W	41°07'25.89" W 73°07'34.24" W	41°07'25.89" W 73°07'34.24" W	41°07'25.89" W 73°07'34.24" W	41°07'25.89" W 73°07'34.24" W	41°07'25.89" W 73°07'34.24" W
COORDINATES	WEST	73°07'25.89" W	73°07'34.24" W	73°07'25.89" W 73°07'25.89" W	73°07'25.89" W 73°07'25.89" W	73°07'25.89" W 73°07'25.89" W	73°07'25.89" W 73°07'25.89" W	73°07'25.89" W 73°07'25.89" W

RUNWAY PROTECTION ZONES	R/W					
	A	B	C	D	E	G
LENGTH	1,700'	1,700'	1,700'	1,700'	1,700'	1,700'
INCH WIDTH	600'	600'	600'	600'	600'	600'
OUTER WIDTH	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'
SLOPE	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%



AIRPORT DATA	EXISTING		ULTIMATE	
	32.6° F	32.6° F	32.6° F	32.6° F
MEAN MAXIMUM TEMPERATURE	32.6° F	32.6° F	32.6° F	32.6° F
MAGNETIC DECLINATION	W13.80° 1994	W14.00° 2007	W13.80° 1994	W14.00° 2007
AIRPORT REFERENCE POINT (NAD 83)	LAT. 41°09'46.64" N	LAT. 41°09'46.64" N	LON. 73°07'34.24" W	LON. 73°07'34.24" W
AIRPORT ELEVATION	10' MSL		10' MSL	
AIRPORT & TERMINAL NAVAIDS	REIL PAPI	REIL PAPI	REIL PAPI	REIL PAPI
	VOR	VOR	VOR	VOR
	ILS	ILS	ILS	ILS
	VASI	VASI	VASI	VASI
AIRPORT ROLE	GENERAL AVIATION/ CORPORATE	GENERAL AVIATION/ CORPORATE	GENERAL AVIATION/ CORPORATE	GENERAL AVIATION/ CORPORATE



NO.	DESCRIPTION	HEIGHT MSL
1.	TERMINAL BUILDING TO BE REMOVED	49.2'
2.	RESCUE AND FIRE FIGHTING BLDG. (ARFF)	34.1'
3.	FBO HANGARS	41.4'
4.	STATE AVIATION VOTEC SCHOOL	45.1'
5.	FORMER FSS BUILDING - FUTURE AERONAUTICAL/ COMMERCIAL USE	28.3'
6.	INVEST II	36.0'
7.	T - HANGAR COMPLEX (TO BE RELOCATED)	16.6'
8.	HANGAR	67.3'
9.	HANGAR	60.6'
10.	HANGAR	35.3'
11.	FBO OFFICE TO BE RETAINED FOR AERONAUTICAL USE OR REMOVED	35.6'
12.	HANGAR TO BE RETAINED FOR AERONAUTICAL USE OR REMOVED	40.6'
13.	T - HANGARS (TO BE REMOVED)	23.2'
14.	CIVIL AIR PATROL (ICAP)	35.3'
15.	FUEL FARM	
16.	PROPOSED CORPORATE HANGARS	
17.	T - HANGAR COMPLEX	
18.	ADMIN. BLDG ATCT, BEACON	49.2'



**IGOR I. SIKORSKY MEMORIAL AIRPORT**

STRATFORD CONNECTICUT

Project Number: 3-09-0002-23

CITY OF BRIDGEPORT CONNECTICUT

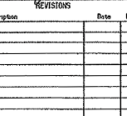
Project Number: 3-09-0002-23

AIRPORT LAYOUT PLAN

FIGURE 3

DESIGNER: GWD  
CHECKED BY: GWD  
PROJECT NUMBER: 38379790

DATE: FEBRUARY, 2009  
SHEET NUMBER: 3 OF 6



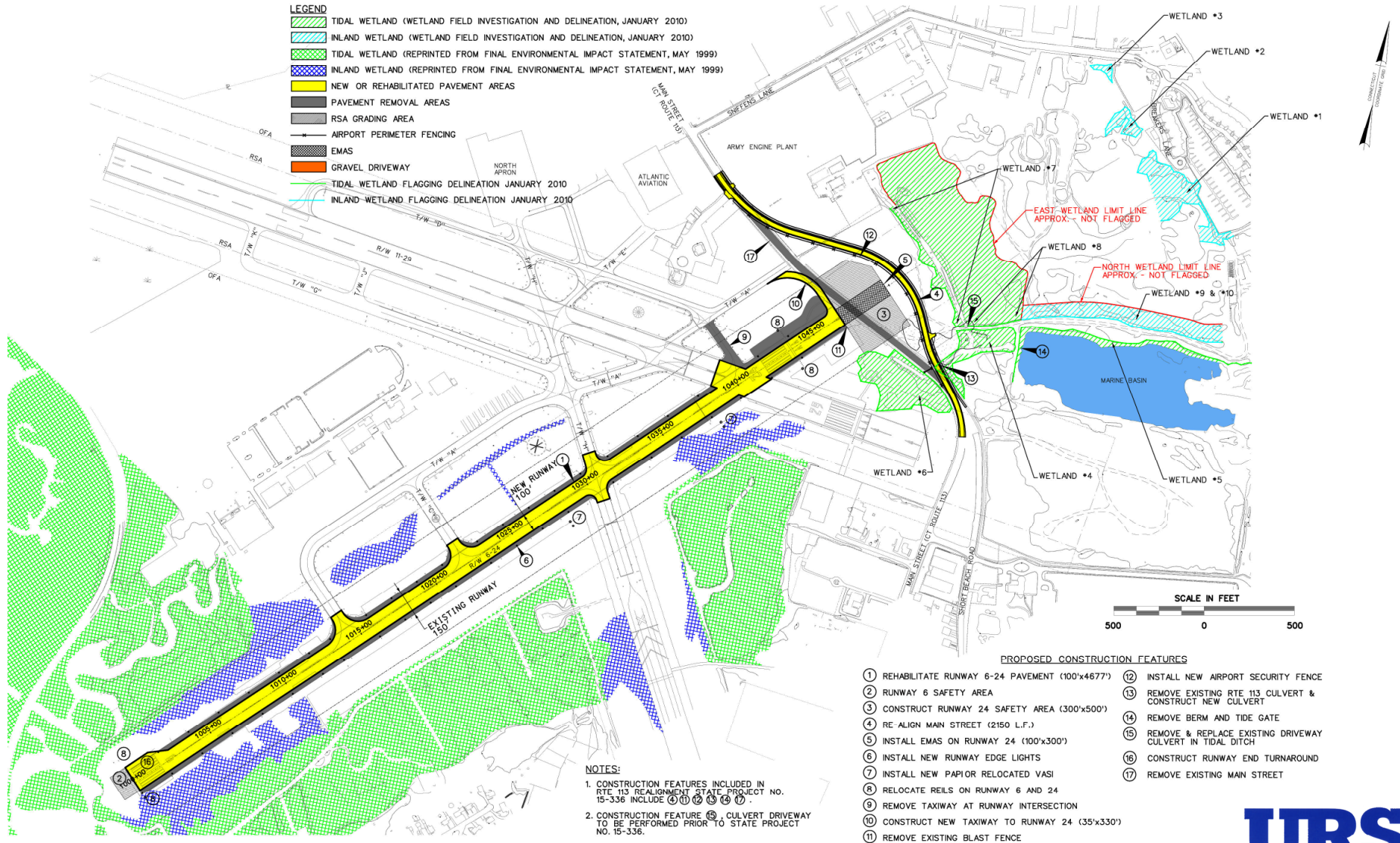
SCALE: 1" = 300'

URS

GOO ENTERPRISE DRIVE  
ROCKY HILL, CONNECTICUT 06867



# ALTERNATIVE 1-G MODIFIED WITH INSTALLATION OF EMAS





# NEPA ENVIRONMENTAL RESOURCE CATEGORIES



- **NOISE**
- **COMPATIBLE LAND USE**
- **SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS**
- **SECONDARY (INDUCED) IMPACTS**
- **AIR QUALITY**
- **SECTION 4(f) RESOURCES**
- **HISTORICAL, ARCHITECTURAL, ARCHEOLOGICAL, & CULTURAL RESOURCES**
- **FARMLANDS**
- **WATER QUALITY**

- **WETLANDS**
- **FLOODPLAINS**
- **COASTAL RESOURCES**
- **WILD AND SCENIC RIVERS**
- **FISH, WILDLIFE, AND PLANTS**
- **HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE**
- **NATURAL RESOURCES AND ENERGY SUPPLY**
- **LIGHT EMISSIONS AND VISUAL IMPACTS**
- **CONSTRUCTION IMPACTS**

**URS**



# POTENTIAL ENVIRONMENTAL IMPACTS



ENVIRONMENTAL DISCIPLINE	POTENTIAL IMPACT (YES / NO)	ENVIRONMENTAL DISCIPLINE	POTENTIAL IMPACT (YES / NO)
NOISE	N	WETLANDS	Y
COMPATIBLE LAND USE	N	FLOODPLAINS	Y
SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S HEALTH AND SAFETY RISKS	N	COASTAL RESOURCES	Y
SECONDARY (INDUCED) IMPACTS	N	WILD AND SCENIC RIVERS	N
AIR QUALITY	N	FISH, WILDLIFE, AND PLANTS	N
SECTION 4(f) RESOURCES	N	HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE	N
HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES	N	NATURAL RESOURCES AND ENERGY SUPPLY	N
FARMLANDS	N	LIGHT EMISSIONS AND VISUAL IMPACTS	N
WATER QUALITY	Y	CONSTRUCTION IMPACTS	N

**Water Resources:** It is not anticipated that the project would have negative impacts to surface water quality. The re-establishment of tidal flow as a result of the removal of the tide gate structure would likely improve water quality in the wetlands with restricted tidal action due to more regular flushing of those wetlands.

**Wetlands:** Approximately 0.13 acres of permanent tidal wetland impacts and 0.04 acres of permanent tidal open water impacts by the Main Street (Route 113) realignment project are anticipated. Also, temporary impacts by the Main Street project include 0.04 acres of tidal wetlands and 0.01 acres of tidal open water. The runway rehabilitation project would impact approximately 0.13 acres of freshwater inland wetlands. This project would also have 1.79 acres of permanent impact and 4.0 acres of temporary impact in the inland buffer areas.

**Floodplains:** A Flood Management Certification from the CTDEP would be required; it is not anticipated that there will be any negative impacts to human health or property, fish populations or passage, or promotion of development in flood prone areas.

**Coastal Resources:** The proposed projects are subject to the provisions of the Connecticut Coastal Management Act and any activities at or waterward of the high tide line and/or in tidal wetlands would require permits from the CTDEP – OLISP.

**Hazardous Materials:** The proposed project has the potential to encounter, disturb and generate contaminated soil, toxic (or hazardous) soil/waste and possibly contaminated groundwater. Excess contaminated soil, hazardous soil/waste and/or contaminated groundwater generated during construction activities will require proper off-site disposal.

DATE:

9-22-10

Speaker No:

1

# Speaker Registration – Public Hearing



Igor I. Sikorsky Memorial Airport –  
Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: DAVID FAILE

Address (Optional): 40 CIDER MILL  
FAIRFIELD CT 06824

Representing: FRIENDS OF SIKORSKY AIRPORT

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

# Speaker Registration – Public Hearing

Speaker No:

2



Igor I. Sikorsky Memorial Airport –  
Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: KEVIN C. KELLY

Address (Optional): STRATFORD TOWN HALL  
2725 MAIN ST.  
STRATFORD, CT. 06605

Representing: STRATFORD

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.



DATE:  
22 SEP  
2010

## Speaker Registration – Public Hearing

Speaker No:

3



### Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: BRUCE M. JOHNSON

Address (Optional): 97 FERNWOOD DRIVE  
STRATFORD, CT 06614

Representing: \_\_\_\_\_

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:  
9/23/10

## Speaker Registration – Public Hearing

Speaker No:

4



### Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: BLINDERMAN MICHAEL

Address (Optional): 25302 TOWN WALK DRIVE  
HAMDEN CT 06518

Representing: MIDWEST ATC BRIDGEPORT AIRPORT

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

# Speaker Registration – Public Hearing

Speaker No:

5



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: JIM MIALLEY

Address (Optional): 510 OVERLAND DRIVE  
STRAITFORD CT 06614-2220

Representing: MY FAMILY

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

# Speaker Registration – Public Hearing

Speaker No:

6



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: MARY NORFHCOTT

Address (Optional): 353 1ST AVE  
STRAITFORD

Representing: ME & P4E

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

# Speaker Registration – Public Hearing

Speaker No:

7



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: HANK CIECIUCH (SHE-CHU)

Address (Optional): 504 CURTIS AVENUE  
LORDSBURG

Representing: SELF

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

09-22-10

# Speaker Registration – Public Hearing

Speaker No:

8



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: MORGAN KAOLIAN

Address (Optional): 75 YORK ST  
STRATFORD, CT

Representing: Morgan Kaolian Aero Pix

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

# Speaker Registration – Public Hearing

Speaker No:

9



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: John Coughlin

Address (Optional): 252 Breckus LN  
Stratford CT 06880

Representing: \_\_\_\_\_

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

# Speaker Registration – Public Hearing

Speaker No:

10



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: Mareca Stewart

Address (Optional): \_\_\_\_\_

\_\_\_\_\_

Representing: Protect Your Environment of Stratford, CT

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

# Speaker Registration – Public Hearing

Speaker No:

11



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: Eileen Salamon

Address (Optional): 129 Jefferson St  
Stratford CT

Representing: myself & community

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

# Speaker Registration – Public Hearing

Speaker No:

12



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: MICHAEL ALLEN

Address (Optional): 16 GRINDSTONE LN  
MONROE, CT 06468

Representing: VOLO AVIATION

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

# Speaker Registration – Public Hearing

Speaker No:

13



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: DENISE NELSON

Address (Optional): 178 - SIXTH AVE  
STRATFORD

Representing: \_\_\_\_\_

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

# Speaker Registration – Public Hearing

Speaker No:

14



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: DAVID HOLLES

Address (Optional): 278 BARNHURST LN  
STRATFORD, CT

Representing: BARNHURST KEY

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

# Speaker Registration – Public Hearing

Speaker No:

15



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: DONNA Nichols

Address (Optional): \_\_\_\_\_

Representing: SELF

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

# Speaker Registration – Public Hearing

Speaker No:

16



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: George Mulligan

Address (Optional): Drugs from Columbia

(2) Runway waste across from Runway

(3) Problem for Scotland

Representing: me

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

# Speaker Registration – Public Hearing

Speaker No:

17



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: CHRIS BARNABY

Address (Optional): \_\_\_\_\_

\_\_\_\_\_

Representing: STRATFORD 1<sup>ST</sup> DISTRICT COUNCILMAN

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

# Speaker Registration – Public Hearing

Speaker No:

18



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: Robert Goetz

Address (Optional): Stratford, CT 06614

\_\_\_\_\_

\_\_\_\_\_

Representing: \_\_\_\_\_

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.



DATE:

# Speaker Registration – Public Hearing

Speaker No:

19



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: Walen Benjamin

Address (Optional): 117 Breakers Lane

Stratford CT 06615

Representing: Myself & my neighbors

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

# Speaker Registration – Public Hearing

Speaker No:

20



## Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: WALTER P. FINKOWAS

Address (Optional): 425 SECOND AVE

Representing: \_\_\_\_\_

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

DATE:

## Speaker Registration – Public Hearing

Speaker No:

22



### Igor I. Sikorsky Memorial Airport – Written Reevaluation of the Environmental Impact Statement



If you would like to comment to the Hearing Officer, please complete the following information.

Name: Amee Sprongis

Address (Optional): 478 Prospect Drive

Stamford Ct 06615

Representing: Lordship neighborhood

Check here if you need assistance to speak

Please complete and submit this card to the Registration Desk. Speakers will be called in the order submitted. Your comments must be limited to 3 minutes to give everyone time to speak. Comments will also be accepted in writing and verbally through a verbatim reporter during the meeting.

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IGOR SIKORSKY MEMORIAL AIRPORT  
DRAFT REEVALUATION FOR ENVIRONMENTAL  
IMPACT STATEMENT  
PUBLIC HEARING  
SEPTEMBER 22, 2010

REPORTED BY:

TREVOR DRUMMOND  
SHORTHAND REPORTER

**NIZIANKIEWICZ & MILLER  
REPORTING SERVICES  
972 Tolland Street  
East Hartford, Connecticut 06108  
Telephone (860) 291-9191**

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. . . Igor Sikorsky Memorial Airport Draft  
Reevaluation for Environmental Impact Statement Public  
Hearing before Trevor Drummond, a duly qualified Court  
Reporter within and for the State of Connecticut, held  
at Ramada Stratford, 225 Lordship Boulevard,  
Stratford, Connecticut on September 22, 2010 at 7:00  
p.m.

1 MS. BARRETT: Good evening. My name  
2 is Jill Barrett with Fitzgerald & Halliday. And I  
3 will serve as the moderator for tonight's public  
4 hearing.

5 This is a public hearing on the draft  
6 reevaluation for the runway safety improvements at Igor  
7 Sikorsky Aiport. This hearing is being held at the  
8 Ramada Stratford in Stratford, Connecticut on  
9 September 22, 2010. And a court stenographer is  
10 seated on the left side of this room. He will be  
11 recording tonight's testimony, and will prepare a  
12 transcript of the hearing. All comments pertaining to  
13 the environmental impact statement will be documented  
14 and responded to in the final written reevaluation.

15 Before we begin public testimony I will  
16 explain the ground rules for this hearing. Can  
17 everybody hear me well, even in the back row? The  
18 ground rules for this hearing, as tonight's session  
19 may be different from other meetings held at Sikorsky  
20 Airport -- It's my intent to conduct a fair and  
21 orderly hearing. We will not take or respond to  
22 questions during the presentation or during the public  
23 comment portion of tonight's presentation. Staff  
24 present seated here at the table will be able to speak  
25 with you and answer questions after the public hearing

1 session has concluded.

2 Please fill out a speaker comment card.  
3 Speaker comment cards are located at the back of the  
4 room. When we get to the public comment portion of  
5 the hearing we will call your name. We ask that you  
6 come forward to the microphone, state your name and  
7 address, and make your comment. We will also identify  
8 the name of the next speaker on the list to alert them  
9 they are on deck and be ready. All speakers are asked  
10 to use the microphone in the aisle. Comments from the  
11 floor will not be included in the official public  
12 hearing records.

13 To give an opportunity to all who are in  
14 attendance time to speak we will impose a three-minute  
15 time limit for all first time speakers. There will be  
16 no yielding of your time to other speakers. When you  
17 are speaking the timekeeper will use color coded flash  
18 cards. These flash cards will indicate how much time  
19 you have remaining in your three minutes. We will  
20 flash a green card at one minute left, followed by a  
21 yellow card at 30 seconds. And when we show the red  
22 card it will mean your time has expired. After all  
23 first time speakers have spoken at this hearing anyone  
24 who wishes to speak again will be afforded additional  
25 reasonable time.

1           For those individuals who have a prepared  
2 statement you may read it into the record if you  
3 desire. However, if your statement is lengthy I would  
4 suggest that you offer a print copy for the record and  
5 briefly summarize its contents. These written  
6 documents carry as much weight as the verbal testimony  
7 that we hear tonight. You may place your written  
8 copies in the comment box located on the table in the  
9 back of the room or hand it to me, the meeting  
10 moderator.

11           At the conclusion of the public hearing you  
12 may still make written comments on the draft  
13 reevaluation written statement, or exhibits may be  
14 mailed to Richard Doucette, Environmental Program  
15 Manager, Federal Aviation Administration New England,  
16 12 New England Executive Park, Burlington, MA. There  
17 are comment forms at the sign-in table and a comment  
18 box for your use. Any mailed in statement should be  
19 in black ink on a sheet 8 1/2 inch by 11 inch. All  
20 written comments are required to be postmarked by  
21 October 15, 2010. All written comments will included  
22 and addressed in the final written assessment in the  
23 same regard as verbal statements.

24           I'd like to introduce you to the people  
25 seated in the front of the room: From Sikorsky

1 Airport, John Ricci; from the URS consulting team who  
2 prepared the reevaluation report, Gerry D'amico, Roger  
3 Krauhn and Jennifer Lutz; and from the Federal  
4 Aviation Administration Gail Lattrell and Richard  
5 Doucette.

6 I'm going to ask Richard Doucette who will  
7 be the FAA hearing officer representing the FAA to  
8 introduce himself.

9 MR. DOUCETTE: Thank you. As most  
10 of you know, the Federal Aviation Administration  
11 completed an EIS, environment impact statement, and  
12 issued it's ROD, record of decision, in 1999. The EIS  
13 and ROD reviewed a number of projects. And none of  
14 those projects were built for a variety of reasons.  
15 We fast-forward to 2010. There's a new alternative  
16 under consideration. Internally we looked back at the  
17 EIS and realized it's close to one of the alternatives  
18 in the EIS, but not the same.

19 The National Environmental Policy Act tells  
20 us when you have a project that has changed before its  
21 implemented you should do a written reevaluation.  
22 That's the process we engaged in now. What comes out  
23 of this could be a new EIS, or simply a new record of  
24 decision, or something else. That's unclear. We  
25 simply won't make that decision until we get your



1 input and do the agency coordination that's required.

2 We're here to hear what you have to say.  
3 The comment period has been extended until October 15.  
4 So you have until October 15 to submit written  
5 comments to the FAA. The comments we'd like to get  
6 are on this document and nothing else. It's your  
7 three minutes, and you can use them within certain  
8 bounds as you see fit. It would be most useful if  
9 your comments pertain to what're here to review.

10 This project is very different from the one  
11 from 10 years ago. It is simply a safety project.  
12 Gerry will describe the project. But it's far  
13 different from the project from over 10 years ago.

14 It would be most helpful for us to hear your  
15 comments on the project we're here right now for.  
16 Comments not related to the project will have a  
17 limited response if any, and won't have an impact on  
18 the result. All we're reviewing is this. We have a  
19 number of copies in the room. It can be downloaded  
20 from the city's website. And we look forward to your  
21 comments.

22 MR. D'AMICO: Good evening. My name  
23 is Gerry D'Amico, senior airport engineer for the URS  
24 Corporation; here tonight to provide a brief summary  
25 of the proposed project written reevaluation. The

1 written reevaluation of the environmental impact  
2 statement is to assist the FAA in potential  
3 environmental impacts design of the unlit safety area  
4 and upgrades to Runway 6/24, and document additional  
5 data that has been written since the reevaluation  
6 referred to as Alternative 1G Modified.

7 This new alternative is similar in scope to  
8 the runway improvement presented in the EIS  
9 Alternative 1G Modified. This alternative involves  
10 rehabilitation of the pavement on Runway 6/24 and  
11 reconstruction of a runway safety area 500 feet in  
12 width, 250 feet on either side of the runway, and 300  
13 feet in length. The runway safety area will be  
14 material known as EMAS, a crushable concrete material  
15 preventing the aircraft from running beyond the EMAS  
16 material. This alternative was presented in the  
17 airport layout plan update in 2008, which many of you  
18 here in the audience in were in attendance for.

19 EMAS, when it is not practical to obtain a  
20 runway safety area that meets FAA standards, allows  
21 the aircraft to stop, in the absence of runway to  
22 gradually decrease its speed; and allows the aircraft  
23 to come to a stop without serious structural damage,  
24 and without any damage to the occupants. It provides  
25 an opportunity to provide an exceptional level of

1 safety as a conventional aircraft safety area would.

2 Alternatives include the rehabilitation of  
3 the runway starting in the exact same location it is  
4 today. It also includes the construction of Runway  
5 6/24 safety area on the west side of the runway  
6 approximately 250 feet in width by 300 feet in length,  
7 and construction of the runway safety area on the east  
8 side of the runway approximately 250 feet in width by  
9 300 feet in length; narrowing the runway; realign Main  
10 Street approximately 2200 feet install the EMAS;  
11 install new runway edge lights; install new precision  
12 approach impact indicator; install new runway  
13 identification lights on either end of the runway,  
14 those are the flashing lights; remove the existing  
15 blast fence; remove and install a culvert on the  
16 driveway; remove a berm and tide gate that goes into  
17 the basin; and construct a turnaround on Runway 6/24  
18 threshold. It should be noted there will be no runway  
19 extension and no approach lights to Runway 6/24 which  
20 was in the previous EIS.

21 We evaluated environmental impacts to the  
22 proposed project; those resource categories that could  
23 be impacted by the potential project. Water  
24 resources: Not anticipated we will have any negative  
25 impacts to water resources. The removal of the tide

1 gate will improve tidal flow and allow additional  
2 flushing in the ditch, thus improving water quality  
3 within the 100-year floodplain. This would not start  
4 prior to getting floodplain management certification  
5 from the Connecticut DEP.

6 We anticipate no negative impacts to human  
7 health or fish population. The existing coastal  
8 resources that will be affected are subject to the  
9 provisions of the Connecticut Coastal Management Act.  
10 And any activity in the watershed will require permit.  
11 Wetlands: Wetland impact: Realignment of Main Street  
12 will impact approximately 0.13 of an acre, about 5700  
13 square feet, about twice the size of this room of  
14 wetlands. Runway project will impact about 0.1 an  
15 area of wetlands in the wetland buffer due to proposed  
16 project disturbance.

17 Hazardous waste: Preliminary site  
18 assessment finding found the possibility of  
19 contaminated soils in limited areas of the site. Any  
20 hazardous materials will be removed to a designated  
21 hazardous waste disposal zone.

22 With that I'll turn it back over to Jill.

23 MS. BARRETT: Thank you, Gerry.  
24 Before we begin I'd like to quickly review the format  
25 of the public comment. If you wish to comment there's

1 a public speaker comment card. We will call your name  
2 in the order which they came in, ask you to step to  
3 the microphone and make your comment. All speakers  
4 are asked to make their comments from the microphone  
5 in the aisle. To give an opportunity to all who are  
6 attending we will impose a three-minute time limit on  
7 all first time speakers. There's no yielding of your  
8 time to another person that's unused. And when you're  
9 speaking the timekeeper, that will be me at this  
10 point, will be using these color flash cards. So when  
11 you see green have you a minute left. When you see  
12 yellow it's 30 seconds. And red means your time has  
13 expired.

14 Those individuals with a prepared statement,  
15 you may read it into the record, or simply summarize  
16 it. All written comments will be considered as part  
17 of the formal record, and will carry as much weight as  
18 the verbal testimony we'll hear tonight.

19 Let's begin with comments from the Mayor of  
20 Stratford, John Harkins. Would you come up please.

21 MR. HARKINS: John Harkins, Mayor of  
22 Stratford. I'd like to thank you for the opportunity  
23 to speak tonight. I entered public service 14 years  
24 ago on the belief government was supposed to represent  
25 all people.

1           Unfortunately, the federal government has  
2           decided Stratford isn't important. Stratford  
3           residents may as well be the citizens of a foreign  
4           country. Never mind the ugly, blighted facility.  
5           Never mind the acre of taxable land the feds have  
6           proposed stealing from our grand list. Never mind the  
7           traffic issues created by relocating, not in  
8           Bridgeport, but Stratford. We don't have a right. We  
9           don't have a seat at the table. Stratford residents  
10          are second class citizens. As the airport's host  
11          community our concerns deserve consideration that the  
12          environment be protected and heart of our tax base be  
13          preserved. We alone have to live with the impact of  
14          this airport. Unfortunately, the federal government  
15          can pick and choose whose concerns it will take into  
16          consideration.

17                 Let me address this accusation we are  
18                 seeking to only be obstructionists. On numerous  
19                 issues including terminal improvements we have worked  
20                 amicably with the city until now because we were  
21                 included at the outset. If we must be host to an  
22                 airport over which we have no control we prefer that  
23                 airport be safe. The safety improvements must be done  
24                 in a way that is acceptable to the community. Yet  
25                 Stratford is accused of being the bad guy. I

1 understand Bridgeport is economically distressed.

2 We have tried on numerous occasions to  
3 speak directly to the federal officials, sit down and  
4 negotiate with good faith to put this issue to bed. I  
5 will sit down and talk anytime, anyplace, anywhere as  
6 long as Stratford is made equal in negotiations.  
7 Instead we have been treated in a condescending,  
8 imperious, obnoxious, and wholly unbecoming manner.  
9 If anyone in my administration treated anyone as you  
10 have they would not have a job at town hall.

11 We acquiesce to everything that Bridgeport  
12 and the FAA wants. Stratford has derived no benefit  
13 from Sikorsky Airport. And the City of Bridgeport  
14 refuses to maintain it to any reasonable aesthetic  
15 standard. Stratford is not their play thing. We will  
16 use every resource at our disposal to tie this up in  
17 court. We can do this the easy way or hard way. I  
18 hope you choose the former.

19 MS. BARRETT: Thank you very much.  
20 Kevin Kelly to speak, followed by David Faile.

21 MR. KELLY: Good evening. My name  
22 is Kevin Kelly, assistant town attorney for the Town  
23 of Stratford.

24 The town objects to this public hearing  
25 because it is improperly noticed. As you know, this

1 project is subject to the Environmental Protection Act  
2 in the environmental impact study process, and must  
3 consider the environment in their decision making  
4 process and provide the public with information and  
5 allow the public to comment further provide  
6 information to the affected community and consider the  
7 affected community's opinions. All materials must be  
8 available 30 days prior to any public meeting and  
9 during the entire review period. In addition notice  
10 of the public meeting must be given at least 15 days  
11 before the meeting. In this case notice was  
12 advertised in the Federal Register on September 14, a  
13 mere eight days ago, far short of the federal  
14 requirement. The FAA broke its own rule in violation  
15 of the town's due process rights. Simply put this  
16 process will go no further until the FAA follows its  
17 own rules.

18 Further, FAA requires expanded public  
19 involvement when the issues are complex. The FAA  
20 contends the project is not complex. I beg to differ.  
21 Just look at the size of the document. This project  
22 is complex and mandates expanded public involvement.  
23 It's noteworthy what the EIS does not include. It  
24 does not include the shortening of runway length as a  
25 design alternative. This has precedent because the



1 FAA proposed to shorten the runway at an airport in  
2 Santa Monica in 2008.

3 Two, it fails to discuss the possibility of  
4 Raymark waste, a known toxin, part of the Environment  
5 Protection Agency Superfund clean up. Nothing about  
6 the impact on brown pelicans and white-tailed kites,  
7 both species of concern in close proximity to a  
8 national wildlife preserve.

9 Despite the airport being located entirely  
10 in Stratford the FAA listens only to Bridgeport in  
11 exclusion of the citizens of Stratford, and begs the  
12 question why? What are you afraid of? Airport safety  
13 affects everyone wherever they live. And the FAA must  
14 follow their own rules.

15 I thank you for the three minutes to comment  
16 on a 300-plus page document.

17 MS. BARRETT: The next speaker is  
18 David Faile, followed by Bruce Johnson.

19 MR. FAILE: Good evening, and thank  
20 you for the opportunity to speak. I live at 40 Cider  
21 Mill, Stratford, Connecticut. I am head of an  
22 organization Friends of Sikorsky Memorial Airport.  
23 I've been flying out of Sikorsky Airport for 50 years.  
24 Sikorsky Airport is an economic engine in the region  
25 and supports hundreds of people like you and me.

1 Sikorsky has had four needless accidents. The  
2 transfer of an acre of land by a federal judge, this  
3 land will become a state road used and owned by the  
4 State of Connecticut. Its imperative that the safety  
5 improvements be implemented. Lives will be saved, and  
6 the airport will continue to be an economic engine for  
7 the region.

8 This is as an added note: I'd like to say  
9 there are many entities at the airport that pay  
10 thousands of dollars in taxes to the Town of  
11 Stratford. Thank you very much.

12 MS. BARRETT: This next speaker is  
13 Bruce Johnson, followed by Michael Blinderman.

14 MR. BLINDERMAN: Good evening, and  
15 thank you for the opportunity to speak. My name is  
16 Bruce Johnson, 97 Fernwood Drive in Stratford. I  
17 strongly support the safety improvements at the  
18 airport. Sikorsky Memorial Airport is an economic  
19 engine to the region, providing jobs and more. The  
20 safety improvements must be adopted and implemented.  
21 It would be irresponsible and dangerous not to do so.  
22 I urge and expect Stratford's elected leadership to  
23 support this safety project. Stop wasting our time  
24 and money. And there have been false and exaggerated  
25 information circulated by opponents of airport

1 improvements. They serve only to discredit their  
2 organization.

3 MS. BARRETT: Thank you. Michael  
4 Blinderman, followed by Jim Mihally.

5 MR. BLINDERMAN: Michael Blinderman,  
6 air traffic control manager for Sikorsky Airport. I  
7 have been the air traffic control manager for two  
8 years and an air traffic controller for seven. I have  
9 witnessed the area for an extended period of time.

10 Safetywise this is a requirement, otherwise  
11 we will have an impact hit on both Lordship and the  
12 airport. Cars pass that portion of the section at  
13 least one every 30 seconds. And our main runway is  
14 Runway 6. As David said, we've had four incidents.  
15 The PC-12, thankfully only the nose went through the  
16 blast fence. It is a huge impact as far as improving  
17 a flood issue I've seen numerous times. And I don't  
18 understand what the delay is. As far as a safety  
19 issue it's obvious to myself. And I'll be here all  
20 day if anybody has any questions for me. Thank you  
21 very much.

22 MS. BARRETT: Next speaker is Jim  
23 Mihally, followed by Mary Northcott.

24 MR. MIHALLY: My name is Jim  
25 Mihally. My family has lived in Stratford for over

1 100 years. I've flown out of that airport many times.  
2 I'm concerned about safety and the environment.

3 The text in the plan is inconsistent with  
4 what's in the exhibits. What bothers me the most is a  
5 runway extension for Runway 6/24 is not proposed in  
6 this reevaluation. What you say is it's a shift.  
7 You're shifting 6/24 875 feet into Main Street.  
8 You're changing the footprint, putting EMAS at both  
9 ends of it. But your text is inconsistent with your  
10 exhibits.

11 We all want the safety issue. And if I  
12 recall over a year ago you said the alternative to  
13 modify is going to cost 15,000,000. You haven't  
14 addressed the cost of what it's going to be. As  
15 taxpayers we're going to pay it. You haven't priced  
16 the installation of EMAS, and haven't addressed timing  
17 in your proposal.

18 The sad thing that bothers me is you have 23  
19 people whose names are in this proposal. Not one from  
20 Stratford, not one from the Connecticut Department of  
21 Environmental Protection. I sincerely hope you put in  
22 their thoughts when you're going to do the final  
23 report. But I'm very very upset that you have no one  
24 from the Connecticut Department of Environmental  
25 Protection.

1           Because those of us in this town want that  
2           airport to be a safe airport that can help the  
3           development of our economy. It will help Dogstar  
4           Studios, help the Shakespeare Theater. But get  
5           Stratford involved in this plan. You don't get to be  
6           like the original speakers, a contest. We don't need  
7           a contest. We need a safe airport. So make it safe,  
8           and let the people know how much it's going to cost.

9                           MS. BARRETT: Next speaker Mary  
10          Northcott, followed by Hank Ciecich.

11                          MS. NORTHCOTT: Good evening. My  
12          name is Mary Northcott. I live at 353 First Avenue in  
13          Stratford.

14                         I'm always impressed by the number of  
15          reasons for not extending that runway or enlarging the  
16          airport. Let's face it, it's in the middle of the  
17          wildlife preserve. And there's a major complaint  
18          about birds endangering planes. What are you going to  
19          do about birds in the middle of a wildlife preserve.  
20          And then that road that while you're going to change  
21          it, that road is our main evacuation route. It's our  
22          only evacuation route.

23                         And the current airport has been declared  
24          safe. It's just shabby, but that is because  
25          Bridgeport has stopped maintaining and repairing,

1 doing upkeep as it's needed.

2 And personally I live close enough when  
3 larger planes use it on certain nights, hot nights in  
4 the summer, humid, low atmospheric ceiling, that  
5 exhaust vapor comes into my home. And I'm sure it  
6 goes into other people's homes as well. It's an air  
7 quality reason. I see no valid reason to expand the  
8 airport, just improve it. It's as big as it ought to  
9 be.

10 MS. BARRETT: Thank you, Mary. Next  
11 speaker is Hank Ciecuch, followed by Morgan Kaolian.

12 MR. CIECIUCH: Hank Ciecuch, 4  
13 Curtis Avenue, Stratford. I'm going to start my  
14 closing statement because I don't know if I'm going to  
15 get to it in three minutes.

16 MS. BARRETT: Sir, you can come back  
17 if you don't finish it.

18 MR. CIECIUCH: Scrap the safety area  
19 proposal and fund the Runway 6/24 repairs without the  
20 safety area. I'm now a retired pilot, flew as a  
21 corporate executive pilot in an aviation division  
22 based out of Bridgeport, included eight heavy engine  
23 multiengine airplanes, maximum gross weight airliners  
24 at 71,000 pounds.

25 After many pilot years which include running

1 off runways, and a lot of near misses with ice and  
2 snow on the runway with no braking engine, my take is  
3 that the EMAS safety area as proposed for the Sikorsky  
4 Airport is not practical and is a bad idea. A  
5 standard EMAS safety area is 1,000 feet long. But the  
6 Sikorsky EMAS will be less than one-third at 300 feet.  
7 FAA logic sets off an alarm.

8 Will it stop an older running Sikorsky  
9 Gulfstream which grosses out at 75,000 pounds? And  
10 will it stop the Piper PA 31-350 airplane which  
11 grosses out at 70,000 pounds? And it killed eight  
12 people, as you know, injuring another. Will it stop  
13 all aircraft? Referring to Paragraph 3 it indicates  
14 that approximately 90 percent of all overrunning occur  
15 at exit speeds of 80 knots and come to rest 1,000 feet  
16 off the runway end.

17 Current models may not stop aircraft that  
18 weigh less than 20,000 pounds. There's a bottom note  
19 at the end of Paragraph 7G which says the EMAS current  
20 models may not stop aircraft that weigh less than  
21 25,000 pounds.

22 Because of the Main Street move for the 300  
23 long EMAS safety area --

24 MS. BARRETT: Excuse me, Hank, your  
25 time is up.

1 MR. CIECIUCH: Okay, just want to  
2 finish one thought. An overrunning aircraft will  
3 shoot across relocated Main Street according to an FAA  
4 12-year study at about 80 miles per hour. There's a  
5 lot more I wish I could say.

6 MS. BARRETT: You can speak again  
7 when everybody's had a chance. Next speaker is Morgan  
8 Kaolian, followed by John Coughlin.

9 MR. KAOLIAN: My name is Morgan  
10 Kaolian. I reside at 75 York Street, half mile past  
11 the airport. That's in Lordship.

12 I'd like to congratulate Jennifer Lutz for  
13 composing the entire manual. The contents of this  
14 will lead the airport to greater things.

15 I know it's not in the manual, but I'd like  
16 to remind everyone it's Igor Sikorsky that developed  
17 the first multiengine aircraft. And also Igor  
18 Sikorsky developed the first successful helicopter and  
19 the Corsair which one won the air war against Japan in  
20 World War II.

21 The airport's runway is really the town's  
22 Main Street. In this case it's literally the case.  
23 Even if we did not bring up the question of an airport  
24 overrun rerouting of Route 113, known as South Main  
25 Street, should have been built a long time ago to



1 alleviate the hazardous flow of water that we've been  
2 blamed for. I'm a resident of Stratford, but there  
3 was a bum rap given to Bridgeport when talking about  
4 the tide gate problems.

5 It will not take any more time to travel  
6 that route which the opponents keep bringing up. To  
7 take out that dead man's curve in Route 113 is in  
8 itself reason enough to reroute it. And of course the  
9 other plus is the overrun, that which is not a runway  
10 or ever will be used as a runway. You can't with high  
11 heels walk on that EMAS material.

12 I would also say that aside from the reasons  
13 I gave for the safety overrun it's a safety thing for  
14 the residents of Lordship which I am one. And I'm  
15 tired of rerouting through Great Meadow Road to get to  
16 my home.

17 And in 30 seconds I'd just like to add that  
18 the whole airport is an industry. Would you deny  
19 Sikorsky Aircraft or any other large plant in  
20 Bridgeport or Stratford improvement such as what  
21 they're asking for here? It's an industry we must  
22 keep in Stratford. It means jobs, and it's good for  
23 our economy. Thank you very much.

24 MS. BARRETT: Next speaker is John  
25 Coughlin, followed by Marcia Stewart.

1 MR. COUGHLIN: Hello. My name is  
2 John Coughlin. I live in Stratford at Breakwater Key.

3 While everyone here seems to be talking  
4 about airport safety no one has mentioned highway  
5 safety. And while the department of transportation is  
6 representing themselves as supporting this airport no  
7 one from the highway department has spoken in support  
8 of this highway design. It looks to me, and I have  
9 discussed it with engineers from the highway  
10 department, like this situation creates a hazardous  
11 bend that should be discussed. And design comments  
12 should be obtained from the state highway department,  
13 because that's who's going to be maintaining this  
14 road. So I think your moving this road with this  
15 design, I don't think you take into consideration what  
16 it's going to be like. You're looking at a yellow  
17 line on a piece of pavement. But that doesn't  
18 represent how this highway movement will affect the  
19 road. And I think the highway department should have  
20 input and let us know what impact it's going to have.

21 Also, the safety fence they're talking about  
22 in No. 5, install airport security fence: What is an  
23 airport security fence? Now you have an airport blast  
24 fence. Now you have only 300 feet between the runway  
25 and the road. If you have debris and cars going by

1 and doing a jet run up; that's when they run the  
2 engines at full capacity before they run off; what  
3 happens to that debris when that blast fence is taken  
4 down? Is that going to end up in somebody's face?

5 While airport safety is important highway  
6 safety is just as important. When there's a lot more  
7 cars than airplanes going by the number put in danger  
8 by bad highway design is as equally important as  
9 airport safety.

10 MS. BARRETT: Thank you very much.  
11 Next speaker is Marcia Stewart, followed by Eileen  
12 Salamon.

13 MS. STEWART: Marcia Stewart,  
14 president of Protect Your Environment of Stratford,  
15 Inc., organized in 1969. Almost as old as I am.

16 We are opposed to any relocation of South  
17 Main Street/Route 113 adjacent to Sikorsky Memorial  
18 Airport Runway 6/24. Route 113 existed long before  
19 Sikorsky Memorial Airport existed, and will continue  
20 to exist should the airport be relocated to the City  
21 of Bridgeport. The Bridgeport owned airport can never  
22 become more important than a safe, speedy evacuation  
23 route for Stratford residents facing an emergency  
24 situation. If Bridgeport needs a larger facility for  
25 larger and larger jet aircraft Route 113 will remain a

1 fast, safe, permanent way to evacuate the Lordship  
2 community of over 5,000 residents. Clearly evacuation  
3 Route 113 is not available for relocation by the FAA,  
4 City of Bridgeport, or any other group. The most  
5 important part of any other plan for Sikorsky Memorial  
6 Airport is a safe, fast, clear evacuation route for  
7 Stratford residents. After all, the airport is  
8 located entirely within the town of Stratford. This  
9 is true in the past, is true now, and will continue to  
10 be true in the near and distant future. Message to  
11 all interested parties is no relocation of Main  
12 Street/Route 113 adjacent to Sikorsky Memorial Airport  
13 adjacent to Route 113. Thank you.

14 MS. BARRETT: Thank you Eileen  
15 Salamon, followed by Michael Allen.

16 MS. SALAMON: Good evening, my name  
17 is Eileen Salamon. I live at 129 Jefferson Street in  
18 Stratford.

19 Mr. Doucette has called this project a  
20 safety project. And that's a very interesting word,  
21 because safety -- because it means a lot of things to  
22 a lot of people. I can tell you for the residents of  
23 the Lordship area there are a lot of concerns. I'm  
24 just going to name a few, because we don't have a lot  
25 of time.

1           But just looking at the blue impact board,  
2 environmental; where it talks about the impacts, one  
3 of the things it talks about is the flood management  
4 certificate has to be gotten by the Connecticut DEP  
5 which is not represented here, which is a little odd.  
6 It does say it's not anticipated there's going to be  
7 any problem. But we don't know that. That concerns  
8 me. Then there's the problem of the toxins on the  
9 other side. It says the proposed project has the  
10 potential to encounter contaminated soil, waste, and  
11 possibly contaminated groundwater. These materials  
12 will be removed from the site and disposed of at a  
13 certified waste disposal facility. Obviously, this is  
14 a little more complicated.

15           Another area of safety is safety of people.  
16 And a curved road, pardon my expression, but you're  
17 talking about a dead man's curve. But we could say  
18 this is a curve that could possibly be deadly as well.

19           So if you're looking at safety we're also  
20 saying a lot of permits have to be appropriated before  
21 this environmental work is done. And that hasn't been  
22 granted by the environmental safety people. I don't  
23 know the names of these because I'm not an official.

24           But I'm a little concerned. I don't see  
25 that things are being followed exactly, especially the

1 due process. If you're not following those rules are  
2 we supposed to be confident that the impact studies  
3 are going to be followed right, and there's going to  
4 be a study about the flood management situation before  
5 the Connecticut DEP approves this matter? I'm just  
6 concerned, and concerned about the environment, and  
7 I'm concerned about safety.

8 MS. BARRETT: Thank you very much.  
9 Next speaker is Michael Allen, followed by Denise  
10 Nelson.

11 MR. ALLEN: Good evening. My name  
12 is Michael Allen. I live at 16 Grindstone Lane in  
13 Monroe, Connecticut. I am a Monroe resident, but for  
14 10 hours a day I spend as an employee of a Sikorsky  
15 company.

16 I am strongly in favor of the runway  
17 improvement and subsequent resurfacing of Runway 24.  
18 On June 12, 2009 I was returning to my office at the  
19 airport from the other side of the airport. And I was  
20 about a minute past when the PC-12 hit the fence. So  
21 I witnessed personally the incredible potential  
22 tragedy that could have happened that day. It  
23 occurred to me immediately as a former pilot and as an  
24 employer that could have been one of our employees in  
25 that aircraft, or a passenger or acquaintance. So it

1 may not be a perfect plan. I don't know of a single  
2 plan in the world today that's perfect. But it's a  
3 1,000 times better than doing nothing.

4           The second point I'd like to make is I think  
5 this airport is and should continue to be an economic  
6 driver for Connecticut and the cities of Stratford and  
7 Bridgeport. It's about been 20 years since my wife  
8 and I moved to Connecticut. And immediately we  
9 started flying out of this airport back to South  
10 Carolina where I'm from. Unfortunately, that part of  
11 this airport has ended. But as someone who comes in  
12 to work in Stratford every day, and employs several  
13 people in our company, and hundreds more are employed  
14 at the airport, it's important to note every single  
15 day we're spending our income at Stratford businesses  
16 and going out and running errands in Stratford. I  
17 think we contribute to the economic health of  
18 Stratford much more than previously noted.

19           Again, thank you for the opportunity to  
20 speak. Very much in favor of moving forward with the  
21 runway safety area. Thank you.

22           MS. BARRETT: Next speaker is Denise  
23 Nelson, and followed by David Hollis. My name is  
24 Denise Nelson. I live at 178 Sixth Avenue in  
25 Stratford.

1           In addition to the noise and the closing of  
2 Route 113 for Lordship I'm concerned about the effect  
3 of the air pollutants on the health and safety of  
4 Lordship residents. It is most likely highly  
5 destructive to the households around Lordship.

6           Environmental science and technology where  
7 researchers studied a small airport near the Pacific  
8 Ocean in Santa Monica, California which averaged 80  
9 arrivals per day of propeller aircraft found a plume  
10 of ultrafine chemicals of organic carbon downwind of  
11 the airport. The plume was longer than those  
12 typically found around highways during the day.  
13 Without epidemiological data it's hard to know what  
14 that's doing to people in the neighborhood.

15           That said, I wouldn't personally live there.  
16 Golfers playing at Short Beach complain of jet fuel  
17 residue in the air while playing.

18           The Stratford residents; Bridgeport airport  
19 doesn't care about our citizens.

20           MS. BARRETT: The next speaker is  
21 David Hollis, followed by Donna Nichols.

22           MR. HOLLIS: My name is David  
23 Hollis. I live at 278 Breakers Lane, speaking on  
24 behalf of the Breakwater Key Condo Association.

25           We have concerns about our quality of life.



1 We're directly in-line with the runway. There's  
2 continuous noise at all hours of the day and evening.  
3 Environmental concerns not only with wildlife, but  
4 fuel being dumped, residue on the boats. It really is  
5 unhealthy. There's additional safety concerns. We  
6 feel this is going to lead to future expansion of the  
7 airport and bringing in larger jets. As it stands now  
8 it feels -- When you're sitting at the pool it feels  
9 like you can reach up and touch the airplanes. It's  
10 just a matter of time before one hits the condo.  
11 We're against this expansion.

12 MS. BARRETT: The next speaker is  
13 Donna Nichols, followed by George Mulligan.

14 MS. NICHOLS: Donna Nichols. I live  
15 at 240 Breakers Lane which is Breakwater Key. We are  
16 literally at the end of Runway 6/24.

17 I was drawn to the Lordship area because of  
18 the extreme beauty, the wildlife. It's a crown jewel  
19 on the Connecticut coastline. I was fortunate to move  
20 in in 1993. I knew there was an airport there. I'm  
21 not a stranger to aviation. My father worked for  
22 Delta for 23 years. It's part of the allure. I do  
23 love planes.

24 But I have to tell you I'm totally opposed  
25 to the shifting of the runway and the expansion of the

1 safety area, only because it's changing the footprint,  
2 bringing it closer to a beautiful community where  
3 there's 84 residential units. We have jet fuel and  
4 jet residue. I've heard once this happens it will  
5 increase the size of the planes and the traffic.

6 I personally believe because I've flown for  
7 a lot of years, and considering the few comments I  
8 think it has an incredible safety record. I'm proud  
9 to live near where the Corsairs are made. I don't  
10 want to see the footprint change, because I truly  
11 believe it will have a negative impact on the wildlife  
12 and the beauty of this area. And I'm concerned with  
13 the safety of my neighbors and residents. I'm opposed  
14 to the safety area and expansion. I just wanted to  
15 say that. Thank you very much.

16 MS. BARRETT: Thank you. George  
17 Mulligan, followed by Chris Barnaby.

18 MR. MULLIGAN: George Mulligan.

19 I recognize there are economic advantages of  
20 having an airport. And if Bridgeport would play nice,  
21 and the FAA and the other federal agencies would play  
22 nice, then we could have a cohesive plan in effect.  
23 I'm concerned about the expansion on the drug  
24 airplanes. Range airplanes control lights at night.  
25 By pressing a button they turn runway lights on and

1 off. I have airplanes flying over my house.

2 If there was an overrun accident into the  
3 overrun area the EPA shows there's Raymark waste  
4 there. Are you going to have clouds of asbestos or  
5 move it inland?

6 And all airline crashes have been pilot  
7 error to date. What about airline crashes into homes  
8 or businesses or cars? FAA loves to talk about  
9 safety. You don't care about the people of Stratford.  
10 You have disdain for the people of Stratford.

11 FAA cooperates with all under the judicial  
12 and local compliance, U.S. Constitution, and all legal  
13 ethical laws and ordinances. There's no timetable  
14 between the Stratford Army engine plant and Sikorsky.

15 Federal unfunded mandates; I believe it's a  
16 done deal. It's called bullying the citizens of  
17 Stratford to do what you want to do as dictators.

18 We want a nice bucolic town, a town people  
19 can raise their families. We don't want to have  
20 things imposed upon us where you're going to turn  
21 around and take away our quality of life, and where  
22 we're going to have 365 days a year airplanes bringing  
23 in drugs.

24 Sikorsky Airport fit the profile for drug  
25 trafficking. That's the Justice Department profile.

1 MS. BARRETT: Next is Chris Barnaby,  
2 followed by Robert Goetz.

3 MR. BARNABY: My name is Chris  
4 Barnaby, 100 Ash Street, Stratford, Connecticut; First  
5 District Councilman for where the airport resides.  
6 First, I want to speak in support of the testimony  
7 given by our local leaders, Mayor Haskins and Attorney  
8 Kevin Kelly. Our requests as a town are simple and  
9 clear. All we want is the courtesy to have a voice in  
10 the plan. What's everybody so afraid of? It doesn't  
11 make sense to me or any of my constituents, residents  
12 of the town of Stratford.

13 Mention was made about safety. Obvious ways  
14 to make the airport safe: Make the desperate and  
15 necessary improvements to the airport, man the tower  
16 for 24 hours. These four accidents may have been able  
17 to be prevented. You've watched the planes that I've  
18 grown up with in Lordship take off and land. They  
19 take up a quarter of the runway. The bigger jets take  
20 more. If they don't like it go somewhere else. The  
21 runway is exactly the size it needs to be for the  
22 planes we've known to land at this airport for decades  
23 and decades and decades.

24 The economic value to this area was brought  
25 up. We're not even at the point of having this as an

1 economic stimulator to the area because it's in such  
2 disrepair. We used to have an airport that  
3 contributed to the local economy, an airport that  
4 stimulated our local economy and global economy. But  
5 we're still so far from that. Bridgeport has so many  
6 more ways to get this to be the economic stimulator  
7 instead of putting an EMAS in to get bigger planes to  
8 land on this runway.

9 There's noise pollution. They're already  
10 loud. It's going to be greatly increased.

11 This is going to have a longer response time  
12 for our emergency vehicles to get to Lordship. 30  
13 seconds is all the response time is going to be  
14 increased by. How long is 30 seconds to a person in a  
15 burning house, or to a person who can't breathe, or to  
16 a parent whose child is bleeding uncontrollably?

17 600 members of the Friends of Sikorsky  
18 support this. I represent the tens of thousands of  
19 people who are against it. Not every one of my  
20 constituents are against this, but the majority are.  
21 And I hope you hear us tonight.

22 MS. BARRETT: Next speaker is Robert  
23 Goetz, followed by Helen Benjamin.

24 MR. GOETZ: My name is Robert Goetz.  
25 I live at 20 Merchant Street, Stratford, Connecticut.

1 Grew up there since 1966.

2 Military, commercial, and corporate; that's  
3 not why. Talking about the environment and  
4 environmental impacts, I believe the construction  
5 going on today at Main Street and the railroad and  
6 Raymark steel is probably causing more damage and more  
7 environmental impact than this proposed safety  
8 improvement here at the airport.

9 I'd like to question do the realtors  
10 actually disclose the fact there is an airport here  
11 when people buy houses in Lordship? And it's been  
12 here for 80-plus years.

13 I believe the Connecticut DEP along with  
14 everyone else will have the right to comment and have  
15 their comments received by the 15th of October. They  
16 don't necessarily have to be here to do that. Thank  
17 you.

18 MS. BARRETT: Helen Benjamin,  
19 followed by Walter Rimkonas.

20 MS. BENJAMIN: Helen Benjamin, 117  
21 Breakers Lane.

22 I do not have the experience of the retired  
23 pilot who spoke, but I understand aircraft. The size  
24 and power of the engines of these planes I can see in  
25 the pool or walking around Breakers Lane. These jets

1       come in so low and with such frequency that this is a  
2       concern. The smaller planes manage to come in high  
3       above our living quarters. But the large corporate  
4       jets come in low one after another. My concern is if  
5       we do anything to enlarge this airport -- The  
6       Gulfstreams I'm familiar with. They're beautiful and  
7       elegant, but very powerful. If we bring in more  
8       planes of larger size there's a danger to this  
9       community. And I'm living under those skies.

10                   MS. BARRETT: Walter Rimkonas is the  
11       next speaker. I do not have any more speaker cards.  
12       It's possible more have come in since we started the  
13       hearing. Do we have any more? We have one more card.

14                   MR. RIMKONAS: Walter Rimkonas. I  
15       reside at the end of Runway 6, 425 Second Avenue.  
16       Because of the agreement which Bridgeport is ignoring,  
17       Bridgeport airport must get the permission of the Town  
18       of Stratford before making any movement outside of the  
19       present footprint. We're in court on that and still  
20       waiting.

21                   Number two, because of the presence of the  
22       airport South Main Street is the lifeline of Lordship.  
23       Everything must go underneath the ground because of  
24       the airport presence; which is water, gas, electrical,  
25       telephone, sewer, power, and TV. These are all

1 installed under Route 113 at the present time. You're  
2 talking about relocating the road. Are you going to  
3 move all these facilities, leave them as is, or move  
4 them with the new road? No one says nothing about  
5 that. And if it does move who is going to pay for it?  
6 It's going to cost me money. I'm a taxpayer. I'm a  
7 federal taxpayer. I pay for the town and pay for the  
8 state. It costs me money.

9 Runway: Okay, we're going to put 300 feet  
10 supposedly at the end of the runway. EMAS: I got the  
11 brochure here from EMAS. It says that EMAS will be  
12 installed on top of a foundation equal to the runway  
13 to support the aircraft. You're expanding the runway  
14 300 feet and then putting the EMAS on top. You're  
15 giving false information.

16 Number three, that berm out there that  
17 you're talking about doing away with, are you going to  
18 raise that road 6 feet higher than what it is now, so  
19 that the water won't come across it at season of high  
20 tides? Or why don't we just save the state money,  
21 raise the road 6 feet where it is now and we don't  
22 have any of these, and the airport fix that berm and  
23 the pipe that's collapsed underneath leading from that  
24 berm, and put that floodgate back into operation, not  
25 a mass of rust?



1           The runway is deteriorating. It's bad right  
2 now. You brush it twice a day, try to clean it up so  
3 you don't get frag of the aircraft taking off. I'm  
4 not against fixing that runway, but stay within your  
5 footprint. Thank you.

6           MS. BARRETT: Thank you. Amy  
7 Sprogis?

8           MS. SPROGIS: I'm Amy Sprogis. I  
9 live at 428 Prospect Drive, and I'm glad to be able to  
10 express some concern.

11           First of all, I live in Lordship. A lot of  
12 the things that people have said I can just say I  
13 agree with. The ecological point with the birds and  
14 flooding of the road I'm really concerned about. I  
15 would like to see the road improved, but I'm not  
16 qualified to talk about it, or talk about the actual  
17 runway situation itself.

18           But I think the comments that Chris Barnaby  
19 brought up, if you review everything he said I totally  
20 agree with that. He was right on the money. You  
21 really need to talk to Stratford. Stratford needs to  
22 get together with Bridgeport and talk about all the  
23 issues together.

24           That's pretty much what I have to say. That  
25 road is bad anyway. It needs to be made safer. But

1 extending and doing all this expansion -- I love the  
2 airport. I don't have anything against the airport  
3 itself. I don't think we should move the airport.  
4 But I don't think it should be expanded.

5 MS. BARRETT: Does anybody else have  
6 a comment? Yes, Hank, would you come up to the  
7 microphone?

8 MR. CIECIUCH: My greatest concern  
9 about moving Main Street some 350 feet to my  
10 understanding is to accommodate the EMAS safety area  
11 which puts Main Street in harm's way. Any airplane  
12 that overruns the end of the runway will shoot across  
13 Main Street into moving traffic. And that's a danger.  
14 We've had a few near misses where the airplane went  
15 past the fence and we lucked out. But somewhere down  
16 the line and with the plan that's proposed now, it's  
17 flawed because Main Street is too close to the end of  
18 that safety area which is only going to be 350 feet,  
19 which is peanuts when an airplane is traveling at 80  
20 miles an hour when it leaves that runway. We've  
21 already had situations where in bad weather a pilot  
22 can't see the end of the runway.

23 There's one thing that bothers me that's not  
24 in that EIS report is during these reports when  
25 airplanes get into the accident there's vital

1 information left out at the National Transportation  
2 Safety Board's convenience. When that Piper PA 31-350  
3 killed eight people it did so after the tower was  
4 closed. There was nobody in the tower to tell the  
5 pilot he was landing with tailwind with ground fog.  
6 There was no mention by the National Transportation  
7 Safety Board. Very important because the airport  
8 changed from controlled visual flight rules to visual  
9 flying rules with no control. Whereas if the tower  
10 was open the pilot would have to come in with  
11 instrument landing. And there's no mention of that in  
12 the National Transportation Safety Board brief.

13 You people as the FAA answer to the  
14 Congress. You wear two hats. One is for aviation  
15 safety. You're entrusted to control aviation safety  
16 and also interstate traffic. And you answer to  
17 Congress. You don't answer to nobody. It's been  
18 mentioned by several speakers that's what the problem  
19 is.

20 As far as this proposal is concerned I see  
21 it's flawed. I see airplanes going across Main  
22 Street. It's dangerous. 300 feet is not enough for a  
23 safety area. The mandate of that safety area for the  
24 airport depends on it being practical to install that  
25 safety area. So it's really not a mandate. It's only

1 a mandate that the FAA puts in its rules if they're  
2 going to fix an airport in Bridgeport that it's tied  
3 in with the safety area.

4 I consider the safety area not practical. I  
5 consider it putting Main Street in harm's way.  
6 Because not all the airplanes are going to be stopped  
7 by that EMAS. 300 feet is nothing when it comes to  
8 the FAA definition. By the FAA's own study airplanes  
9 leaving the runway usually do at 80 miles an hour and  
10 come to rest at 1,000 feet.

11 Scrap that safety area. Fix those runways.  
12 Forget about the safety area.

13 MS. BARRETT: Does anybody else have  
14 a comment? Gentleman in the back who hasn't spoken.

15 MR. BUCK: Russell Buck, 85 Hartland  
16 Street.

17 I have two concerns. One is that Bridgeport  
18 will use this safety extension to bring in more and  
19 larger jets, and that is a concern. I've lived at  
20 Hartland Street for 17 or 18 years. And I've noted  
21 the increasing frequency of the larger jets in the  
22 last three years, two years. And it is a concern.

23 And my second concern is that Bridgeport has  
24 operated this economic engine that I've heard. And I  
25 don't believe it's paid any taxes to Stratford.

1 That's not fair. I don't see why they shouldn't  
2 contribute to the community that they work in.

3 MS. BARRETT: Thank you. There's a  
4 woman in the back row. Please come to the microphone  
5 and tell us who you are.

6 MS. MERCHANT: My name is Sheila  
7 Merchant. I'm a Trumbull resident, but I've made my  
8 living at the airport for the last 28 years. I'm a  
9 flight instructor and a pilot.

10 First of all, I don't have the exact  
11 numbers. Perhaps the tower people or Mr. Faile can  
12 tell me the exactly weight bearing capacity of the  
13 runway. So as far as larger aircraft coming, it's not  
14 going to happen. The runways can only take so much  
15 weight. And the fact they're narrowing the runways  
16 will not accommodate larger aircraft. We're not  
17 turning this into LaGuardia.

18 I was diverted to New Haven the night the  
19 Navajo went through the blast fence. Everyone was  
20 alive. The fuel tank ruptured. Everyone was alive  
21 when the aircraft came to a rest. And six people  
22 burned alive because of that.

23 No less than three times this year alone I  
24 have been unable to get to the south of Main Street  
25 area to the south ramp area because the road was

1 flooded, sometimes closed for more than a day. So  
2 everyone who wanted to get to Lordship for whatever  
3 reason had to go Great Meadow Road. For me it's a  
4 twofer. You're getting airport improvement and road  
5 safety.

6 As far as overruns, they will stop some  
7 things. You can't promise everything will be stopped.  
8 There was pilot error involved in all of the  
9 accidents.

10 Personally I'd like to see approach lights.  
11 That would make a tremendous improvement.

12 You're not going to get larger and larger  
13 aircraft simply because the surface of the runways  
14 will not support them.

15 MS. BARRETT: Thank you very much.

16 MR. KAOLIAN: Morgan Kaolian. I  
17 just have to point this out. As a former airport  
18 manager I opposed the construction of the Breakwater  
19 Key Condominiums. We fought and fought not to build  
20 those condos, because we said the airplane could come  
21 over. I went to planning and zoning and all the other  
22 agencies and boards in town. And they approved that.  
23 Not only that, but everyone who purchased a condo was  
24 to sign a disclaimer that they are aware they are in  
25 the path of runway 6/24, and they realize there will

1 be noises and inconveniences. I'm surprised to hear  
2 the residents at Breakwater complaining about the  
3 airport. It's in your deed. Planning and zoning in  
4 this community approved it.

5 The other question comes up, what is a  
6 footprint? To me the footprint is my property line  
7 around my own home, not just the footprint of my  
8 house. So in actuality no part of the airport is  
9 being expanded. They're within that footprint.

10 And as far as the flooding is concerned, it  
11 just so happens that the overrun will solve a lifelong  
12 problem of flooding. And it's a situation that makes  
13 it safer for the airport, and makes it safer for me as  
14 a resident of Lordship. I know I'm not going to be  
15 flooded out and have to take another route to my home.

16 MS. BARRETT: Does anybody else have  
17 a comment?

18 MS. SALAMON: I'd just like to  
19 clarify a few things. I'd just like to say it's not  
20 in my deed to have fumes in my front door, not in my  
21 deed to see destruction of the environment. And this  
22 footprint is very important. And just talking around  
23 it does not change things. There was an environmental  
24 agreement in 1978. It still is important, and it  
25 still should hold. I don't think we should step

1 around these things. I think it's extremely important  
2 we're serious about this. It's people's lives, 30  
3 seconds, the environment, our future. We're talking  
4 about digging things up that could change the  
5 groundwater. I've heard a lot more than I've heard  
6 about before. It's really something.

7 Let me put it to you this way. We're the  
8 people who cannot afford planes. We're the people who  
9 live here. And I've never taken a flight from there  
10 because I can't afford the extra paid flights from  
11 that airport, even when they had commercial. That had  
12 no benefit. Not only are there no taxes paid, but now  
13 it's taking away from the value of our lives. I see  
14 no balance there.

15 Let's think about are there other design  
16 alternatives. And let's sit down with the all the  
17 parties. And let's talk fairly here, because we  
18 should not be excluded. We are citizens of this area,  
19 of the state, and this country. And as far as I'm  
20 concerned that makes it important for us to be  
21 included.

22 MS. BARRETT: Thank you very much.  
23 Gentleman in the back?

24 MR. ALTMAN: Howard Altman. I am a  
25 resident of Westport, Connecticut, and I'm a pilot.



1 And I've been thinking of moving to Lordship.

2 At the last meeting I recall when they  
3 discussed moving 113. I've heard discussion about 30  
4 seconds being lost. From what I recall not only was  
5 this going to be a better road, but the speed limit  
6 was going to be increased. The airport has been there  
7 for 80 years, plus or minus.

8 This gentleman has suggested just repaving  
9 Runway 6/24. That's not going to stop pilot error,  
10 not going to stop overruns, not going to stop jet fuel  
11 smells. But it's not going to give you a safety area.  
12 To me putting in these safety improvements will  
13 benefit people in Lordship with a better road, benefit  
14 the safety of pilots and people coming in, will  
15 benefit -- The Army engine plant will have a better  
16 aspect if the airport is improved.

17 And it's not an expansion. There's nothing  
18 expanding at this airport at all. It's an overrun  
19 area. It's a safety area. Nothing is expanding. The  
20 larger planes coming in now have better engines,  
21 quieter engines. Everything is being improved. And  
22 with the fuel efficiency and burn you probably end up  
23 with less fumes anyway.

24 One other thing: The kite that came in that  
25 was seen for the first time came in regardless of the

1 fact that the airport was here. So I don't think it  
2 had any ecological impact on that bird.

3 MS. BARRETT: What I would like to  
4 mention is that after the hearing some of the people  
5 who prepared the EIS and from the FAA will be here to  
6 talk with you one-on-one if you like to answer your  
7 questions.

8 MS. NICHOLS: My name is Donna  
9 Nichols. And again, I live at Breakwater Condos.

10 And I'd like to respond to something Morgan  
11 said. Didn't we know there was an airport? Yes.  
12 You'd have to be blind and deaf if you moved into that  
13 area and didn't know there was an airport there. I  
14 didn't hear anybody saying close this airport. I  
15 haven't heard that at all. I've heard people say  
16 don't shift that road, don't move Main Street. Is 300  
17 feet enough to stop a Gulfstream that overruns the  
18 runway? Some of us -- I'm not protesting the airport.  
19 Yes, there was a rare kite sighting. I just wanted to  
20 say we are not trying to shut any runways down. Thank  
21 you very much.

22 MS. BARRETT: Thank you.

23 MR. RIMKONAS: Walter P. Rimkonas.  
24 I reside at 425 Second Avenue.

25 I've got a little piece here from your

1 pamphlet. And it says there was an agreement between  
2 the airport and the Connecticut Department of  
3 Transportation on August 3, 2006. That was done  
4 without any input from the Town of Stratford where the  
5 site is situated. How the heck did the State of  
6 Connecticut talk about my area and they live up in  
7 Hartford? They're assuming something and agreeing  
8 with the people from the City of Bridgeport and the  
9 Bridgeport airport.

10 Number two, several accidents; the one that  
11 happened at night where the people got killed, god  
12 bless them. I looked out my window and I couldn't see  
13 my car which was 10 feet away from my house. And they  
14 tried to land and look what happened.

15 The other accident, several, all happened in  
16 daylight. Daylight means what the tower is open.  
17 They were given permission to land. If the fog is  
18 down you can't see. Why are they giving permission to  
19 land?

20 One of them, the one where the aircraft came  
21 in the snowstorm, heavy snowstorm, by luck I was  
22 coming down South Main Street coming home in the lane  
23 right next to the fence. I come around, just get  
24 through there, and lo and behold, what do I see? My  
25 wife looks out the window, and there's the nose of the

1 aircraft almost into the window of my vehicle. What  
2 happened? She was flying from an airport over near  
3 Long Island ferrying it to Bridgeport airport where  
4 there was no reason for it in a snowstorm. But she  
5 had tower okay. So it's not only pilot error. Some  
6 of it goes onto the tower too.

7 MS. BARRETT: Thank you. If there  
8 are no other comments we will close the hearing.

9 MR. BLINDERMAN: Mike Blinderman,  
10 airport traffic manager.

11 As everybody is aware, pilots are able to  
12 make human error. State issues warnings that the  
13 roads are unsafe, stay inside. That doesn't stop  
14 people from driving on the roads.

15 This safety area will stop an aircraft  
16 better than a fence. That is proven.

17 And as far as I'm concerned we're required  
18 to issue the clearance, even if it's below minimums  
19 because it's the pilot's decision. We give him the  
20 best information we can. He has responsibility for  
21 the aircraft.

22 During the incident with the Pilatus the  
23 EMAS would have made it better. And we deal with the  
24 situation at hand. And with the safety areas involved  
25 here it's just going to create a safer environment for

1 everybody. Things change. This EMAS system hasn't  
2 been around for 100 years. And we're just deciding to  
3 use it. It's a new system, like air bags for cars.  
4 Everybody has it now. If somebody said, oh, my god,  
5 my steering wheel is going to be 2 inches closer in  
6 front of my face because of the air bag, so I don't  
7 want it; that would be ridiculous. Thank you very  
8 much.

9 MS. BARRETT: Please remember to  
10 submit any additional written comments by October 15,  
11 2010. I'm going to close the hearing. And thank you  
12 all for coming forward, expressing your views with us  
13 this evening. And have a safe trip back to your home.

14 (The hearing was concluded at 8:35  
15 p.m.)  
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STATE OF CONNECTICUT)

) ss:

COUNTY OF HARTFORD )

I, Trevor Drummond, do hereby certify that the foregoing matter was recorded stenographically by me and reduced to typewriting by me.

I FURTHER CERTIFY that the foregoing transcript of the said hearing is a true and correct transcript of the testimony given at the time and place specified hereinbefore.

I FURTHER CERTIFY that I am not a relative or employee or attorney or counsel of any of the parties, nor a relative or employee of such attorney or counsel, or financially interested directly or indirectly in this action.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of office at East Hartford, Connecticut, this 11<sup>th</sup> day of October, 2010.

  
Trevor Drummond,  
Court Reporter



COMMENTS AND RESPONSES - PUBLIC HEARING (SEPTEMBER 22, 2010)

**PROJECT NAME:** DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL IMPACT STATEMENT FOR THE RUNWAY SAFETY AREA IMPROVEMENTS, DATED AUGUST 2010

**PROJECT LOCATION:** IGOR I. SIKORSKY MEMORIAL AIRPORT

NAME	COMMENT	RESPONSE
Mr. Harkin	As the airport's host community our concerns deserve consideration that the environment be protected and heart of our tax base be preserved.	The public hearing was held in Stratford, and the draft document was mailed to all who had previously commented, to gather input from local residents and interested parties. The proposed work outlined in the Written Reevaluation has been thoroughly reviewed for possible environmental impacts. The Written Reevaluation has not uncovered any significant environmental impacts due to the proposed improvements. We understand and appreciate the airport provides the infrastructure, similar to that of an industrial park, for enhancing the tax base.
Mr. Kelly	All materials must be available 30 days prior to a public meeting and during the entire review period. In addition notice of the public meeting must be given at least 15 days before the meeting. In this case notice was advertised in the Federal Register on September 14, a mere eight days ago, far short of the Federal requirement.	Federal regulations and guidance do not require a public hearing, or a notice in the Federal Register, for a Written Reevaluation. The extensive public outreach completed as part of this effort was not required; it was voluntary. Section 1.0 has been updated to reflect the extensive number of public comments on the Draft Written Reevaluation.
	It does not include the shortening of runway length as a design alternative.	The original EIS (May 1999) included thirteen alternatives for Runway 6-24, including five alternatives with runway lengths less than the current 4,677 feet. These alternatives were not considered further because they would not serve the aircraft using the runway at that time. These aircraft included Gulfstream, Learjet and Hawker. The Airport Layout Plan Update prepared in 2008 confirmed the need to preserve the existing runway length of 4,677 feet to continue to serve the aircraft currently using the airfield.
	It fails to discuss the possibility of Raymark waste, a known toxin.	Hazardous materials are covered in Section 3.14 and Section 4.6 of the draft and final document. In addition, the EPA has been involved in documenting the extent and location of the waste materials. The construction documents will address proper handling and disposal of any hazardous waste materials encountered.
	Nothing about the impact on brown pelicans and white-tailed kites, both species of concern in close proximity to a national wildlife preserve.	Analysis of impacts is not required for wildlife that rarely utilizes an area, unless the federal or State wildlife agencies identify the area as critical habitat. This project mostly impacts areas currently paved, or immediately adjacent to pavement. No impact to the brown pelicans or white-tailed kites is anticipated. Additional information on Rare, Threatened and Endangered Species is contained in Section 3.13.1 which includes references to coordination with both CTDEP and FWS.



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NAME	COMMENT	RESPONSE
Mr. Faile	It's imperative that the safety improvements be implemented. Lives will be saved, and the airport will continue to be an economic engine for the region.	Commented noted.
Mr. Blinderman	The safety improvements must be adopted and implemented. It would be irresponsible and dangerous not to do so.	Comment noted. This is similar to the findings of the National Transportation Safety Board contained in Appendix G.
Mr. Mihally	What bothers me the most is a runway extension for Runway 6/24 is not proposed in this reevaluation. What you say is it's a shift. You're shifting 6/24 875 feet into Main Street.	There is no runway shift or extension. The project is repair of runway pavement and installation of safety areas. Runway 6-24 will not move from its current location. The runway will remain at its existing length of 4,677 feet; however, the runway will be narrowed from 150 feet to 100 feet. Current safety standards require that a safety area be provided at the end of each runway. The safety area cannot be used as runway. The Written Reevaluation proposes a safety area 300 feet in length. Main Street, Route 113, would have to be re-aligned, approximately 350 feet easterly of its existing location to accommodate the runway safety area.
Ms. Northcott	What are you going to do about birds in the middle of a wildlife preserve.	The improvements proposed in the Written Reevaluation will occur on the east side of the airfield, while the Stewart McKinney National Wildlife Preserve is located on the south and west side of Lordship Boulevard, on the opposite side of the airfield. The proposed development is not designed to attract additional aircraft. No impacts are anticipated to wildlife in the preserve, as a result of this project. Impacts will be localized to the areas of grading and paving.
	And then that road is our main evacuation route. It's our only evacuation route.	The road relocation will not cause the road to be closed. Flooding should be decreased somewhat, as the road will be raised slightly. In that respect, it will be an improvement to the evacuation route. It should be noted that Main street is not the only evacuation route for the residents of the Lordship neighborhood. They can also leave their neighborhood via Lordship Boulevard.
	I see no valid reason to expand the airport, just improve it. It's as big as it ought to be.	The proposed project is not airport expansion. It is the installation of runway safety areas and repair of runway pavement. No change is anticipated in the type or number of aircraft using the airport.
Mr. Ciecich	Scrap the safety area proposal and fund the Runway 6/24 repairs without the safety area.	The FAA does not fund reconstruction of the runway without making all practicable steps to meet the current FAA safety standards as identified in FAA Advisory Circular 150/5300-13 and 14 CFR Part 139.309. In addition, the National Transportation Safety Board has urged the FAA to install the safety areas, following the 1994 fatal crash that killed 8 people.





**COMMENTS AND RESPONSES - PUBLIC HEARING (SEPTEMBER 22, 2010)**

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NAME	COMMENT	RESPONSE
	Will it stop an older running Sikorsky Gulfstream which grosses out at 75,000 pounds? And will it stop the piper PA 31-350 airplane which grosses out at 70,000 pounds? And it killed 8 people, as you know, injuring another. Will it stop all aircraft?	The heaviest aircraft frequently using the airport include the Gulfstream family of business jets, with gross weights between 65,000 and 89,000 pounds. The EMAS will be designed to slow and stop these aircraft. Note that EMAS has performed successfully in the following small aircraft incidents: May 1999 Saab SF 340 Aircraft @JFK International Airport; July 2006 Falcon 900 aircraft @ Greenville (NC) Downtown Airport; January, 2010 Bombardier CRJ-200 aircraft @ Yeager (WV) Airport; and October 2010 Gulfstream G-IV aircraft @ Teterboro (NJ) Airport.
Mr. Kaolian	It will not take any more time to travel that route which the opponents keep bringing up.	Traffic analysis estimates the new roadway design would add approximately 3 seconds to the local travel time.
Mr. Coughlin	<p>It looks like to me, and I have discussed it with engineers from the highway department, like this situation creates a hazardous bend that should be discussed. And design comments should be obtained from the state highway department, because that's who's going to be maintaining this road. Now you have 300 feet between the runway and the road.</p> <p>Now you have only 300 feet between the runway and the road. If you have debris and cars going by and doing a jet run up; that's when they run off; what happens to that debris when that blast fence is taken down?</p>	<p>Connecticut DOT has been involved in the design of the roadway. It will meet all requirements for safe roadway design.</p> <p>Jet blast decreases proportionately to the distance behind the jet engines. The largest impact example for Runway 24 would occur if a Bombardier Global Express Aircraft, the heaviest aircraft regularly using this runway, were to be taking off from the threshold. Jet blast directly behind the aircraft would exceed 150 MPH; however it would drop to approximately 40 MPH by the time it reached the re-aligned Main Street – a distance of 375 feet. This blast effect could be mitigated by a chain link fence with inserts, which would be used to contain air borne particles of dust and dirt.</p>
Ms. Stewart	The most important of any other plan for Sikorsky Memorial Airport is safe, fast, clear evacuation route for Stratford residents.	The road relocation will not cause the road to be closed. The new road segment will be completed before the existing road segment is closed. Flooding should be decreased somewhat, as the road will be raised slightly. In that respect, it will be an improvement to the evacuation route. It should be noted that Main street is not the only evacuation route for the residents of the Lordship neighborhood. They can also leave their neighborhood via Lordship Boulevard.



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NAME	COMMENT	RESPONSE
Mr. Salamon	One of the things it talks about is the flood management certificate has to be gotten by the Connecticut DEP which is not represented here, which is a little odd.	CTDEP has been involved in the design of this project. URS and CTDOT have consulted with the CTDEP on the required permitting process. Appropriate permits will be obtained after the completion of the NEPA process.
	It says the proposed project has the potential to encounter contaminated soil, waste, and possibly contaminated groundwater. These materials will be removed from the site and disposed of at a certified waste disposal facility. Obviously, this is a little more complicated.	All parties are well aware of the presence of hazardous materials in the project area. Excavation and disposal of any hazardous material encountered during construction will follow appropriate regulatory requirements.
	Another area of safety is safety of people. And a curved road, pardon my expression, but you're talking about a dead man's curve.	Connecticut DOT has been involved in the design of the roadway. It will meet all requirements for safe roadway design.
Mr. Allen	I am strongly in favor of the runway improvement and subsequent resurfacing of Runway 24.	Comment noted.
Ms. Barrett	I'm concerned about the effect of the air pollutants on the health and safety of Lordship residents.	An Air Quality analysis was conducted for the proposed project and is included in the Written Reevaluation (see Section 3.4 and Section 4.1). The total project-related emissions are well below the applicable de minimis thresholds, signifying that project emissions do not interfere with the air quality goals of the area's State Implementation Plan.
Mr. Hollis	There's continuous noise at all hours of the day and evening.	Noise levels will sometimes be objectionable to residents living near an airport. The proposed project is not designed to result in any changes to the number or type of aircraft using the airport, and will have no impact on noise levels.
	There are additional safety concerns. We feel this is going to lead to future expansion of the airport and bringing in larger jets.	The proposed project is not airport expansion. It is the installation of runway safety areas, and repair of runway pavement. No change is anticipated in the type or number of aircraft using the airport.
Ms. Nichols	I've heard once this happens it will increase the size of the planes and the traffic.	The proposed project is not airport expansion. It is the installation of runway safety areas, and repair of runway pavement. No change is anticipated in the type or number of aircraft using the airport.



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**PROJECT LOCATION:** IGOR I. SIKORSKY MEMORIAL AIRPORT

NAME	COMMENT	RESPONSE
Mr. Mulligan	If there was an overrun accident into the overrun area the EPA shows there's Raymark waste there. Are you going to have clouds of asbestos or move it inland?	Runway safety areas are designed to support the weight of aircraft and emergency vehicles. Safety areas with EMAS are generally paved first, and then the EMAS is built on top of the paved surface. The underlying paved surface is designed to support the EMAS and any aircraft that is slowed and stopped by the EMAS. All disturbed areas during the construction will be tested for asbestos (Raymark waste) and waste material will be hauled off site to a designated waste handling facility. An aircraft overrunning the runway onto the EMAs would not affect underground materials.
Mr. Barnaby	The runway is exactly the size it needs to be for the planes we've known to land at this airport for decades and decades and decades.	We concur. The proposed project is not airport expansion. It is the installation of runway safety areas with EMAS, and repair of runway pavement. No change is anticipated in the type or number of aircraft using the airport.
	There's noise pollution. They're already loud. It's going to be greatly increased.  This is going to have a longer response time for our emergency vehicles to get to Lordship. 30 seconds is all the response time is going to be increased by. How long is 30 seconds to a person in a burning house, or to a person who can't breathe, or to a parent whose child is bleeding uncontrollably?	Noise levels will sometimes be objectionable to residents living near an airport. The proposed project is not expected to result in any changes to the number or type of aircraft using the airport and will not increase the current noise levels.  Traffic analysis estimates the new roadway design would add approximately 3 seconds to the local travel time. Connecticut DOT has been involved in the design of the roadway. It will meet all requirements for safe roadway design.
Mr. Goetz	I believe the Connecticut DEP along with everyone else will have the right to comment and have their comments received by the 15th of October.	That is correct. The responses to the CTDEP are contained in Appendix F.
Ms. Benjamin	My concern is if we do anything to enlarge this airport...the Gulfstream's I'm familiar with - . They're beautiful and elegant, but very powerful. If we bring in more planes of larger size there's a danger to this community.	The proposed project is not airport expansion. It is the installation of runway safety areas, and repair of runway pavement. No change is anticipated in the type or number of aircraft using the airport.
Mr. Rimkonas	Because of the agreement which Bridgeport is ignoring, Bridgeport airport must get the permission of the Town of Stratford before making any movement outside of the present footprint. We're in court on that and still waiting.	The FAA is not a party to any agreement between the two communities. We are not aware of any agreements that would forestall the installation of runway safety areas, which are required by Congress and strongly recommended by the National Transportation Safety Board.
	Are you going to move all these facilities, leave them as is, or move them with the new road? No one says nothing about that. And if it does move who is going to pay for it?	Other than underground utilities, no facilities need to be relocated by this project. Utilities will be relocated with the new roadway layout. The majority of the cost for this, and most airport capital improvements nationwide, is funded by grants from the FAA. The source of these funds is a fee on airline tickets and a tax on jet fuel.



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**PROJECT LOCATION:** IGOR I. SIKORSKY MEMORIAL AIRPORT

NAME	COMMENT	RESPONSE
	You're expanding the runway 300 feet and then putting the EMAS on top. You're giving false information.	The proposed project is not a runway extension. The EMAS is installed on a paved surface, but an EMAS is not designed to allow an aircraft to utilize the surface for takeoffs of landings. In fact the EMAS is designed to slow and stop an aircraft. The runway will remain 4,677 feet in length. No change is anticipated in the type or number of aircraft using the airport.
	Are you going to raise that road 6 feet higher than what it is now, so that the water won't come across it at season of high tides? Or why don't we just save the state money, raise the road 6 feet where it is now and we don't have these?	The proposed plans show the Rte. 113 (Main Street) roadway grade to be approximately one foot (1') higher than the existing roadway elevation in the vicinity of the existing culvert where flooding occasionally occurs. The existing drainage culvert under Main Street is proposed to be replaced with a 24" diameter culvert, along with other drainage improvements. The combination of the proposed increase in the roadway elevation and proposed improvements to the drainage system will eliminate the flooding of Main Street in this location, during rainfall events (up to the 100 year frequency storm event) that coincide with the spring high tide.
Ms. Sprogis	You really need to talk to Stratford.	The City of Bridgeport, FAA, and URS, as the airport's consultant, have reached out to Stratford since the initiation of this project in 1995. The original EIS included one public scoping hearing, two public informational Workshops, a final public hearing, seven focus group meetings with Stratford and Milford citizens, and six Study Group Meetings. A newsletter was sent to all Stratford households, approximately halfway through the original EIS process, and a final summary newsletter was sent to approximately 400 local citizens. During the development of the Airport Layout Plan Update in 2008-2009, there were five public meetings. Publication and availability of the Written Reevaluation Update was sent to the Town of Stratford. All public meetings during this process have been held in Stratford, and the draft documents were mailed to all who had previously commented.
	I don't think it should be expanded.	The proposed project is not airport expansion. It is the installation of runway safety areas, and repair of runway pavement. No change is anticipated in the type or number of aircraft using the airport.
Mr. Ciecuch	Any airplane that overruns the end of the runway will shoot across Main Street into moving traffic.	This is the current situation, which we are attempting to rectify. The current proposal is to provide a safety area with EMAS. The EMAS will be designed to slow and stop aircraft that overrun the runway (see comment on EMAs on page 3).



**COMMENTS AND RESPONSES - PUBLIC HEARING (SEPTEMBER 22, 2010)**

<b>PROJECT NAME:</b>	<b>DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL IMPACT STATEMENT FOR THE RUNWAY SAFETY AREA IMPROVEMENTS, DATED AUGUST 2010</b>
<b>PROJECT LOCATION:</b>	<b>IGOR I. SIKORSKY MEMORIAL AIRPORT</b>

<b>NAME</b>	<b>COMMENT</b>	<b>RESPONSE</b>
	Scrap that safety area. Fix those runways. Forget about the safety area.	The FAA does not fund reconstruction of the runway without making all practicable steps to meet the current FAA safety standards as required under 14 CFR Part 139.309. The National Transportation Safety Board has urged the FAA to install the safety areas, following a fatal crash that killed 8 people.
Mr. Buck	Bridgeport will use this safety extension to bring in more and larger jets, and that is a concern.	The proposed project is not airport expansion. It is the installation of runway safety areas, and repair of runway pavement. No change is anticipated in the type or number of aircraft using the airport.
	I don't believe it's paid any taxes to Stratford.	That is correct; one municipality does not pay taxes for land owned in another municipality. Various airport tenants who lease land at the Airport pay personal property taxes to Stratford. Also, at least one tenant makes an annual "payment in lieu of taxes" to Stratford. That being said, the local/regional economic benefit of an airport is less related to taxes generated by airport land, and more from induced economic growth in the surrounding area, increased spending by employees and airport users, and job creation by airport related businesses.
Ms. Merchant	Perhaps the tower people or Mr. Faile can tell me the exactly weight bearing capacity of the runway. So as far as larger aircraft coming, it's not going to happen. The runways can only take so much weight. And the fact they're narrowing the runways will not accommodate larger aircraft.	The runway pavement is designed to accommodate the Gulfstream business jets that presently use the airfield. The pavement design is based on a 75,000 pound aircraft.
	Personally I'd like to see approach lights. That would make a tremendous improvement.	The installation of approach lights would be a safety benefit to the airport. In an effort to implement a project that had support from local and State authorities, the approach lights were removed from the project.
	No less than three times this year alone I have been unable to get to the south of Main Street area to the south ramp area because the road was flooded, sometimes closed for more than a day. So everyone who wanted to get to Lordship for whatever reason had to go Great Meadow Road. For me it's a two-fer. You're getting airport improvement and road safety.	That is correct.
Mr. Kaolian	As far as the flooding is concerned, it just so happens that the overrun will solve a lifelong problem of flooding. And it's a situation that makes it safer for the airport, and makes it safer for me as a resident of Lordship.	That is correct.



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**PROJECT LOCATION:** IGOR I. SIKORSKY MEMORIAL AIRPORT

NAME	COMMENT	RESPONSE
Ms. Salamon	Let's think about are there other design alternatives.	The original EIS (May 1999) included thirteen alternatives for Runway 6-24, including five alternatives with runway lengths less than the current 4,677 feet. These alternatives were not considered further because they would not serve the aircraft using the runway at that time. These aircraft included Gulfstream, Learjet and Hawker. The EIS recommended Alternative 2D Modified as it met minimum needs of the Airport and FAA Standards. The Airport Layout Plan Update prepared in 2008 confirmed the need to preserve the existing runway length of 4,677 feet to continue to serve the aircraft currently using the airfield, and recommended leaving the runway in its current location and constructing a 300 foot safety area on the Runway 24 end. This alternative is currently referred to Alternative 1-G modified with the installation of EMAS.
Mr. Altman	At the last meeting I recall when they discussed moving 113. I've heard discussion about being 30 seconds being lost. From what I recall not only was this going to be a better road, but the speed limit was going to be increased.	The proposed roadway geometric features (horizontal alignment, roadway profile, cross slope, etc.) are being designed to meet a 40 mph design speed. The 40 mph design speed was selected in coordination with the CT Department of Transportation, based on factors such as the functional classification of the roadway (Urban Collector) and existing travel speeds. The existing posted speed limit is 30 miles per hour. It is common for the design speed to exceed the posted speed limit, to enhance the safety of the roadway facility. The increase in travel distance, along the proposed alignment verses the existing alignment, is approximately 120 feet. Vehicles traveling at 30 miles per hour (the posted speed limit) will increase their travel time by less than 3 seconds, along the proposed alignment.
	This gentleman has suggested just repaving Runway 6/24. That's not going to stop pilot error, not going to stop overruns, not going to stop jet fuel smells. But it's not going to give you a safety area.	That is correct. Repaving the runway only does not meet safety standards. In addition, the NTSB urged the FAA to install the safety areas, following a fatal crash that killed 8 people.
	The kite that came in that was seen for the first time came in regardless of the fact that the airport was here. So I don't think it had any ecological impact on that bird.	Comment noted.



COMMENTS AND RESPONSES - PUBLIC HEARING (SEPTEMBER 22, 2010)

<b>PROJECT NAME:</b>		<b>DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL IMPACT STATEMENT FOR THE RUNWAY SAFETY AREA IMPROVEMENTS, DATED AUGUST 2010</b>
<b>PROJECT LOCATION:</b>		<b>IGOR I. SIKORSKY MEMORIAL AIRPORT</b>
<b>NAME</b>	<b>COMMENT</b>	<b>RESPONSE</b>
Ms. Nichols	Is 300 feet enough to stop a Gulfstream that overruns the runway?	The heaviest aircraft frequently using the airport include the Gulfstream family of business jets, with gross weights between 65,000 and 89,000 pounds. The EMAS will be designed to slow and stop these aircraft. Note that EMAS has performed successfully in the following small aircraft incidents: May, 1999 Saab SF 340 Aircraft (28,800#) @JFK International Airport; July, 2006 Falcon 900 aircraft (45,500#) @ Greenville (NC) Downtown Airport; January, 2010 Bombardier CRJ-200 aircraft @ Yeager (WV) Airport; and October, 2010 Gulfstream G-IV (72,000#) aircraft @ Teterboro (NJ) Airport.
Mr. Rimkonas	If the fog is down you can't see. Why are they giving permission to land?	Aircraft are equipped, and pilots are trained, to land and take off in various weather conditions. Airports do not close in periods of bad weather.



COMMENTS AND RESPONSES – LETTERS

PROJECT NAME: DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL IMPACT STATEMENT FOR THE RUNWAY SAFETY AREA IMPROVEMENTS, DATED AUGUST 2010

PROJECT LOCATION: IGOR I. SIKORSKY MEMORIAL AIRPORT

No.	COMMENT	RESPONSE
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Agency Review (US Environmental Protection Agency, dated October 5, 2010)

1	US Environmental Protection Agency (EPA) typically recommends that measures be implemented to reduce fine particle emissions from diesel engines during construction. Emissions from older diesel engines can be controlled with retrofit pollution control equipment such as diesel oxidation catalysts or particulate filters that can be installed on the exhaust of the diesel engine. Retrofit technologies may include EPA verified emission control technologies and fuels and CARB-verified emission control technologies. These lists can be accessed at <a href="http://www.oa.gov/otaq/retrofitiverif-list.htm">http://www.oa.gov/otaq/retrofitiverif-list.htm</a> . We strongly encourage the Federal aviation Administration (FAA) to revise the Reevaluation to reflect that the project will be required to commit to the use of specific emission controls during construction.	Design specifications will incorporate measures to reduce fine particle emissions from diesel engines during construction, including the use of retrofit pollution control equipment, or other measures recommended by the EPA.
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2	Raymark Industries, Inc. disposed of manufacturing wastes now considered a hazardous waste, at a number of locations throughout Stratford. The former facility along with the locations where Raymark waste has been found are part of the Raymark Superfund Site. The location of the proposed Route 113 relocation construction is one of the areas found to contain Raymark waste and, because of this, any proposed activity conducted in or near this area must comply with the requirements of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).	Portions of the site contain Raymark Waste and are considered part of the Raymark Waste Superfund Site. Further coordination with EPA is needed to confirm their regulatory role in the roadway construction process and confirm what, if any, activities other than proper soil management are required. The City of Bridgeport will coordinate all work with the EPA and CTDEP. Any contaminated soil or water will be disposed of in approved disposal sites using appropriate best management practices.
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3	For over 10 years, EPA has been working with the Town of Stratford and various citizens groups in an effort to reach agreement on how to cleanup Raymark waste from various locations. Unfortunately, agreement has not been reached to date. In the interim, and until a cleanup agreement is reached, EPA will work with any property owner with an interest in performing the remedial cleanup themselves. Unfortunately, the costs for such cleanup efforts will have to be borne by the property owner.	See response above.
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4	As correctly stated in the Reevaluation, there is no formal permit process necessary for the proposed activities near or within the Raymark waste areas. Because portions of the Route 113 relocation work are within a CERCLA site, however, EPA must require the development of formal plans (General Work Plan, Sampling and Analysis Plan, Health and Safety Plan, and perhaps others, as appropriate) for review and approval prior to allowing any work to be conducted near these areas. This will require coordination with and approvals from EPA for the accurate delineation, sampling, handling, and disposal of Raymark waste. In addition, EPA will likely provide oversight during invasive activities in delineated Raymark waste areas. While the above requirements can be burdensome, they are necessary to ensure the safe handling and disposal of a CERCLA waste.	The City of Bridgeport will coordinate all work with the EPA and CTDEP. Any contaminated soil or water will be disposed of in approved disposal sites using appropriate best management practices.
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5	Please note that in addition to benzo(a)pyrene and dibenzo(a,h)anthracene, site sampling found benzo(a)anthracene, benzo(b)fluoranthene, and benzo(k)fluoranthene at levels above the CTDEP target total risk level of 10 <sup>-5</sup> for multiple contaminants.	Refer to Section 3.14, <i>Hazardous Waste, Pollution prevention and Solid Waste</i> , and Section 4.6, <i>Emissions Inventory Results</i> .
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COMMENTS AND RESPONSES – LETTERS

**PROJECT NAME:** DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL IMPACT STATEMENT FOR THE RUNWAY SAFETY AREA IMPROVEMENTS, DATED AUGUST 2010

**PROJECT LOCATION:** IGOR I. SIKORSKY MEMORIAL AIRPORT

No.	COMMENT	RESPONSE
6	Based on discussions with CTDEP, it is our impression that the transfer of FAA land to the City of Bridgeport would not be exempt from the CT Property Transfer Law as noted in the Reevaluation. We strongly suggest that the applicability of the Connecticut Property Transfer Law be reconsidered in the Reevaluation.	The Property Transfer Act is not applicable where there has been no placing of hazardous materials since 1980. The City has owned the property since 1975; there has been no placing of materials on the site under its ownership. The City contents that it is not subject to the Property Transfer Act. The City and State continue to discuss alternatives to transferring the property in fee simple.

**Agency Review (CT Department of Environmental Protection, dated October 5, 2010)**

1	The runway 6 safety area, as depicted in Exhibit 4.5-1, has been dramatically reduced from the conceptual plan circulated during scoping for the document, significantly reducing impacts to tidal and inland wetlands. The southernmost tip of runway 24 safety area appears to slightly encroach into tidal wetlands. If that is the case, this potential impact can be completely avoided by a minor adjustment to the runway safety area.	The wetland impacts provided in the Written Reevaluation reflect a reasonable estimate of the impacts. URS continues to refine the design to minimize the wetland impacts to the site; however, the final impact will not be determined until the final permit is issued. All reasonable efforts will be made to avoid or minimize wetland impacts.
2	Given the airport's location surrounded by sensitive tidal and inland wetlands, strict erosion and sediment controls should be employed during construction. The Connecticut Guidelines for Soil Erosion and Sediment Control prepared by the Connecticut Council on Soil and Water Conservation in cooperation with CTDEP is a recommended source of technical assistance in the selection and design of appropriate control measures. The 2002 revised edition of the Guidelines, published as DEP Bulletin 34, may be obtained at the DEP bookstore, either by telephone 860-424-3555 or online at: DEP Bookstore. Additionally, all silt fencing should be removed after soils are stable.	The project design will comply / incorporate these guidelines for soil erosion and sediment control.
3	In response to our comments on the DEIS in 1998, the FEIS stated "re-seeding the runway and taxiway margins with an FAA-approved mixture of warm-season grasses is anticipated as part of project implementation." The Department recommends that this measure be incorporated into this project.	Warm season grasses are typically used to improve wildlife habitat in grasslands. Project specifications will include warm season grasses when re-seeding is required; however, the project environment is an operating airport and, as such, will be maintained consistent with FAA regulations and the Airport's obligations to ensure safe operations of aircraft and the travelling public.
4	On page 4-14, the document states that the transfer of a portion of the Stratford Army Engine Plant (SAEP) to the City of Bridgeport is not subject to the CT Property Transfer Act. This is technically correct, in that no explicit specific release or disposal has been documented on this part of the parcel; however, the limited investigation in that part of the site has determined there are elevated levels of some pollutants (these are almost ubiquitous on the SAEP and not reflective of specific releases so much as a 70 year industrial history.) In the event further investigations determine that a specific release is a cause of the elevated pollutants, any transfer would be subject to the CT Property Transfer Act.	If further data regarding the presence of "specific releases" is identified on the FAA parcel, such further data will be taken into consideration of whether the Property Transfer Act could apply to a future transfer of this parcel. The Property Transfer Act would not apply if the method of transfer does not meet the definition of a "transfer" as defined in the Property Transfer Act.



COMMENTS AND RESPONSES – LETTERS

**PROJECT NAME:** DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL IMPACT STATEMENT FOR THE RUNWAY SAFETY AREA IMPROVEMENTS, DATED AUGUST 2010

**PROJECT LOCATION:** IGOR I. SIKORSKY MEMORIAL AIRPORT

No.	COMMENT	RESPONSE
5	It should also be recognized that the SAEP is currently subject to a RCRA Stewardship Permit (Permit Number: DEP/HWM/CS-134-003) issued by DEP, to perform closure, post-closure care and corrective action measures at the former hazardous waste storage, treatment and disposal facility. The permit requires that all areas of the site be brought into conformance with CTDEP's Remediation Standard Regulations (RSR) [sections 22a-133k-1 through 22a-133k-3 of the RCSA]. The US Army must, under the permit, conduct further characterization of the indicated RSR exceedances and remediate these to the RSR criteria in order for the stewardship permit to not apply to this parcel of land to be transferred. The Army may allow another party to do this work for them in meeting this obligation. It is anticipated that the installation of a roadway will render the polluted soil inaccessible, if the polluted soil has been fully identified through characterization and properly managed during roadway construction. The filing of an Environmental Land Use Restriction would maintain such inaccessibility in accordance with the RSRs.	The US Army has an obligation to remediate the entire parcel under the RCRA Stewardship Permit. Roadway final design will determine how much of the soils will have to be removed during construction. These soils will be removed from the site and disposed of in an approved location. Handling and disposal of these soils will be included in the project specifications. During the final design, an Environmental Land Use Restriction (ELUR) could be used in lieu of removing the soil, if deemed the more practical solution.
6	It is assumed that a portion of the airport parcel (currently owned by the City of Bridgeport) will be transferred to ConnDOT as part of the road realignment. It should be noted that this transfer would most likely be subject to the CT Property Transfer Act due to the disposal of hazardous waste on the subject parcel.	The Property Transfer Act is not applicable where there has been no placing of hazardous materials since 1980. The City has owned the property since 1975 and there has been no placing of materials on the site under its ownership. The City contents that it is not subject to the Property Transfer Act. The City and State continue to discuss alternatives to transferring the property in fee simple and the applicability of the CT Property Transfer Act (see also response to #4 above).
7	If Raymark waste is located within the expanded runway safety area, it is recommended that the airport work with EPA and CTDEP to remediate this area as part of the project. If the Raymark waste area is not remediated as part of this safety area improvement project, EPA will have to access the safety area in the future to remediate the existing Raymark waste. Failure to coordinate with EPA on this issue could have significant legal and financial impacts on ConnDOT and/or the City of Bridgeport.	The City of Bridgeport will continue to coordinate with both the EPA and CTDEP if and when contaminated soil or ground water is encountered.



COMMENTS AND RESPONSES – LETTERS

PROJECT NAME: DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL IMPACT STATEMENT FOR THE RUNWAY SAFETY AREA IMPROVEMENTS, DATED AUGUST 2010

PROJECT LOCATION: IGOR I. SIKORSKY MEMORIAL AIRPORT

No. COMMENT RESPONSE

Agency Review (Town of Stratford, dated October 15, 2010)

1 Pursuant to FAA Order 1050.1E, §500a(1), the FAA must consider "other reasonable alternatives" to the preferred Alternative 1G-Modified with installation of EMAS plan. Such "other reasonable alternative" that most significantly "avoid(s) or minimize(s) adverse impacts" is clearly Alternative 1 that utilizes the existing pavement envelope of Runway 6-24. The DEIS failed to provide due consideration to Group 1 Alternative. The DEIS failed to discuss the minimal environmental impacts that would result from constructing Engineered Materials Arresting System (EMAS) on the current runway without extending the overall footprint of the runway or relocating Main Street. The minimum runway length sufficient to accommodate existing operations is the current length of 4,677 feet, based on present users and aircraft operational characteristics. The EIS (May, 1999) evaluated 22 alternatives. Alternative 1-G modified with the installation of EMAS was selected as the alternative that best meets the Purpose and Need while minimizing environmental impacts. In 2007, there were over 6,000 operations of jet aircraft (an average of over 17 operations per day). Many of these aircraft are restricted to using this runway during "bare and dry" conditions and well under their maximum carrying capacity. A reduction in runway length would prevent many of the current aircraft from using the runway. Therefore FAA does not consider the commentor's proposal of siting the EMAS on the existing runway a reasonable alternative since placing the EMAS on the existing runway pavement would shorten the runway length by approximately 300 feet.

2 It should be noted that any work completed within 100-feet of any inland wetlands would be defined as "regulated activity" in accordance with Section 226 of the SIWWR. Since the proposed applicant would be the City of Bridgeport or FAA, the project would require a permit from the Stratford Inland Wetland and Watercourses Agency (SIWWA) for any work that would be completed within 100-feet of any inland wetland or watercourse to Section 6.1 of the SIWWR. The City of Bridgeport will comply with all laws, rules, and regulations required to construct this project.

3 Due to the age of the previous FEIS (May 1999), any tidal or inland wetlands located within the proposed project area that were not delineated as part of this DEIS would need to again be delineated to define the limits of the inland and tidal wetland boundaries. Any potential impacts to the (tidal or inland) along the western portion of the site must be evaluated based upon the updated wetland mapping. The Written Reevaluation did not rely on outdated wetland data. In December 2009, the boundaries of the inland and tidal wetlands within the vicinity the Runway 24 end and Main Street were again field-delineated. In June 2010 and October 2010, the wetlands in the vicinity of the Main Street Realignment Project were further evaluated (see Section 3.12). Current wetland mapping will be used for all permit applications.

4 The new Federal Emergency Management Agency Flood Insurance Rate Map for the project area were revised and issued on June 18, 2010 prior to the completion of the DEIS dated August 2010. The reliance on old and outdated data from the previously issued June 1992 FEMA maps is incorrect and must be updated to reflect the changes. The Final Written Reevaluation of the EIS incorporates the June 18, 2010 FIRM. There would be both temporary and permanent impacts below the 100-year floodplain elevation.



COMMENTS AND RESPONSES – LETTERS

<b>PROJECT NAME:</b>	<b>DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL IMPACT STATEMENT FOR THE RUNWAY SAFETY AREA IMPROVEMENTS, DATED AUGUST 2010</b>
<b>PROJECT LOCATION:</b>	<b>IGOR I. SIKORSKY MEMORIAL AIRPORT</b>

No.	COMMENT	RESPONSE
5	The DEIS fails to study or adequately address impacts to the Connecticut State listed species from the proposed project based on the Alternative 1-G Modified plan. Further clarification to determine the methodology behind the determination that no species will be affected should be provided in the DEIS (i.e. site-specific species inventory).	<p>The project will not adversely impact wildlife habitat; the project will increase and improve the existing habitat. Removing the tide gate and berm, and replacing the culverts under the road and driveway will increase tidal flow and restore the tidal ditch. The re-alignment of Route 113 would occur on property that is currently disturbed fill material (crushed concrete rubble and stone) while the majority of the existing road bed would be restored to grass. The runway rehabilitation project would actually reduce the current paved areas by approximately four acres.</p> <p>Section 3.13.1, <i>Rare, Threatened and Endangered Species</i>, provides additional information including references to coordination with both CTDEP and FWS. Although no impacts are anticipated, coordination with CTDEP is ongoing; agency wildlife biologists will review the Final EIS and provide additional clarification on any potential impacts to protected species.</p>
6	There is no indication that coordination with the FWS or the National Marine Fisheries Service occurred, in the 11 years since the FEIS.	Work has been coordinated with the FWS and the NMFS (see Appendix B) including, the FWS letter dated January 16, 2010 and the NMFS Letter dated January 22, 2010. In addition, an Essential Fish Habitat Assessment was submitted to the NMFS in August and revised in November 2010. The project will increase and improve the existing habitat. Removing the tide gate and berm, and replacing the culverts under the road and driveway will increase tidal flow and restore the tidal ditch.



COMMENTS AND RESPONSES – LETTERS

**PROJECT NAME:** DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL IMPACT STATEMENT FOR THE RUNWAY SAFETY AREA IMPROVEMENTS, DATED AUGUST 2010

**PROJECT LOCATION:** IGOR I. SIKORSKY MEMORIAL AIRPORT

No.	COMMENT	RESPONSE
7	Solid Waste Disposal Area Section 3.14.3 (Paragraph 10) states, "The so called Raymark Waste identified in several portions of the site and the airport earth fill located near the project area may contain solid waste at a volume (greater than 10 cubic yards) that could subject the Site to the requirements of the Connecticut Solid Waste Regulations." The potential effects from the disturbance and proper remediation of the Raymark waste area must be addressed as part of the DEIS. Since the exact size of the Raymark waste area has not been identified, further investigation and a feasibility study will be required to accurately the effects of a potential remediation strategy.	The Raymark waste is present on the site. According to previous studies, including Raymark Bulletin 44, published by the EPA, Raymark Waste may be present between proposed roadway Stations 23+50 and 26+00. As noted in Bulletin 44, EPA has been examining cleanup options. Project specifications will include provisions for including best management practices and compliance with all federal, state, and local regulation. These specifications will require testing of waste materials for contamination during excavation and hauling contaminate soils to sanctioned waste disposal sites. A Solid Waste Disposal Area Disposal Area Disruption Authorization may be necessary if more than 10 cubic yards of solid waste is present. Potential excavation and removal of the Raymark waste would be of short duration and of a minimal amount. While long term exposure to high levels of asbestos is a known carcinogen, there is little data available for limited exposure.
8	Compatible Land Use. Section 4.0.1 (Paragraph 5) states, "Coordination with the Town of Stratford planning has indicated that no new development is located within the proposed project area. It can be concluded that the proposed improvements would be compatible with existing and proposed land uses and would be consistent with local plans." Section 4.0.1 regarding compatible land use failed to identify the Short Beach Landfill as a probable opposing land use in relation to the build alternative. In particular, the final cap and closure of the landfill, which is required in accordance with Regulations of Connecticut State Agencies (RCSA) § 22a-209-13, will require consultation with the FAA and the EPA regarding final grading and elevations. It is obvious from the DEIS that no communication has occurred between the FAA and EPA regarding this parcel of real estate adjacent to the airport.	The City of Bridgeport and Town of Stratford have met on the closure of the Short Beach Landfill; discussions regarding the closure are expected to continue. The proposed redevelopment options (coastal linear park, ball fields or municipal operated compost facility) are all compatible land uses.
9	Section 4.5.2 (Paragraph 5) states, "An existing shared use path for bicycles and pedestrians located along the east side of Main Street will need to be restructured. A temporary path, up to 300feet long, may be need to maintain bike and pedestrian traffic, along this segment immediately south of the Main Street culvert crossing. If needed, this will result in additional temporary impacts to tidal wetland resources. Further determination of the type of tidal resource impacts will be included in permit applications submittals." Any proposed construction or realignment of Main Street would have to include temporary access to both bicycles and pedestrian traffic. This statement should be modified to ensure that any pathways be reconstructed after any potential alignment of Main Street and that temporary access would be provided during the course of the proposed project.	The realignment of Main Street will incorporate a shared use path for bicycles and pedestrians. Temporary access will be provided during construction.



COMMENTS AND RESPONSES – LETTERS

**PROJECT NAME:** DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL IMPACT STATEMENT FOR THE RUNWAY SAFETY AREA IMPROVEMENTS, DATED AUGUST 2010

**PROJECT LOCATION:** IGOR I. SIKORSKY MEMORIAL AIRPORT

No.	COMMENT	RESPONSE
10	Any filling of inland wetlands on the site would require a Stratford IWWA permit. Furthermore, projects that aim at filling wetlands would need to propose an alternative mitigation project so that there is no net loss of wetlands as a result. The DEIS does not address how wetland mitigation would be performed for the filling of inland wetlands at the site. The applicant must consult with Town of Stratford to determine a proper wetland mitigation plan for the project. To date, there has been no coordination with the Town regarding this issue.	Due to ongoing litigation between FAA, Bridgeport, and Stratford, consultation has been strained. Despite the litigation, the City of Bridgeport will comply with all applicable laws and ordinances during the construction. Permit applications will be submitted to appropriate agencies. Any proposed wetland mitigation will be included in the design and permit applications. It is anticipated that most, if not all, mitigation will be possible on-site. Mitigation plans will be developed in detail upon further review with CTDOT and CTDEP. Mitigation options include improving quality of wetlands along the tidal ditch between the berm and the Main Street cross culvert by removing chunks of reinforced concrete and other debris along the banks of the ditch. Other options include grading and establishing additional wetland vegetation along tidal ditches within the project limits.
11	Section 4.7 (paragraph 2) states, "An air quality emission inventory for the period of the proposed actions indicated that the construction-related emissions would be well below the de-minimis threshold during construction." The paragraph does not address any air quality impacts from the disturbance of known and confirmed Raymark waste. It is reasonable to conclude that construction impacts associated with the proposed design Alternative 1 -G Modified will have air quality impacts that will include release of air borne asbestos from the disturbance of Raymark waste. These air quality impacts must be addressed and mitigation efforts/Best Management Practices discussed.	As noted by the commenter, an Air Quality analysis was conducted for the proposed project and is included in the Written Reevaluation (see Section 3.4 and Section 4.1). The total project-related emissions are well below the applicable de minimis thresholds, signifying that project emissions do not interfere with the air quality goals of the area's State Implementation Plan. Project specifications will address the handling and disposal of any contaminated materials within the project area. All excavation and disposal will comply with current federal and state rules, regulations and laws. Best management practices will be employed during the construction.
12	Non-Airport Related Projects. Section 4.8.2 — (Paragraph 1) states, "The Town of Stratford Planning Department has been contacted to determine planned non-airport related actions that are reasonably foreseeable within the geographic area defined for this analysis. No new development has been proposed within the vicinity of the airport. Therefore, the potential impacts below only address airport-related impacts." This statement is false as future plans to properly close the Short Beach Landfill in accordance with the CTDEP and EPA regulations is proposed. Furthermore, part of the request to close the landfill is a request by the FAA that the height of the landfill comply with FAA glide slope requirements. The discussion of potential impacts should include an analysis of the Short Beach Landfill closure project and any potential impacts in relation to the proposed project.	Section 4.8.2 relates to proposed adjacent land uses which might be affected by an airport project. One example would be an airport project that directs new flight tracks over undeveloped land, where new residential development is proposed in that area. This runway safety area project and the proposed landfill closure have no impact on each other, so no further analysis is required. The City of Bridgeport and Town of Stratford have met on the closure of the landfill; discussions regarding the closure are expected to continue.



COMMENTS AND RESPONSES – LETTERS

**PROJECT NAME:** DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL IMPACT STATEMENT FOR THE RUNWAY SAFETY AREA IMPROVEMENTS, DATED AUGUST 2010

**PROJECT LOCATION:** IGOR I. SIKORSKY MEMORIAL AIRPORT

No.	COMMENT	RESPONSE
13	The August 2010 DEIS fails to adequately address numerous and new significant circumstances and information affecting environmental concerns. Therefore, pursuant to FAA Order 1050 1.E, 515a(2), the preparation of a new EIS is necessary in order to address such inadequacies and concerns.	The commentor refers to the document as a Draft Environmental Impact Statement. This document is a Written Reevaluation. Section 1.0 describes why a Written Reevaluation is an appropriate analysis for this project. The Written Reevaluation will determine whether the contents of the previously prepared 1999 environmental documents remain valid or whether significant changes require the preparation of a supplemental or new EIS. As evidenced by this Final Written Reevaluation FAA does not agree that there are “numerous and new significant circumstances and information affecting environmental concerns.”
14	The DEIS failed to address numerous, significant circumstances and information regarding valid environmental concerns that have a direct on the local environment, residents, and airport operations. It is our request that the FAA follow federal law and its own rules to take steps necessary to investigate and analyze these with due consideration for the safety and health of all parties affected, not solely pilots passengers. We therefore request that the FAA prepare a new EIS pursuant to FAA Order 1050.1E, §§ 515 and 516, in furtherance of the purposes of NEPA.	Comment noted. FAA disagrees with this conclusion and has addressed what the commenters assert is “significant new circumstances and information” concerns in the responses above.
<input checked="" type="checkbox"/> <b>Agency Review (City of Bridgeport, dated October 15, 2010)</b>		
1	The City stands strongly in favor of the proposed safety project and believes that the scope of any adverse environmental impact will be significantly less than what was approved in the FEIS and, in some respects, the environmental impacts will be those of improvements.	Comment noted. The current environmental impacts are less than the larger project approved in 1999. This includes less impact on local roadway travel time (1999: 56-second increase, 2011: 3-second increase) and wetlands (1999: up to 2.95 acres inland and tidal wetlands, 2011 up to 0.46 inland and tidal wetlands).
<input checked="" type="checkbox"/> <b>Public Review (Paul Anderson, United Technologies, dated September 27, 2010)</b>		
1	Aircraft of United Technologies frequently operate into and out of the airport. RSA’s on Runway 6-24 should meet current FAA minimum safety standards. Runway 6-24 is badly in need of new pavement.	Comment noted (see Section 1.3).
<input checked="" type="checkbox"/> <b>Public Review (Russell Buck, dated October 3, 2010)</b>		
1	I see this runway extension as justifying further increases in the frequency of these jets.	The proposed project at Igor I. Sikorsky Airport does not include a runway extension (see Section 1.0).
2	The addition of a safety zone will change the usable length of the runway.	The existing runway length will not change under this project (see Section 2.2.1). The minimum runway length sufficient to accommodate existing operations is the current length of 4,677 feet, based on present users and aircraft operational characteristics.



COMMENTS AND RESPONSES – LETTERS

**PROJECT NAME:** DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL IMPACT STATEMENT FOR THE RUNWAY SAFETY AREA IMPROVEMENTS, DATED AUGUST 2010

**PROJECT LOCATION:** IGOR I. SIKORSKY MEMORIAL AIRPORT

No.	COMMENT	RESPONSE
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**Public Review (David Faile, Friends of Sikorsky Airport, dated September 27, 2010)**

1	Many Stratford residents and Mayor of Stratford complained that they have not been listened to when it comes to the Airport. Looking at the history of the design and planned safety improvements at the Airport tells a completely different story.	Comment noted. The last paragraph of Section 1.0 has been updated to reflect the public review process related to this Written Reevaluation.
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2	Moving the road and the fence has many benefits for both the Airport and Stratford.	Comment noted.
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**Public Review (Bruce Johnson, no date)**

1	I strongly support the proposed safety improvements at the airport. Sikorsky Memorial Airport is an economic asset to the whole region provided business and jobs. The proposed plan to improve safety must be adopted and implemented.	Comment noted.
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**Public Review (Lisa Matson, dated September 13, 2010)**

1	If runway 6-24 is so unsafe, why does the FAA allow it be used at all? How bad does the runway surface need to be before the runway will be closed? If planes have continued to land and take off since 1999, how unsafe could the length and surface of the airport runway be? If safety is a concern, why hasn't the FAA given the City of Bridgeport the funds to pave runways other than 6-24?	The Runway 6-24 pavement requires normal re-surfacing to continue to provide an acceptable surface for use by aircraft. FAA standards related to runway pavement conditions are contained in FAA Advisory Circular 150/5380-6B, <i>Guidelines for Maintenance of Airport Pavements</i> . The objective of FAA's Runway Safety Area Program (FAA Order 5200.8) "is that all federally obligated airports and all RSAs at airports certificated under 14 Code of Federal Regulations (CFR) part 139 shall conform to the standards contained in FAA Advisory Circular 150/5300-13 to the maximum extent practicable. In addition, prior to receiving federal funding for re-surfacing, the RSAs at the Airport must conform to the standards set forth by the FAA, to the extent practicable. Igor I Sikorsky Airport is certified under 14 CFR part 139 and Runway 6-24 requires resurfacing so improving the RSA is require under 14 CFR 139.309.
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2	Why are planes allowed to land in Stratford on dark and stormy nights when even metropolitan airports are closed?	Public airports are generally open 365 days a year and can operate in a safe manner at night and in bad weather. Metropolitan airports generally do not close. Aircraft are equipped and pilots are trained to land and takeoff in various weather conditions.
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3	Why isn't the tower manned 24 hours a day, 7 days a week? Why are planes allowed to land when the tower is not manned?	Most airports do not have air traffic control towers and can operate safely. The traffic at Sikorsky does not reach levels where it meets FAA criteria for a 24-hour manned tower.
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COMMENTS AND RESPONSES – LETTERS

**PROJECT NAME:** DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL IMPACT STATEMENT FOR THE RUNWAY SAFETY AREA IMPROVEMENTS, DATED AUGUST 2010

**PROJECT LOCATION:** IGOR I. SIKORSKY MEMORIAL AIRPORT

No.	COMMENT	RESPONSE
4	What scientific data is there to prove that a shorter runway caused the loss of life and not the poor runway surface, bad weather, and poorly staffed airport?	The National Transportation Safety Board issued a determination on the probable cause of the accident which included the non-frangible blast fence (see Appendix G). The FAA has established standards for Runway Safety Areas at all airports, and seeks to implement these standards to the fullest extent practicable. This is particularly relevant here at Sikorsky considering the history of aircraft accidents which included the fatal accident in 1994. This Reevaluation document makes no determination on a “shorter runway” causing the 1994 accident.
5	Why isn't there regular commercial service that used to be available to Washington DC? What evidence is there that there is a demand for service out of Stratford? How many airports can the area support? Isn't Tweed New Haven struggling to survive?	Airlines make the decision regarding when and where to have commercial service. This document makes no determination regarding demand for service or number of airports. The FAA has established standards for Runway Safety Areas at all airports, and seeks to implement these standards to the fullest extent practicable.

**Public Review (George Mulligan, dated September 28, 2010)**

1	Expanded airport footprint can affect range of drug airplanes and possibly terrorists.	The installation of the Runway Safety Area does not affect runway length or aircraft range.
2	An overrun of the runway to the safety area shall affect capped asbestos.	Asbestos materials may be present on the site of the proposed runway safety area. Project specifications will include provisions for including best management practices and compliance with all federal, state, and local regulation. These specifications will require testing of waste materials for contamination during excavation and hauling contaminate soils to sanctioned waste disposal sites. All disturbed areas will be either landscaped with grass or overlain with asphalt, both of which will cap the underlying asbestos materials.
3	EPA Bulletin #44 shows EPA plans to consolidate Raymark to inland dumpsite.	EPA Bulletin 44 notes that EPA, CTDEP and Town Officials have agreed to develop a master plan to cleanup the numerous Raymark waste locations in Stratford. Potential clean approaches for the Site adjacent to the Airport, known as Operable Unit #6, include excavation (off-site disposal), treatment and capping of the site. A combination of off-site disposal and capping of the disturbed areas will be used when asbestos material is encountered during the construction.



COMMENTS AND RESPONSES – LETTERS

**PROJECT NAME:** DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL IMPACT STATEMENT FOR THE RUNWAY SAFETY AREA IMPROVEMENTS, DATED AUGUST 2010

**PROJECT LOCATION:** IGOR I. SIKORSKY MEMORIAL AIRPORT

No.	COMMENT	RESPONSE
4	All Sikorsky crashes have been pilot error.	There have been various contributing factors to past aircraft accidents and fatalities at this airport Appendix G contains the National Transportation Safety Board accident investigation reports. The lack of standard safety areas is one such factor. On October 1, 1999, the FAA issued FAA Order 5200.8, <i>Runway Safety Area Program</i> , which stated that all federally obligated airports and all RSAs at airports certificated to provide scheduled passenger service shall conform to the standards contained in FAA Advisory Circular 150/5300-13, <i>Airport Design</i> , to the extent practicable.
5	FAA only cares about airplane, pilots, passenger safety, under purview.	While safety of the national aviation system is FAA's core mission, the FAA also has responsibilities to comply with federal environmental law. This includes the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) regulations implementing NEPA, and various natural/cultural resource protection laws and regulations.
6	Statutorily, all federal departments and agencies are mandated to work together under direction from executive, legislative, and judicial.	Comment noted.

**Public Review (Denise Nelson, no date)**

1	In addition to the noise: the danger of closing the evacuation route for 2,300 Lordship households and the destruction of wildlife adjacent to a wildlife refuge.	The project will not close any evacuation route for Lordship. The proposed project is the installation of the runway safety areas and repair of the runway pavement. No impacts to the wildlife refuge are anticipated.
2	I am concerned about the effect of the airplane pollutants.	An Air Quality analysis was conducted for the proposed project and is included in the Written Reevaluation (see Section 3.4 and Section 4.1). The total project-related emissions are well below the applicable de minimis thresholds, signifying that project emissions do not interfere with the air quality goals of the area's State Implementation Plan.

**Public Review (Pete Pantelis, dated October 5, 2010)**

1	FAA should make the runway improvements and any other improvements that facilitate a better airport.	Comment noted. The project under consideration includes repair of pavement and installation of safety areas as recommended by the NTSB.
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COMMENTS AND RESPONSES – LETTERS

**PROJECT NAME:** DRAFT WRITTEN REEVALUATION OF THE ENVIRONMENTAL IMPACT STATEMENT FOR THE RUNWAY SAFETY AREA IMPROVEMENTS, DATED AUGUST 2010

**PROJECT LOCATION:** IGOR I. SIKORSKY MEMORIAL AIRPORT

No.	COMMENT	RESPONSE
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**Public Review (Mike Rosen, dated October 6, 2010)**

1	People fear that the safety expansion will just be paved over one day to allow bigger planes and in turn, increase the noise. If that is not the intent, then offer a legally binding document stating so. It would be a more meaningful if it included monetary consequences paid by the FAA To the Town of Stratford for breach of agreement (Noise Abatement Program).	The approved Airport Layout Plan (ALP) does not include a runway extension (see Exhibit 1.1-1). Any extension or change to the runway footprint would have to include additional safety area and be shown on an approved ALP. Any increase to the runway would also require a new Environmental Impact Statement and public involvement.
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**Public Review (Burton Schwartz, dated September 16, 2010)**

1	The many benefits to a clean, updated airport are advantageous to everyone and the economic growth of the area. The safety issues and accident prevention must be considered.	Comment noted.
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**Public Review (Walter Smith, dated September 27, 2010)**

1	Eight lives would have been saved had the current fence been replaced at the time by a safety area. The safety area will make a safe airport even safer for both takeoffs and landings. The safety improvements will benefit the community at large through better drainage in the immediate vicinity. A number of modifications have already been made to the original safety plan to satisfy community concerns.	Comment noted.
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**Public Review (Emily Wood, dated September 3, 2010)**

1	Any expansion will be even more detrimental to our life here. The planes now go over our houses and are very low and very noisy. We've been told this flight pattern is only for bad weather; however, every day there are at least 10 planes that come over the houses.	The approved Airport Layout Plan (ALP) does not include a runway extension. Any extension or change to the runway footprint would have to include additional safety area and be shown on an approved ALP. Any increase to the runway would also require a new Environmental Impact Statement and public involvement.
2	Safety modifications are surely needed as there have already been several mishaps but accommodations for larger planes will surely bring trouble – perhaps even hitting houses.	This project does not include any "accommodations for larger planes". It is the installation of runway safety areas, and repair of runway pavement. No change is anticipated in the type or number of aircraft using the Airport.

This appendix contains the following articles/reports regarding relevant aircraft accidents that have occurred at Igor I. Sikorsky Memorial Airport since 1994:

**APRIL 27, 1994 INCIDENT (NTSB IDENTIFICATION: DCA94MA053)**

National Transportation Safety Board - Narrative.

National Transportation Safety Board - Factual Report Aviation

**MARCH 9, 2001 INCIDENT (NTSB IDENTIFICATION: NYC0FA084)**

National Transportation Safety Board - Factual Report Aviation

Cummings, B. & Ramunni, K. (2001, March 10). No one hurt; Sikorsky officials cite need for safety improvements. *Connecticut Post*, pp A1, A9.

**JUNE 12, 2009 INCIDENT (NTSB IDENTIFICATION: ERA09LA339)**

National Transportation Safety Board – Preliminary Narrative.

Burgeson, J. (2009, June 12). 7 survive Sikorsky Airport plane crash. *Connecticut Post*. Retrieved from <http://www.connpost.com>

NTSB Identification: **DCA94MA053** .

The docket is stored in the Docket Management System (DMS). Please contact [Records Management Division](#)

Nonscheduled 14 CFR

Accident occurred Wednesday, April 27, 1994 in STRATFORD, CT

Probable Cause Approval Date: 4/12/1995

Aircraft: PIPER PA=31-350, registration: N990RA

Injuries: 8 Fatal, 1 Serious.


The captain had ILS glideslope data available during the approach but did not fly the ILS glideslope. The partial obscuration of the airport environment, due to ground fog, contributed to the captain's failure to recognize that the airplane was high on both his approach and landing. The destruction of the airplane and the resulting occupant injuries were a direct result of the collision with the blast fence. FAA interaction & communication with local communities, although persistent, were unsuccessful in gaining support for runway safety area improvements and for the installation of approach lighting for runway 6. The passenger seats had been improperly assembled using unapproved parts, and seat belts had been installed incorrectly.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The failure of the captain to use the available ILS glideslope, his failure to execute a go-around when conditions were not suitable for landing, and his failure to land the airplane at a point sufficient to allow for a safe stopping distance; the fatalities were caused by the presence of the nonfrangible blast fence and the absence of a safety area at the end of the runway. (NTSB Report AAR-94/08)

[Full narrative available](#)

[Index for Apr1994](#) | [Index of months](#)

	NTSB ID: DCA94MA053	Aircraft Registration Number: N990RA
	Occurrence Date: 04/27/1994	Most Critical Injury: Fatal
	Occurrence Type: Accident	Investigated By: NTSB

Location/Time					
Nearest City/Place	State	Zip Code	Local Time	Time Zone	
STRATFORD	CT	06497	2256	EDT	


Airport Proximity: On Airport/Airstrip	Distance From Landing Facility:
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Aircraft Information Summary		
Aircraft Manufacturer	Model/Series	Type of Aircraft
PIPER	PA=31-350 /PA=31-350	Airplane

Revenue Sightseeing Flight: No	Air Medical Transport Flight: No
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<p><b>Narrative</b></p> <p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:                  SEE NTSB BLUE COVER REPORT NTSB/AAR-94-008</p>
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National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION SAFETY BOARD		NTSB ID: DCA94MA053			
		Occurrence Date: 04/27/1994			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
SIKORSKY MEMORIAL	BDR	10 Ft. MSL	6	4677	150
Runway Surface Type: Asphalt					
Runway Surface Condition:					
Approach/Arrival Flown: Visual					
VFR Approach/Landing: Full Stop					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
PIPER		PA=31-350 /PA=31-350		31-7405417	
Airworthiness Certificate(s): Experimental (Special); Acrobatic; Normal					
Landing Gear Type: Retractable - Tricycle					
Amateur Built Acft? No	Number of Seats: 10	Certified Max Gross Wt.	7250 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Reciprocating	LYCOMING	TIO-540-J2BD	350 HP		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Annual	01/1994	Hours	Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type No	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
		BOX 117			
JIB, INC		City		State	Zip Code
		EAST HADDAM		CT	06423
Operator of Aircraft		Street Address			
		City		State	Zip Code
ACTION AIR CHARTERS				T	
Operator Does Business As: ACTION AIR CHARTERS			Operator Designator Code: JIBA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): On-demand Air Taxi					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter					
Type of Flight Operation Conducted: Unknown;Non-scheduled; Domestic; Passenger Only					
FACTUAL REPORT - AVIATION					Page 2

	NTSB ID: DCA94MA053
	Occurrence Date: 04/27/1994
	Occurrence Type: Accident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 33
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Sex: M	Seat Occupied: Left	Occupational Pilot? <input type="checkbox"/> Civilian Pilot <input type="checkbox"/>	Certificate Number: On File
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Certificate(s): Commercial; Private

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Current Biennial Flight Review?

Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 03/1994
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	3500	527		2000	1125	250				
Pilot In Command(PIC)	2200									
Instructor										
Instruction Received										
Last 90 Days	71	71		71						
Last 30 Days	44	44		44						
Last 24 Hours	2	2		2						

Seatbelt Used? Yes	Shoulder Harness Used? No	Toxicology Performed? Yes	Second Pilot? No
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: VFR

Departure Point ATLANTIC CITY	State NJ	Airport Identifier ACY	Departure Time 2155	Time Zone EST
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Destination Same as Accident/Incident Location	State	Airport Identifier	
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Type of Clearance: VFR

Type of Airspace: Class D

**Weather Information**

Source of Wx Information:  
  
Flight Service Station




 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: DCA94MA053	
	Occurrence Date: 04/27/1994	
	Occurrence Type: Accident	

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
BDR	2150	EST	10 Ft. MSL	1 NM	250 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			2700 Ft. AGL		Condition of Light: Night/Dark
Lowest Ceiling: Broken		9500 Ft. AGL		Visibility: 2 SM	Altimeter: 29.00 "Hg
Temperature: 15 °C	Dew Point: 15 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 250		Wind Speed: 6		Wind Gusts:	
Visibility (RVR): 0 Ft.		Visibility (RVV) 0 SM			
Precip and/or Obscuration:					

<b>Accident Information</b>		
Aircraft Damage: Destroyed	Aircraft Fire: Ground	Aircraft Explosion: Ground

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	7	1			8
- TOTAL ABOARD -	8	1			9
Other Ground	0	0	0		0
- GRAND TOTAL -	8	1	0		9

 <p>National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION</p>	NTSB ID: DCA94MA053	
	Occurrence Date: 04/27/1994	
	Occurrence Type: Accident	

Administrative Information

Investigator-In-Charge (IIC)  
ROBERT P. BENZON

Additional Persons Participating in This Accident/Incident Investigation:

DAVID IVEY  
WASHINGTON, DC

DEEPAK JOSHI  
WASHINGTON, DC

MALCOLM BRENNER  
WASHINGTON, DC

JOHN DELISI  
WASHINGTON, DC

National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION		NTSB ID: NYC01FA084		Aircraft Registration Number: N48DD	
		Occurrence Date: 03/09/2001		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Bridgeport	State CT	Zip Code 06497	Local Time 1301	Time Zone EST	
Airport Proximity: On Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Hawker Siddeley		Model/Series HS-125-3A		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
HISTORY OF FLIGHT					
<p>On March 9, 2001, about 1301 eastern standard time, a Hawker Siddeley HS-125-3A, N48DD, was substantially damaged when it overran the runway while landing at the Igor I. Sikorsky Memorial Airport (BDR), Bridgeport, Connecticut. The two certificated airline transport pilots were not injured. Instrument meteorological conditions prevailed and an instrument flight rules flight plan was filed for the positioning flight that originated from the Bradley International Airport, Windsor Locks, Connecticut, about 1230. The flight was conducted under 14 CFR Part 91.</p> <p>According to the pilot-in-command (PIC), the airplane was positioned to BDL for the second-in-command (SIC) to receive a PIC checkride from the Federal Aviation Administration (FAA); however, the checkride was canceled due to weather conditions. The PIC additionally stated that part of the oral portion of checkride, which was conducted, included preflight planning of airplane performance data and weather evaluation for the flight to BDR.</p> <p>According to the SIC, the airplane was repositioned to BDR for her to complete a checkride with the FAA; however, due to the airplane's airworthiness paperwork not being in order, a FAA inspector canceled the checkride. The flightcrew then contacted a FSS to check the weather and file a flight plan for the flight to BDR. The SIC additionally stated that the flightcrew did not complete any airplane performance or weather planning prior to their departure from BDL.</p> <p>According to the FAA airworthiness inspector who examined the airplane's documents for the SIC's checkride, he could not make a determination of the airplane's airworthiness due to the failure of the flightcrew's ability to produce documents confirming the airworthiness. The inspector then informed the FAA operations inspector that he could not make a determination of the airplane's airworthiness, and not to fly in the airplane.</p> <p>According to the FAA operations inspector who was to conduct the checkride, he did not conduct any airplane performance or weather planning with the flightcrew.</p> <p>The SIC additionally stated that she contacted a Flight Service Station (FSS), about 1045, to check the weather and file a flight plan for the checkride, and the return flight to BDR. At 1122, the SIC made a second call to a FSS, requesting the weather conditions at Westfield and Worcester, Massachusetts, "to see just how much it changed after the hour." At 1226, the SIC made a third call to a FSS. She requested the weather at BDL and BDR. The briefer advised the weather at BDL, then advised that the hourly BDR weather was, "three hundred overcast, one-half mile, snow and fog, [winds] one thirty at seven, [temperature and dew point] plus one, zero. OK? Anything else?" The SIC replied, "that's what I needed." Review of recorded conversations between the SIC and the FSS briefer revealed that the SIC did not request, nor receive, any NOTAMS during any of the calls.</p>					
FACTUAL REPORT - AVIATION					
Page 1					

National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION SAFETY BOARD	NTSB ID: NYC01FA084
	Occurrence Date: 03/09/2001
	Occurrence Type: Accident

## Narrative (Continued)

The airplane then departed BDL with the SIC at the left seat position flying the airplane, for the positioning flight to BDR.

According to the flightcrew, the flight arrived in the BDR area, and an ILS approach to runway 6 was executed to the airport. During the approach, while completing the landing checklist, the PIC visually observed that the hydraulic pressure gauge, "smiley face," was normal, and he performed a "brake test." The BDR tower controller advised the flightcrew that a Navajo had just landed and reported a 250-foot ceiling, 3/4 miles of visibility, and that the runway braking action was "good." On final approach, the airplane broke out of the overcast clouds about 400 feet above the ground. The runway appeared dry, with only blowing snow across it, and the approach was continued at an airspeed of about 126 knots. As the airplane touched down on the runway, at an airspeed of about 116 knots, the SIC stated to the PIC that she did not have any braking effectiveness, and selected the "dump flaps" to slow the airplane. The airplane continued down the runway and did not seem to be slowing to a safe speed. The flightcrew observed the 1,000-foot remaining marker approaching and the SIC selected the emergency brakes. After she felt a lack of deceleration, the SIC selected the parking brake. The airplane continued off the end of the runway, impacted a non-frangible fence, and came to rest with about 4 feet of the airplane protruding onto a public access road.

After the accident, the air traffic controller who had issued the landing clearance to the airplane stated that he observed the airplane touch down on runway 6, abeam "taxiway Bravo, with 3,200 feet remaining." On landing rollout, slush was observed, "spraying" from the airplane, which extended rearward, about 5 feet from the airplane. The controller did not observe the airplane impact the fence due to the obscured visibility from snow. The controller added that the airplane "landed at a high rate of speed."

According to a witness who was driving on a road about 1/4 mile prior to runway 6, he observed a jet airplane on approach to the airport. The witness, who was also a private pilot, estimated that the airplane crossed over the threshold of the runway at an altitude of about 100 feet and about 125 feet to the right of the runway centerline. As the witness continued to observe the airplane, it banked to the left about 10-15 degrees and became aligned with the centerline of the runway. The witness thought he would see the airplane execute a missed approach, but it continued to fly down the runway, about a "gear length" above the runway. The witness did not observe the airplane touchdown on the runway, as it traveled out of view due to the snow obscuring the visibility, which he estimated as 3/4 mile. The witness estimated the speed of the airplane, as he observed it landing, was "hot", but he could not estimate a numerical value.


Excerpts of the cockpit voice recorder (CVR) transcript revealed the following:

At the beginning of the transcribed recording, BDR ATIS weather information "Kilo" was recorded on the PIC's channel.

At 12:49:12, the ATIS recording stated, "Bridgeport tower information Kilo, time one six five four, wind one four zero at seven, visibility one half mile with snow, fog, ceiling three hundred overcast, temperature one, dew point zero, altimeter two nine eight zero. Expect the ILS approach landing runway six, departing runway eleven. NOTAMS. PAPI runway six out of service. Thin wet snow all surfaces. Braking action advisories in effect. Aircraft taxiing for departure are require to read back runway assignments. Sikorsky heliport class Delta airspace north of Bridgeport is active."

The PIC then briefed the SIC with the information that he had received. During the brief, the PIC did not mention any of the current NOTAMS transmitted on the ATIS.

At 13:00:27.7, the PIC stated, "ref plus five."

 <p>National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION</p>	NTSB ID: NYC01FA084
	Occurrence Date: 03/09/2001
	Occurrence Type: Accident
<p><b>Narrative (Continued)</b></p> <p>At 13:00:30.4, the PIC stated, "little gusty."</p> <p>At 13:00:34.9, the cockpit area mike recorded sounds of clicks and knocks.</p> <p>At 13:00:35.1, the PIC stated, "ah uh we need to get on it, two thousand feet to go."</p> <p>Throughout the CVR transcript, there was no discussion between the flightcrew of the current NOTAM's at BDR, or landing performance data.</p> <p>The accident occurred during the hours of daylight, approximately 41 degrees, 09 minutes north latitude, and 70 degrees, 07 minutes west longitude.</p> <p><b>FLIGHTCREW INFORMATION</b></p> <p><b>Pilot-in-Command</b></p> <p>The PIC held an airline transport certificate with a rating for airplane multi-engine land, and commercial privileges for airplane single-engine land. In addition, the PIC was type rated in the Boeing 727, Hawker Siddeley HS-125, Israel Industries IA-JET, and North American Rockwell N-265. The PIC reported his total flying experience in airplanes was 7,000 hours. He also reported that he had accumulated about 600 hours in the Hawker Siddeley HS-125 series airplane, of which about 42 hours were in the last 90 days.</p> <p>The captain's most recent FAA first class medical certificate was issued on November 24, 2001.</p> <p>The PIC attended and successfully completed HS-125 recurrent training at Simuflite, on January 24, 2001.</p> <p><b>Second-in-Command</b></p> <p>The SIC held an airline transport certificate with a rating for airplane single-engine and multi-engine land. The SIC also held a commercial certificate with privileges for airplane single-engine sea. In addition, the SIC was type rated in the Dassault DA-10, Dassault DA-20, Dassault DA-50, Gulfstream G-1159, Hawker Siddeley HS-125, and Israel Industries IA-JET. The SIC reported her total flying experience in all aircraft was 8,750 hours. She also reported that she had accumulated a total of 400 hours in the Hawker Siddeley HS-125 series airplane, of which 1.3 were in the last 3 years.</p> <p>The most recent training attended by the SIC, for the HS-125, was in 1997.</p> <p>The SIC's most recent FAA first class medical certificate was issued on March 2, 2001.</p> <p><b>AIRCRAFT INFORMATION</b></p> <p>Review of the airplane's maintenance records by a FAA inspector did not reveal any recorded notations referencing the braking system.</p> <p>The airplane was not equipped with thrust reversers.</p> <p><b>METEOROLOGICAL INFORMATION</b></p> <p>The weather recorded at BDR, at 1354 was, winds from 080 degrees at 5 knots, 3/4 mile visibility, light snow and mist, overcast skies at 300 feet, and a temperature of 34 degrees Fahrenheit.</p> <p>Aviation Terminal Forecasts (TAF)</p>	
<p><b>FACTUAL REPORT - AVIATION</b></p>	

National Transportation Safety Board <b>FACTUAL REPORT</b> <b>AVIATION</b>	NTSB ID: NYC01FA084
	Occurrence Date: 03/09/2001
	Occurrence Type: Accident
Narrative (Continued)	
<p>The TAF for BDR, issued March 9, about 1120, and valid from March 9 about 1100 to March 10 about 0700, was as follows: Wind from 140 degrees at 12 knots, visibility 2 statute miles, light snow, overcast skies at 900 feet. Between 1100 and 1200, visibility temporarily 4 statute miles, light snow, rain and mist, overcast skies at 1,200 feet. From 1300 to 1900, wind from 070 degrees at 10 knots, visibility 4 statute miles, light rain, and overcast skies at 1,200 feet. Between 1300 and 1500, visibility temporarily 2 statute miles, light snow, rain and mist, overcast skies at 600 feet.</p> <p>The TAF for BDR, issued March 9, about 1132, and valid from March 9 about 1200 to March 10 about 0700, was as follows: Wind from 140 degrees at 12 knots, visibility 1-1/2 statute miles, light snow and mist, overcast skies at 800 feet. Between 1100 and 1200, visibility temporarily 1/2 statute mile, snow and fog, overcast skies at 600 feet. From 1300 to 1900, wind from 070 degrees at 10 knots, visibility 4 statute miles, light rain, and overcast skies at 1,200 feet. Between 1300 and 1500, visibility temporarily 2 statute miles, light snow, rain and mist, overcast skies at 600 feet.</p> <p><b>AIRPORT INFORMATION</b></p> <p>Runway 6 at BDR was a 4,677-foot long, 150-foot wide, hard surfaced asphalt runway. The usable length of the runway when landing at the glideslope intercept point was 3,686 feet. No safety area existed at the end of runway 6. Runway 24 had a displaced threshold located 320 feet from the beginning of the runway.</p> <p>The distance from taxiway Bravo, to the end of runway 6, was about 3,214 feet.</p> <p>According to BDR records, a NOTAM was issued on March 9, 2001, that referenced the condition of the runway surfaces. The NOTAM was issued at 1143 and indicated, "Thin wet snow all surfaces."</p> <p>An airport operations officer stated that he was instructed to conduct a braking action test on runway 6 after that accident. The test was conducted using a vehicle, at a speed of 40 mph. The results were braking action "good" for the first, second, and third portions of the runway. The officer also observed 1/8 - 1/4 inch of slush patches on the runway surface.</p> <p>A pilot, who was flying a Piper PA-31 the day of the accident, stated that he had flown the ILS to runway 6 just prior to the accident airplane and was asked by an ATC controller to "keep his speed up" for a trailing airplane. The pilot recalled that the weather conditions were, visibility of about 1/2-3/4 mile, with a "ragged" ceiling of 250-300 feet. After landing, the pilot was queried by the ATC tower for a braking action report, which the pilot replied, "good." The pilot additionally stated that the conditions on the runway were "slushy" with snow accumulations towards the middle of the runway. After the pilot parked his airplane, he observed that it was snowing very heavy at times, with wet heavy snowflakes.</p> <p><b>Blast Fence</b></p> <p>An 8-foot 9-inch-high, nonfrangible metal blast fence was located about 342 feet prior to the runway 24 displaced threshold. The fence was installed to protect Connecticut State Highway 113, a public road that ran parallel to the fence, from jet/propeller blast of aircraft operating at the airport. The highway was located about 10 feet beyond the blast fence. The blast fence was constructed with galvanized structural steel upright sections and double reverse galvanized corrugated sheet metal.</p> <p><b>FLIGHT RECORDERS</b></p> <p>Cockpit Voice Recorder</p>	
FACTUAL REPORT - AVIATION	
Page 1c	

National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION	NTSB ID: NYC01FA084
	Occurrence Date: 03/09/2001
	Occurrence Type: Accident

## Narrative (Continued)

The airplane was equipped with a B&D Instruments and Avionics cockpit voice recorder (CVR). The CVR was transported to the Safety Board, Office of Research and Engineering, on March 13, 2001. The CVR group convened on April 25, 2001. A transcript was prepared for the last 11 minutes and 55 seconds of the 31-minute 44-second recording.

## WRECKAGE INFORMATION

The airplane was examined at the accident site on March 9, 2001.

The nose of the airplane was crushed rearward and to the right. Buckling was observed to the firewall. The nose landing gear was canted to the left and partially collapsed.

Damage to the left wing consisted of a galvanized structural steel upright section embedded about 32 inches into the wing, about 36 inches from the wing root. Another galvanized structural steel upright section was imbedded about 10 inches into the wing about 96 inches from the wing root.

The damage to the right wing consisted of a galvanized structural steel upright section embedded about 11 inches into the wing, at the wing root. Another galvanized structural steel upright section was imbedded about 8 inches into the wing about 72 inches from the wing root.

The flaps were observed in the "dump" position, and the wing spoilers were extended at an angle of 45 degrees.

When the cockpit area was examined, the parking brake was observed in the applied position, the flap selector was in the "dump" position, and the thrust levers were in the idle position.

The hydraulic brake pressure gauge in the cockpit was observed as 2,000 PSI on the left and right side. The supply was at a full scale left reading of "4."

The "bug" speed selected for the PIC's and SIC's airspeed indicators was observed as 116 knots.

Power was not applied to airplane due to the extent of damage to the wing and fuel tanks.

On March 10, 2001, the runway was examined. Two sets of skid marks were observed beginning at the displaced threshold, and continued to the non-frangible fence.

## TOXICOLOGY INFORMATION

Post accident drug and alcohol tests were not administered to the pilots after the accident.

## TEST AND RESEARCH

The airplane was further examined in a hangar at BDR on March 12, 2001 by a Safety Board investigator, an FAA inspector, and a certified HS-125 mechanic. The emergency brake lever located in the cockpit was observed in the release position. The accumulated hydraulic pressure was full scale high. When the emergency brake was selected, a "squishing sound" was heard and the brake pads of the left and right main landing gear were observed to move. The emergency brake was then released. The brake pedals on the left and right side of the cockpit were applied individually. Each time pressure was applied to a brake pedal, a "squishing sound" was heard and the brake pad of the respective main landing gear were observed to move.

The parking brake of the airplane was then applied to perform a "pad wear check" on the assembled main landing gear wheel brakes. Measurements were taken of the pad wear gauge. The measurement of the right outboard brake pad was 1.75 inches, and the right inboard was 1.5 inches. The measurement of the left outboard brake pad was 1.63 inches, and the right inboard was 1.63 inches.

National Transportation Safety Board

FACTUAL REPORT

AVIATION

NTSB ID: NYC01FA084

Occurrence Date: 03/09/2001

Occurrence Type: Accident

Narrative (Continued)

Review of the Raytheon Aircraft HS-125 Aircraft Maintenance Manual revealed that, a 1/4 worn brake pad was 1.544 inches, a 1/2 worn brake pad was 1.613, and a fully worn brake pad was 1.751 inches.

According to a representative of Raytheon Aircraft, the wear dimensions described in the maintenance manual were provided to give a mechanic guidance on brake pad wear trends and replacement. The dimensions were not suggestive of actual brake pad condition.

All four main landing gear tires were observed as having 4-inch "flat spots" on the treads. The "flat spots" were worn to a depth of about 1/8 inch.

The tire pressure for the outer right main landing gear tire was 111 PSI, and the inner right main landing gear tire was 112 PSI. The tire pressure for the outer left main landing gear tire was 111 PSI, and the inner left main landing gear tire was 108 PSI.

ADDITIONAL INFORMATION

According to the Aeronautical Information Manual Pilot/Controller Glossary, a contaminated runway, "is considered contaminated whenever standing water, ice, snow, slush, frost in any form, heavy rubber or other substances are present."

According to FAA Accident Prevention Program Publication, On Landings Part II, FAA-P-8740-49, WATER ON THE RUNWAY AND DYNAMIC HYDROPLANING:

"Spring, summer, winter or fall, anytime is time for water on the runway. When the runway's wet you may be confronted with dynamic hydroplaning. Dynamic hydroplaning is a condition in which the airplane rides on a sheet of water rather than on the runway's surface. Because hydroplaning wheels are not touching the runway, braking and directional control are almost nil. You are literally 'surfing'."


"There are actually three types of hydroplaning, Dynamic - where the airplane rides on standing water; Viscous - where a film of moisture covers the painted or rubber coated portion of the runway; and Reverted, or melted rubber - where locked tires on a wet runway can cause heat so intense that the aircraft is actually riding on a mixture of steam and melted rubber. For now, we'll concentrate only on dynamic hydroplaning. To help minimize dynamic hydroplaning, some runways are grooved to help drain off water. But most runways are not. Tire pressure is a factor in dynamic hydroplaning. By this simple formula you can calculate the minimum speed, in knots, at which hydroplaning will begin. In plain language, the minimum hydroplaning speed is determined by multiplying the square root of the main gear tire pressure, in PSI, by nine."

"Landing at higher than recommended touchdown speeds will expose you to a greater potential for hydroplaning. And once hydroplaning starts, it can continue well below the minimum, initial hydroplaning speed. When the runway is wet, be prepared for hydroplaning and opt for a suitable runway most aligned with the wind. Landing into the wind gives you the best chance for directional control - but don't count on it. If you hydroplane, make no abrupt control movements. Your brakes will be completely useless - so don't use them. Use aerodynamic braking to your fullest advantage. In summary, think about runway braking problems well before you land."

Landing Data

When the airplane was examined after the accident, a takeoff and landing information card (TOLD card) was not observed in the cockpit area. The flightcrew was queried as to the location of the TOLD information. They replied that they could not recall what happened to the original information.



 <p>National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION</p>	NTSB ID: NYC01FA084
	Occurrence Date: 03/09/2001
	Occurrence Type: Accident

Narrative (Continued)

On the NTSB Pilot/Operator Aircraft Accident Report, the PIC stated that the estimated fuel onboard the airplane at the time of the accident was about 6,000 pounds.

In a follow-up interview, the PIC stated that he did not recall what the landing weight at the time of the accident was, nor the landing reference speed. When advised that the reference speed as indicated on the pilot's airspeed indicator correlated to a landing weight of 19,800 pounds, the PIC stated, "that sounds about right". The PIC additionally stated that he could not recall what the landing distance required was, but stated that it was well within the legal limits to land on runway 6.

In a subsequent interviews related to the landing weight and reference speed, the PIC stated that he recalled the basic operating weight of the airplane was about 12,600 pounds and the airplane landed at BDR with about 2,000 pounds of fuel remaining. The SIC stated that she had the airplane fueled at BDR with about 8,000 pounds of fuel. She estimated that the airplane arrived back in the BDR area with about 5,000-6,000 pounds of fuel remaining, making the landing weight about 18,000 pounds.

According to the Hawker Siddeley HS-125 AFM performance section, "Landing Reference Speed Vref" chart, the Vref speed at a weight of 15,000 pounds, was about 102 knots. The reference speed of 117 knots, as indicated on the pilot's airspeed indicator, correlated to a landing weight of 19,800 pounds.


The AFM performance section estimated the uncorrected landing distance [the distance from touchdown to a complete stop], on a dry runway, at a landing weight of 15,000 pounds, with a 5-knot headwind, was approximately 2,160 feet. The uncorrected landing distance [the distance from touchdown to a complete stop] at 19,800 pounds was approximately 2,610 feet.

The AFM performance section also had a chart for the "Effect of Slippery Runway on Landing Distance." The chart determined that the "equivalent scheduled landing distance available," for the contaminated 4,677-foot long runway, with a 5-knot headwind, was approximately 2,150 feet.

Wreckage Release

The airplane wreckage was released to a representative of the operator on March 18, 2001.

National Transportation Safety Board <b>FACTUAL REPORT</b> <b>AVIATION</b>	NTSB ID: NYC01FA084				
	Occurrence Date: 03/09/2001				
	Occurrence Type: Accident				
<b>Landing Facility/Approach Information</b>					
Airport Name Igor I. Sikorsky Memorial	Airport ID: BDR	Airport Elevation 10 Ft. MSL	Runway Used 6	Runway Length 4677	Runway Width 150
Runway Surface Type: Asphalt					
Runway Surface Condition: Snow--wet					
Approach/Arrival Flown: ILS					
VFR Approach/Landing: None					
<b>Aircraft Information</b>					
Aircraft Manufacturer Hawker Siddeley		Model/Series HS-125-3A		Serial Number 25115	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Amateur Built Acft? No	Number of Seats: 10	Certified Max Gross Wt. 21700 LBS	Number of Engines: 2		
Engine Type: Turbo Fan	Engine Manufacturer: Garrett	Model/Series: TFE-731	Rated Power: 3400 LBS		
<b>- Aircraft Inspection Information</b>					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection 03/2000	Time Since Last Inspection 2 Hours	Airframe Total Time 10974 Hours		
<b>- Emergency Locator Transmitter (ELT) Information</b>					
ELT Installed?/Type No	ELT Operated? No	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner DDH Aviation Inc.		Street Address 2221 Alliance Blvd., Suite 200			
		City Fort Worth	State TX	Zip Code 76177	
Operator of Aircraft DDH Aviation Inc.		Street Address 2221 Alliance Blvd., Suite 200			
		City Fort Worth	State TX	Zip Code 76177	
Operator Does Business As:			Operator Designator Code:		
<b>- Type of U.S. Certificate(s) Held: None</b>					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Positioning					
FACTUAL REPORT - AVIATION					

	NTSB ID: NYC01FA084
	Occurrence Date: 03/09/2001
	Occurrence Type: Accident

**First Pilot Information**

Name	City	State	Date of Birth	Age
On File	On File	On File	On File	69

Sex: M	Seat Occupied: Right	Occupational Pilot? Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Current Biennial Flight Review? 01/2001

Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 11/2000
------------------------	--	------------------------------------

- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	7000	600	2000	5000	800	1000	200			
Pilot In Command (PIC)	6600	500	1900	4700	750	950	165			
Instructor	1000		400	600	100	50	100			
Instruction Received										
Last 90 Days	43	42		42	12	8	2			
Last 30 Days	13	13		13	9	2				
Last 24 Hours	2	2		2	1	1				

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: IFR

Departure Point	State	Airport Identifier	Departure Time	Time Zone
Windsor Locks	CT	BDL	1335	EST

Destination	State	Airport Identifier
Same as Accident/Incident Location		BDR


Type of Clearance: IFR

Type of Airspace: Class D

**Weather Information**

Source of Wx Information:


Flight Service Station

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: NYC01FA084
	Occurrence Date: 03/09/2001
	Occurrence Type: Accident

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
BDR	1354	EST	10 Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition:			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Overcast		300 Ft. AGL	Visibility: 0.75	SM	Altimeter: 29.76 "Hg
Temperature: 1 °C	Dew Point: 0 °C	Weather Conditions at Accident Site: Instrument Conditions			
Wind Direction: 80	Wind Speed: 5	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV): SM				
Precip and/or Obscuration:					

<b>Accident Information</b>		
Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				2	2
Other Ground					
- GRAND TOTAL -				2	2

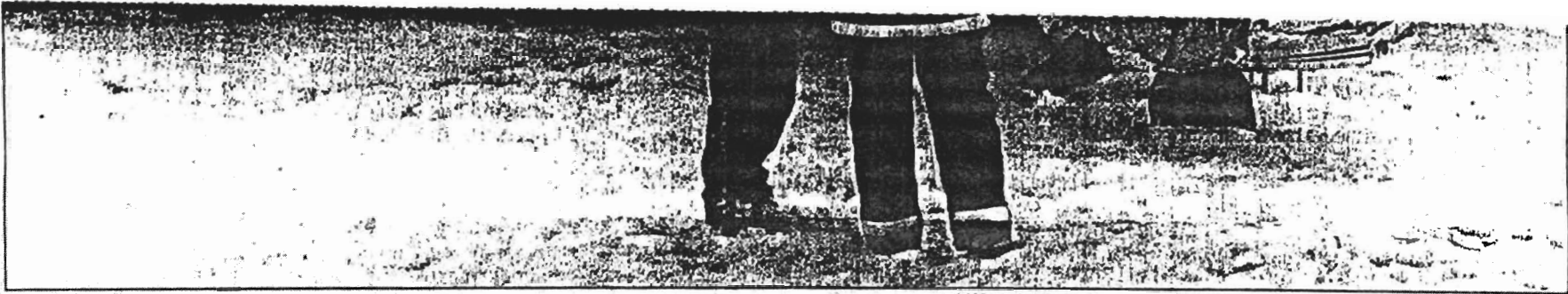
 <p>National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION</p>	NTSB ID: NYC01FA084	
	Occurrence Date: 03/09/2001	
	Occurrence Type: Accident	

Administrative Information

Investigator-In-Charge (IIC)  
Stephen M. Demko

Additional Persons Participating in This Accident/Incident Investigation:

David Carreau  
FAA  
Windsor Locks, CT



Private jet crashes: A twin-engine corporate jet rests just off Main Street in Stratford after it crashed through an 8-foot fence at Sikorsky Memorial Airport Friday. An unidentified man talks with a member of the airport rescue crew while assessing the damage. Main Street was blocked off in the afternoon while firefighters and a hazardous materials squad from the Department of Environmental Protection contained leaking fuel. Photos by Morgan Kaolian/AEROPIX

### What happened

■ A British Aerospace BAe 125 Hawker, trying to land in a snow-storm, could not stop and crashed through an 8-foot fence at Sikorsky Memorial Airport in Stratford Friday afternoon.

■ The plane came to a stop with its nose in Main Street.

■ After it crashed through the fence, it narrowly missed a car driving along Main Street, according to witness Jean Boone. "It must have missed that plane by inches. Can you imagine what that driver must have thought?"

■ No one was injured in the accident.

■ The accident occurred in the same spot as an April 1994 crash.

## No one hurt; Sikorsky officials cite need for safety improvements

By **BILL CUMMINGS**  
and **KATE RAMUNNI**  
Staff writers

A twin-engine corporate jet — trying to land in blizzard-like conditions Friday at Sikorsky Memorial Airport — skidded off the runway, rammed through an 8-foot fence and came to rest with its nose on Main Street.

The pilot and co-pilot, the only passengers on board, were not injured in the 1 p.m. accident, which heavily damaged the 14-passenger plane.

Officials of the Bridgeport-owned airport said if proposed safety improvements to the main runway had already been made, the accident would have been nothing more than a blown tire.

Police blocked off Main Street most of Friday afternoon as firefighter teams stood by in case leaking fuel ignited.

"I heard a thud and looked out the window, but the snow was so heavy I could barely see the tail of the plane," said Jean Boone, owner of the Windsock Inn restaurant, located only a few hundred yards from the accident.

"It was a total whiteout," she said.

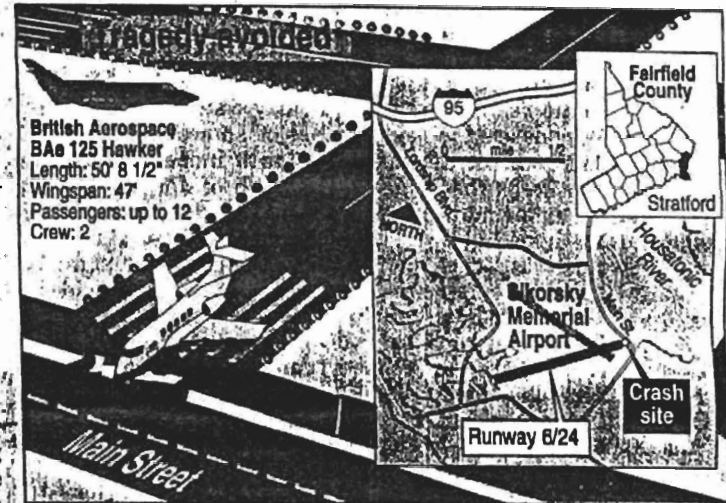
Boone said a car was traveling along Main Street at the same time the plane crashed through the fence and earthen embankment onto the roadway.

"It must have missed that plane by inches," Boone said. "Can you imagine what that driver must have thought?"

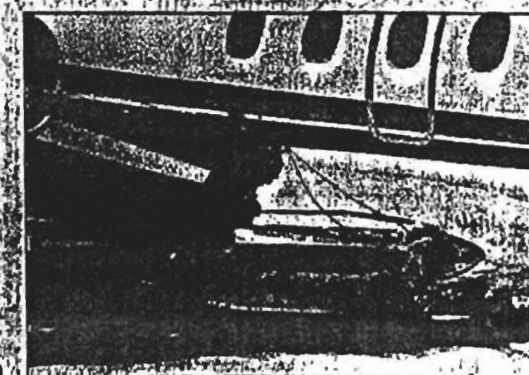
Bridgeport and Stratford police and fire personnel quickly surrounded the stricken plane and its leaking fuel.

The state Department of Environmental Protection's hazardous materials squad was also dispatched to the scene.

► Please see JET on A9



Source: The Complete Encyclopedia of World Aircraft and Connecticut Post Connecticut Post



**Broken wings:** Most of the damage to the British Aerospace BAe 125 Hawker was to the nose cone and the wings, which were damaged when they struck the 8-foot fence. No one was injured in the accident.

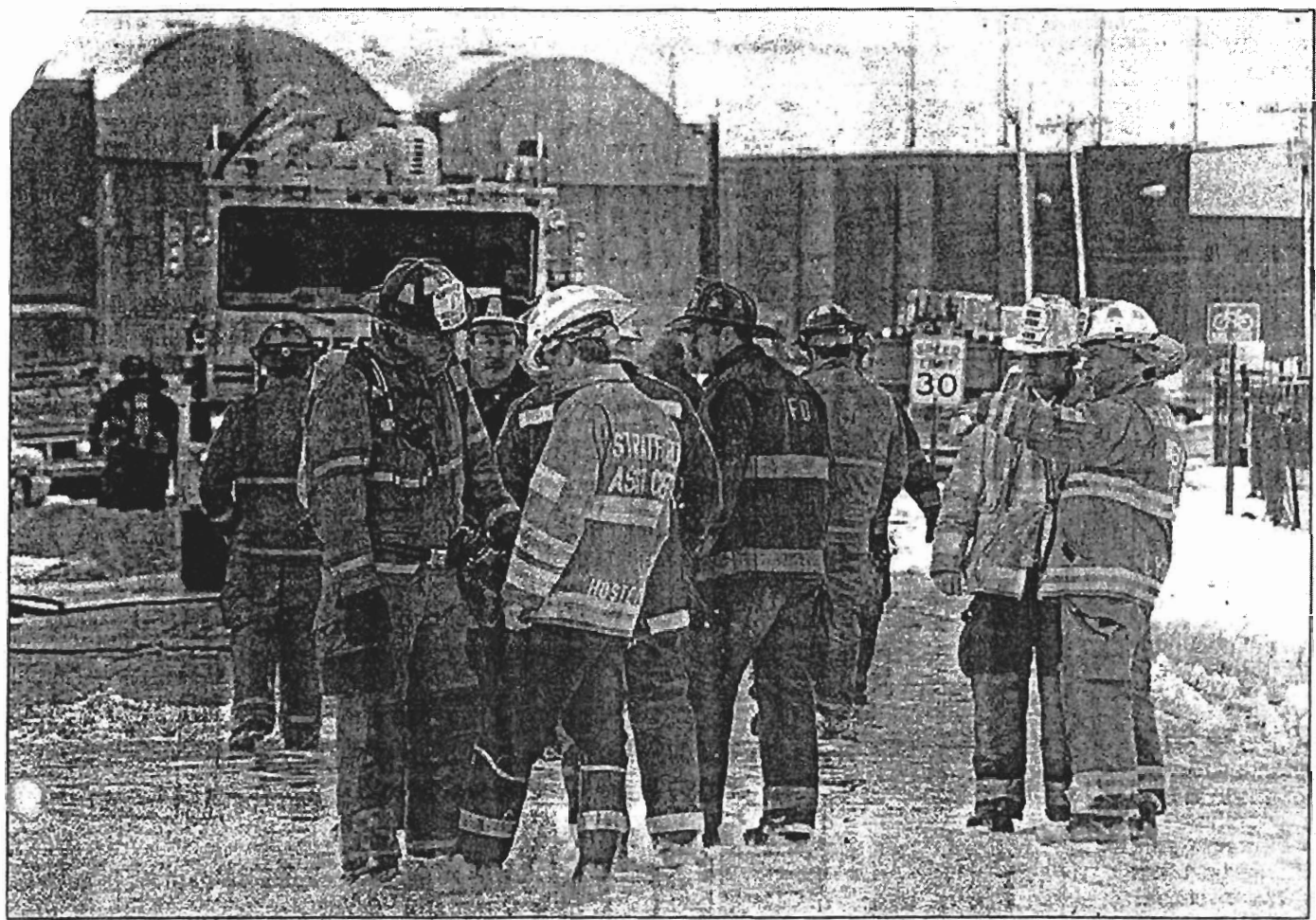
(9/2) 3/10/2001

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FROM PAGE A1

CONNECTICUT POST Saturday, March 1

M



Containment: Members of the Stratford Fire Department, Sikorsky Airport Rescue Team, and hazardous waste squad from the Department of Environmental Protection map out a containment plan for leaking fuel from a British Aerospace BAe 125 Hawker that crashed through an 8-foot fence at Sikorsky Memorial Airport Friday. Photo by Morgan Kaolian/AEROPIX

# Jet at Sikorsky skids into Stratford street

Continued from A1

Agents from the Federal Aviation Administration were also called to investigate the accident.

The plane came to rest with its nose jutting onto Main Street. Its wings were crumpled from bursting through a heavy blast fence surrounding the airport perimeter.

Airport Manager John Ricci said the jet, a British Aerospace BAe125 Hawker, seats 14 passengers, but was flying only a female pilot and male co-pilot, both from Texas. The pair flew the plane, owned by 448 Alliance Corp. of Dover, Del., to Long Island on Thursday and to Bridgeport Friday.

The plane broke through the fence because it lost braking action, Ricci said, which may have been caused by mechanical conditions, the weather, or a combination of both.

A plane landing at Sikorsky minutes before the crash had no problems with braking, he said.

The pair brought the plane to the airport because Sikorsky Airport-based Flight Services Group was interested in purchasing it and had planned to inspect it, Ricci said.

The accident took place at the same spot where eight people were killed in April 1994, when their plane crashed into the fence as it tried to land in

heavy fog.

Airport officials since have been planning to upgrade the runway, which would include adding safety zones at each end of the main runway and installing new lighting.

However, the plans have been held up over a four-acre tract of land — part of the Stratford Army Engine Plant across Main Street — needed to do the work.

The Army has said it intends to give the land to the airport, which is owned by Bridgeport, but Stratford officials have vowed to fight it because it entails rerouting Main Street down Sniffins Lane.

The project requires a series of approvals — federal,

state and local — to proceed.

"This is a clear demonstration of why we need the safety area," Ricci said. "If I had to stage a demonstration, I couldn't have done it any better than [Friday's accident]."

If the runway work had already been done, the plane that crashed Friday would only have skidded off the runway into the safety area, Ricci said.

"It would have maybe blown a tire," he said. Instead, the plane sustained heavy damage, he said.

"We are just fortunate no one was hurt," he added.

**WE BUY I**

NTSB Identification: **ERA09LA339**  
Nonscheduled 14 CFR Part 91 Subpart K: Fractional  
Accident occurred Friday, June 12, 2009 in Bridgeport, CT  
Aircraft: PILATUS AIRCRAFT LTD PC-12/47, registration: N877AF  
Injuries: 7 Uninjured.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On June 12, 2009 at 0756 eastern daylight time, a Pilatus PC-12/47 airplane, N877AF, was substantially damaged when it impacted a blast fence during landing at Igor Sikorsky Memorial Airport (BDR), Bridgeport, Connecticut. The two pilots and five passengers were not injured. Instrument meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan was filed for the flight that originated at Norwood Memorial Airport (OWD), Norwood, Massachusetts. The aircraft was fractionally owned by private individuals who delegated the management of the airplane to Alpha Flying, Inc. The fractional ownership flight was conducted under the provisions of 14 Code of Federal Regulations Part 91, Subpart K.

According to the pilots, they checked the weather prior to departure from Norwood and determined they would not be able to fly to their original destination of White Plains, New York. The captain discussed the weather with the operator and they decided to amend their destination to Bridgeport. The pilots reported that at the time of their departure, the weather being reported at Bridgeport included an overcast ceiling of 700 feet with 7 miles visibility and light rain.

When they arrived in the Bridgeport area, the pilots conducted the VOR 24 approach "to minimums." When they were not able to visually obtain the runway environment at the missed approach point, they conducted a missed approach. The pilots then received "vectors to final" for the ILS 6 approach. The captain flew the approach with the autopilot engaged, and as the airplane reached the decision height for the approach (307 feet), the co-pilot visually obtained the runway lights and the captain disconnected the autopilot and continued the descent. As the airplane descend to an altitude of approximately 200 feet, the pilots visually obtained the runway and the captain decreased the power and called for "flaps 30."

Both pilots stated they knew they were "landing long;" however, they had "plenty of runway" in front of them to safely touch down and stop on the runway. The captain estimated the airplane touched down about halfway down the 4,677-foot-long runway, and she immediately applied "max reverse" thrust, and "more than average braking." The airplane initially began to slow, and then "started hydroplaning" on the wet runway. The pilots observed a fence at the end of the runway, and decided they would not be able to perform a go-around. The airplane continued to skid on the runway and impacted the fence before coming to a stop.

The pilots completed an "emergency shut down," and assisted the passengers in evacuating out the main cabin door.

Both pilots stated they did not perform any landing distance calculations prior to or during the flight. They also reported no mechanical deficiencies with the airplane or engine.

Examination of the airplane revealed substantial damage to the left wing. Additionally, examination of the airplane and engine by a Federal Aviation Administration inspector revealed no pre-impact mechanical anomalies.

Weather reported at Bridgeport at 0752, included wind from 260 degrees at 5 knots, 2 miles visibility



with light rain and mist, overcast clouds at 300 feet, temperature 17 degrees C, dew point 17 degrees C, and altimeter setting of 29.70 inches mercury.

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**CONNPOST.com**  
CONNECTICUT POST

## 7 survive Sikorsky Airport plane crash

By John Burgeson  
Staff writer

Updated: 08/12/2009 09:09:27 PM EDT

STRATFORD ---- Seven people on board a chartered single-engine plane that crashed into a blast fence while landing Friday at foggy Sikorsky Memorial Airport survived without serious injuries -- the same site where eight people died in an accident on another foggy day 15 years earlier.

The turboprop aircraft, which took off from Norwood, Mass., about 7 a.m., collided with the fence at 7:54 a.m., closing down the airport for about two hours. Debris from the plane also fell onto Main Street, forcing police to close the street for about two hours as well.

An investigation has been launched into the crash by the Federal Aviation Administration, but it was not immediately clear whether the foul weather conditions, pilot error or mechanical problems were contributing factors.

The accident eerily echoed an April 1994 crash in which a chartered twin-engine plane smashed into the same fence while attempting to land at night. In that crash, eight of the nine people aboard were killed.

The passengers in Friday's crash, who apparently were headed to a business meeting, were rushed from the scene and were not identified. The plane's pilot and co-pilot, who also were not immediately identified, were interviewed by FAA officials through much of the day Friday.

The flight departed from Norwood Memorial

Airport, a small facility about 15 miles south of Boston, approximately the same size as Sikorsky Memorial Airport.

"Was weather a factor? Yes," said David Faile, a professional pilot and a master certified flight instructor, who arrived at Sikorsky Airport after the incident. "It's the pilot's decision. When he gets to the minimum altitude, he has to have a mile visibility on this runway. He has to have the runway environment in sight."

Airport Manager John Ricci said the pilot, a woman, apparently "landed long," meaning that the aircraft was well down the length of the runway before touching down.

The crash will be sure to spark anew the decades-long fight between Bridgeport, the airport's owner, and Stratford over installing a safety zone at the end of runway 11-29, where both the 1994 crash and Friday's incident took place.

The craft suffered moderate to serious damage. In addition to the crumpled engine cowling and bent propeller, the left wing tip was clipped off. There was also a left wing fuel spill and a hydraulic fluid spill where it came to rest against the blast fence. The left-side landing gear had a flat tire.

"I can tell you first off that if we had the runway safety area that we've been working on for the last 15-plus years, this wouldn't have even been an accident," Faile said. "It wouldn't have even been a newsworthy item."

"We've been in a controversy with the town of Stratford over this runway safety area," said Ricci. "It's time that we put politics aside and start looking at what really could have happened here today."

Ricci said the pilot "had the presence of mind" to

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turn the aircraft slightly just prior to impact. This kept the plane for hitting the blast fence head on. "Had she hit it square on, the tanks would have been ruptured and we would have had fire ---- it would have been a whole different scenario."

Bridgeport Mayor Bill Finch, attending a mayors' conference in Providence, R.I., at the time, echoed Ricci's comment in a prepared statement released to the media.

"I urge Stratford officials to end their resistance to the necessary improvements that need to be made in order to safeguard the lives of the flying public," he said.

The plan calls for removing the blast fence and installing a bed of lightweight concrete that would slow runaway planes.

"It's concrete with air mixed in which crumbles easily when an airplane goes across it," Faile said of the material that would be the safety zone's surface. Officially, it's called Engineered Materials Arresting System, or EMAS, Faile said, who had a sample of it in a plastic bag to show to reporters.

The advantage of EMAS, he said, is that 300 feet of the material provides the same protection as 1,000 feet of grass.

But installing this safety zone also would require repositioning Main Street ---- moving the travel lanes to the east by 300 feet ---- which is one reason Stratford officials have resisted the idea.

But Stratford Mayor James Miron, contacted by telephone, said that "the reality is this ---- the airport is safe ---- tens of thousands of takeoffs and landings take place there safely every year." Miron, also attending the mayors' conference, said that Bridgeport could install the safety area "right now"

by not changing the "existing footprint" of the airport.

"That would impact the runway length a little bit, but it wouldn't stop existing aircraft there from using the airport," Miron said. "We have all of the downsides of having the airport, but none of the positives." He added that Stratford and Bridgeport should develop a "joint partnership" in owning and running the airport. "We need to find common ground, and I think we can get there," he said.

On March 4, Gail Cottrell, an FAA planner, said airport safety is being threatened by not taking action on the matter. She also said that because there is no runway safety zone, the airport has missed out on tens of millions of dollars in FAA support, some of which could have been used to repave the airstrip, which also is needed.

Cottrell said the FAA is prepared to pay 95 percent of the estimated \$15 million cost of creating a safety zone for planes, removing a blast fence, as well as raising and repositioning Main Street ---- state Route 113 ---- 300 feet away from the site of an April 1994 crash that killed eight people.

The aircraft in Friday's crash, a Pilatus PC-12, was manufactured in 2007. it's a Swiss-built, single-engine turboprop that can hold about eight people in some configurations, including the pilot and first officer. The plane, which sells for about \$3.5 million, also has a lavatory and a generous luggage compartment, according to the manufacturer.

The aircraft was listed as being co-owned, meaning that it has several owners who share its use and also share the cost of insurance and upkeep. This is referred to as "fractional ownership" in the industry.

The plane was officially registered to Difly Inc., of Portsmouth, N.H., in a plane-sharing deal facilitated

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by Alpha Flying Inc., also of Portsmouth.

Alpha's pilots are no strangers to Sikorsky. "They're in and out of here a lot," Faile said.

An Alpha spokeswoman reached Friday afternoon declined comment and said no one was available for comment from Difly, either.

Atlantic Aviation, which operates the hangar where the plane was headed, also declined comment.

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