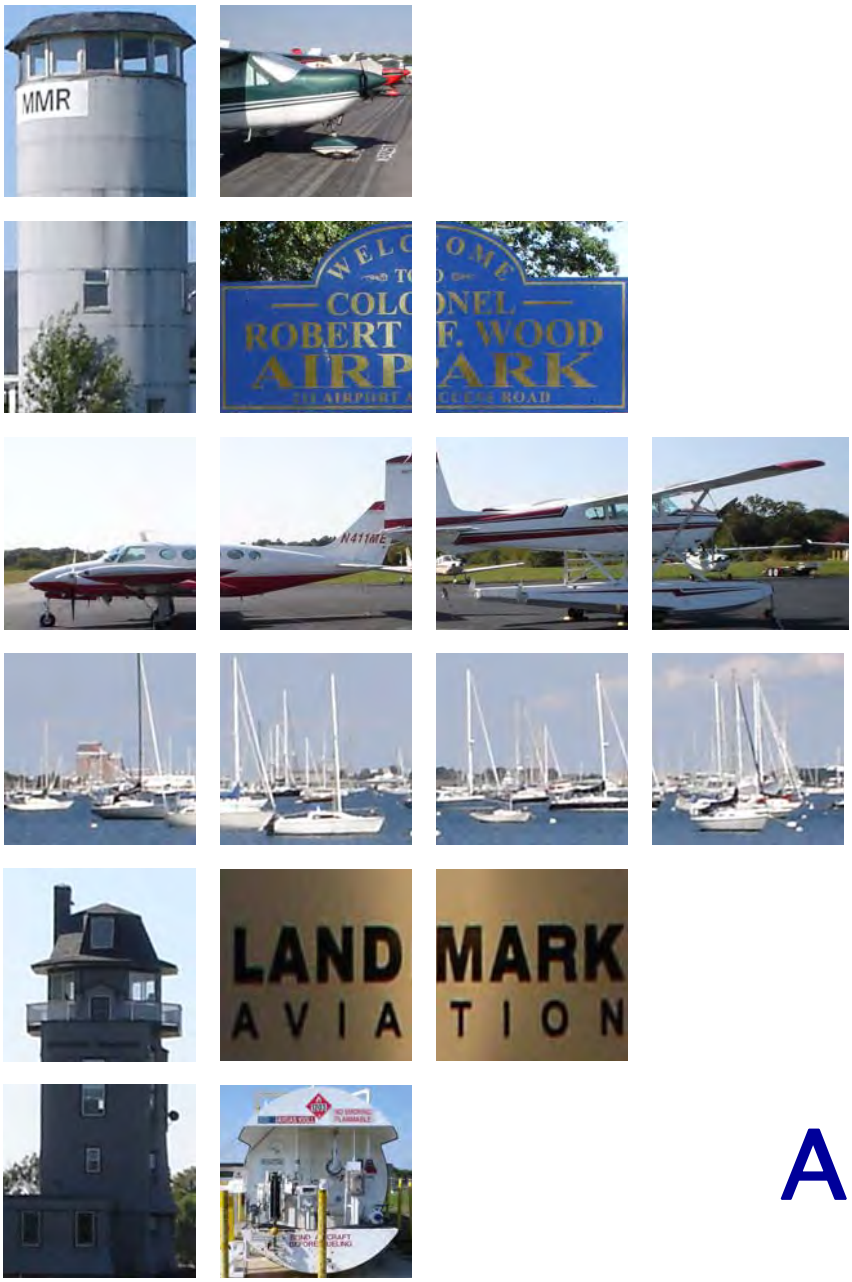


Appendix A

Glossary

APPENDIX A – GLOSSARY

ADVISORY CIRCULAR (AC) - Federal Aviation Administration Advisory Circular. This is a FAA document, which provides guidance on aviation issues.

AIRCRAFT APPROACH CATEGORY - An aircraft approach category is a FAA grouping of aircraft based on approach speed. The aircraft approach categories are:

(1) Category A: Speed less than 91 knots;
(2) Category B: Speed 91 knots or more but less than 121 knots;
(3) Category C: Speed 121 knots or more but less than 141 knots;
(4) Category D: Speed 141 knots or more but less than 166 knots.

AIR NAVIGATION AID FACILITY (NAVAID) - Any facility used or available for use as an aid to air navigation, including landing areas; lights; any apparatus or equipment for disseminating weather information, for signaling, for radio direction-finding, or for radio or other electronic communication; and any other structure or mechanism having a similar purpose for guiding or controlling flight in the air or during the landing or takeoff of aircraft.

AIRPLANE DESIGN GROUP (PHYSICAL CHARACTERISTICS) - The FAA airplane Design Group subdivides airplanes by wingspan. The airplane Design Groups are:

(1) Group I: Wingspan up to but not including 49 feet (15 m);
(2) Group II: Wingspan 49 feet (15 m) up to but not including 79 feet (24 m);
(3) Group III: Wingspan 79 feet (24 m) up to but not including 118 feet (36 m);
(4) Group IV: Wingspan 118 feet (36 m) up to but not including 171 feet (52 m);
(5) Group V: Wingspan 171 feet (52 m) up to but not including 197 feet (60 m)
(6) Group VI: Wingspan 197 feet (60 m) up to but not including 262 feet (80 m).

AIRPORT HAZARD - An airport hazard is any structure or natural object located on or in the vicinity of a public airport, or any use of land near such airport, that obstructs the airspace required for the flight of aircraft in landing or taking off at the airport or is otherwise hazardous to aircraft landing, taking of, or taxiing at the airport.

AIRPORT IMPROVEMENT PROGRAM (AIP) – FAA program that is the primary source of funding for airport projects as grants. This funding is provided at specific levels, with the funding priority based on the airport's Capital Improvement Program (CIP)

AIRPORT TRAFFIC CONTROL TOWER (ATCT) - A facility providing airport traffic control service to an airport and its associated airspace area.

APPROACH LIGHT SYSTEM (ALS) - An airport lighting system designed to assist pilots in finding the runway during instrument approaches for landing. The lights extend from the runway end outwards along the extended centerline for a certain distance, depending on the type of runway.

ATC - AIR TRAFFIC CONTROL SERVICE - A service provided for the purpose of promoting the safe, orderly, and expeditious flow of air traffic, including airport, approach, and enroute air traffic control services. ATC is provided by the Federal Aviation Administration, a branch of the federal government under the Department of Transportation.

APPROACH END OF RUNWAY - The approach end of runway is the near end of the runway as viewed from the cockpit of a landing airplane.

APPROACH SURFACE - An imaginary surface extending out from the end of the Primary Surface at a slope and width defined in FAR Part 77, above which the airspace must be free of obstacles as aircraft approach or depart the runway.

BASED AIRCRAFT - An aircraft permanently stationed at an airport by agreement between the airport owner (management or FBO) and the aircraft owner.

CAPITAL IMPROVEMENT PROGRAM (CIP) – The Capital Improvement Program provides a schedule of development for the proposed projects identified in an Airport Master Plan.

CATEGORY I, II, AND III LANDINGS -

- Category I: 200 foot ceiling and 2400 foot RVR;
- Category II: 100 foot ceiling and 1200 foot RVR;
- Category IIIA: zero ceiling and 700 root RVR;
- Category IIIB: zero ceiling and 150 foot RVR;
- Category IIIC: zero ceiling and zero RVR.

To make landing under these conditions, aircraft must be equipped with special avionics, pilot must be qualified to land under specified conditions for that category, and aircraft must have proper ground equipment for conditions.

CEILING - The height above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as "broken" "overcast", or "obscured" and not classified as "thin" or "partial". The ceiling is reported in feet above the surface in a given location.

CLEAR ZONE - Defined by FAR Part 77 as an area off each runway end to be void of trees and other obstacles. The FAA has replaced this area with the Runway Protection Zone (RPZ).

CLEARWAY - A clearway is an area beyond the stop end of runway, not less than 500 feet (150 m) wide, centered on the extended centerline of the runway, and controlled by the airport authorities. -The clearway is expressed in terms or a geometric plane extending from the end of the runway, with an upward slope not exceeding 1.25 percent, above which no object nor terrain may protrude. Threshold lights, however, may protrude above the clearway plane if their height above the end of the runway is 26 inches (66 cm) or less and if they are located to each side of the runway. A clearway increases the allowable operating takeoff weights of turbine-powered airplanes. For most airplanes, the maximum usable length of the clearway is less than 1,000 feet (300 m).

DECISION HEIGHT (DH) - The height above the highest runway elevation in the touchdown zone at which a missed approach shall be initiated if the required visual reference has not been established. This term is used only in procedures where an electronic glide slope provides the reference for descent, as in ILS.

DECLARED DISTANCE - Declared distances are the runway distances that limit turbine-powered airplane operations and thus the airport operational capacity. The distances are the accelerated stop -distance available (ASDA), the Landing Distance Available (LDA), the Takeoff Distance Available (TODA), and the Takeoff Run Available (TORA).

(1) ASDA is equal to TORA plus the length of the stopway (SWY), if provided.
(2) LDA is equal to the length of runway available and suitable for the landing ground run of airplanes.
(3) TODA is equal to TORA plus the length of the clearway (CWY) if provided.
(4) TORA is equal to the length of runway available and suitable for the takeoff ground run of airplanes.

DESIGN AIRCRAFT - The Design Aircraft is an aircraft whose dimensions and/or other requirements make it the most demanding aircraft for an airport's facilities (i.e. runways and taxiways). The Design Aircraft is used as the basis for airport planning and design; because if the airport's facilities are designed to accommodate the Design Aircraft, they can accommodate less demanding aircraft as well. An aircraft can be utilized as the Design Aircraft for an airport if it will (has) conduct (ed) 500 or more annual operations (250 landings) at that airport.

DISPLACED THRESHOLD - A displaced threshold is a threshold located at a point on the runway other than at the runway end. Except for the approach standards defined in FAR Part 77, approach surfaces are associated with the threshold location.

DISTANCE MEASURING EQUIPMENT (DME) - Equipment (airborne and ground) used to measure, in nautical miles, the distance of an aircraft from a NAVAID.

DME FIX - A geographical position determined by reference to a NAVAID, which provides distance and azimuth information. The DME fix is defined by a specified distance in nautical miles and a radial in degrees magnetic from that aid.

FEDERAL AVIATION REGULATION (FAR) - Regulations developed by the FAA in order to maintain safety, define standards, and institute

uniform practices throughout the industry.

FINAL APPROACH FIX (FAF) - The fix from or over which final approach (IFR) to an airport is executed.

FINAL APPROACH - A flight path of a landing aircraft in the direction of landing along the extended runway centerline from the base leg to the runway. For instrument approaches, the final approach begins at the final approach fix (FAF).

FIX - A geographical position determined by visual reference to the surface by reference to one or more radio NAVAIDs, by celestial plotting, or by another navigational device.

FIXED BASE OPERATION OR FIXED BASE OPERATOR (FBO) - A sales and/or service facility located at an airport, or the person who operates such a facility.

GENERAL AVIATION (GA) - All civil aircraft and aviation activity except that of the certified air carriers and military operations. GA includes corporate flying and private flying (recreation or personal).

GLIDESLOPE - Vertical guidance provided by a ground based radio transmitter to an aircraft landing by use of an Instrument Landing System. This guidance informs the pilot if the aircraft is either too high or too low as it flies its approach to the runway for landing.

GLOBAL POSITIONING SYSTEM (GPS) - GPS is a navigational system based on the use of multiple satellites strategically placed in the earth's orbit. GPS is used by aircraft equipped with the proper GPS receiving equipment for enroute navigation, as well as instrument approaches to airports for landing. GPS allows aircraft to fly more freely and set waypoints (destinations) without the need or reliance on ground based radio navigation facilities such as VORs.

HAZARD TO AIR NAVIGATION - Any object which has a substantial adverse effect upon the safe and efficient use of navigable air-space by aircraft or on the operation of air navigation facilities is a hazard to air navigation. The FAA will conduct an aeronautical study of any object to determine whether or not the object is a hazard to air navigation. As part of the airport layout plan approval process, the FAA con-ducts aeronautical studies of all obstructions to air navigation identified on the Airport Layout Plan. Hazards or potential hazards to air navigation are eliminated by either altering the existing or proposed object or adjusting the aviation operation to accommodate the object, in that order of priority.

HEIGHT ABOVE AIRPORT (HAA) - Indicates the height of the MDA above the published airport elevation. This is published in conjunction with circling minimums.

HOLDING - A predetermined maneuver which keeps an aircraft within a specified airspace while awaiting further clearance.

HOLDING FIX - A specified geographical point or NAVAID used as a reference point in establishing and maintaining the position of an aircraft while holding.

IFR CONDITIONS - Weather conditions below the minimum prescribed for flight under VFR.

INITIAL APPROACH - The segment of a standard instrument approach procedure between the initial approach fix and the intermediate fix, or the point where the aircraft is established on the intermediate segment of the final approach course.

INITIAL APPROACH ALTITUDE - The altitude prescribed for the initial approach segment of an instrument approach.

INSTRUMENT FLIGHT RULES (IFR) - Aircraft operation rules as pre-scribed by Federal Aviation Regulations for flying by instruments.

INSTRUMENT LANDING SYSTEM (ILS) - A system of electronic devices whereby the pilot guides his aircraft to a runway solely by reference to instruments in the cockpit. In some instances the signals received from the ground can be fed into the automatic pilot for automatically controlled approaches. The ILS consists of a Localizer, Glideslope and Marker Beacons (and Approach Light System).

ITINERANT OPERATIONS - All aircraft operations other than local operations.

LOCAL OPERATION - Operations performed by an aircraft that:
(a) operates within the local traffic pattern or

within sight of the airport;
(b) are known to be departing for or arriving from an Airport within a 20 mile radius of the Airport in question;
(c) execute practice maneuvers such as touch and goes or simulated instrument approaches at the airport.

The majority of local operations are conducted by based aircraft.

LOCALIZER TYPE DIRECTIONAL AID (LDA) - A facility of comparable utility and accuracy to a localizer but which is not part of a complete ILS and will not be aligned with the runway.

LOCALIZER - A ground based radio transmitter which provides pilots with course guidance as they approach a runway for landing utilizing a Instrument Landing System. The course guidance is known as “azimuth”.

MEDIUM INTENSITY APPROACH LIGHT SYSTEM (MALS) - An airport approach light system of medium intensity.

MARKER BEACON - An instrument, which provides aural and/or visual identification of a specific position along a Instrument Landing System approach to a runway.

MEDIUM INTENSITY RUNWAY LIGHTS (MIRL) - An airport runway lighting system of medium intensity.

MOVEMENT AREA - The runways, taxiways, and other areas of an airport which are used for taxiing, takeoff, and landing of aircraft, excluding loading ramps and parking areas.

NAUTICAL MILE (NM) - The unit measure of distance in both nautical and aeronautical context. A nautical mile equals 1.15 statute miles (6,080 feet). The measure of speed in regards to nautical miles is known as KNOTS (nautical miles per hour).

NON DIRECTIONAL BEACON (NDB) -
A radio beacon transmitting non directional signals whereby an aircraft equipped with direction finding equipment can determine headings to or from the radio beacon and “home” in on a track to or from it.

NATIONAL AIRSPACE SYSTEM (NAS) - The common system of air navigation and air traffic control encompassing communications facilities, air navigation facilities, airways, controlled airspace special use airspace, and flight procedures authorized by FAR's for domestic and international aviation.

NON-PRECISION APPROACH - A standard instrument approach procedure in which no electronic glide slope is provided. A localizer, NDB, or VOR is often used.

NON PRECISION INSTRUMENT RUNWAY - A non precision instrument runway is one with an instrument approach procedure utilizing air navigation facilities, with only horizontal guidance, or area-type navigation equipment for which a straight in non precision instrument approach procedure has been approved or planned, and no precision approach facility of procedure is planned or indicated on an FAA or DOD approved Airport Layout Plan, or on other FAA of DOD planning documents.

NOTICE TO AIRMEN (NOTAM)- A notice identified either as a NOTAM or an Airmen Advisory containing information concerning the establishment, condition, or change in any component of, or hazard in, the National Airspace System, the timely knowledge of which is essential to personnel concerned with flight operations.

(1) NOTAM : A Notice to Airmen in message form requiring expeditious and wide dissemination by telecommunications means.

(2) AIRMEN ADVISORY : A Notice to Airmen normally only given local dissemination, during pre-flight or in--flight briefing, or otherwise during contact with pilots.

OBSTACLE FREE ZONE (OFZ) - An OFZ is an area:

(1) Comprised of the runway OFZ, the approach OFZ, and the inner-transitional surface OFZ.

(A) Runway OFZ: The runway OFZ is the volume of space above a surface longitudinally centered on the runway. The elevation of any point on the surface is the same as the elevation of the nearest point on the runway centerline. The runway OFZ extends 200 feet (60 m) beyond each end of the runway and its width is:

1) 120 feet (36 m) for visual runways serving or

expected to serve only small airplanes with approach speeds less than 50 knots.

2) 250 feet (75 m) for non precision instrument and visual runways serving or expected to serve small airplanes with approach speeds of 50 knots or more and no large airplanes.

3) 300 feet (90 m) for precision instrument runways serving or expected to serve only small airplanes.

4) 180 feet (54 m), plus the wingspan of the most demanding airplane, plus 20 feet (6 m) per 1,000 feet (300 m) or airport elevation; or, 400 feet (120 m), whichever is greater, for runways serving or expected to serve large airplanes.

(B) Approach OFZ: The approach OFZ is the volume of space above a surface which has the same width as the runway OFZ and rises at a slope of 50 (horizontal) to 1 (vertical) away from the runway into the approach area. It begins 200 feet (60 m) from the runway threshold at the same elevation as the runway threshold and it extends 200 feet (60 m) beyond the last light unit in the approach lighting system. The approach OFZ applies only to runways with an approach lighting system.

(C) Inner-Transitional Surface OFZ: The inner-transitional surface OFZ is the volume or space above the surfaces which slope 3 (horizontal) to 1 (vertical) laterally from the edges of the runway.

1) OFZ and approach OFZ end at the height of 150 feet (45 m) above the established airport elevation. The inner-transitional surface OFZ applies only to precision instrument runways.

2) Free of all fixed objects. FAA approved frangible equipment, which provides an. essential aviation service may be located in the OFZ, provided the amount of penetration is kept to a practical minimum.

3) Clear of vehicles as well as parked, holding, or taxiing aircraft in the proximity of an airplane conducting an approach, missed approach, landing, takeoff' or departure.

OBSTRUCTION TO AIR NAVIGATION - An existing object, including a mobile object, is, and a future object would be, an obstruction to air navigation if it is of a greater height than any of the heights or surfaces defined in FAR PART 77.23.

OPERATION - Generally thought of as either a take-off or a landing of an aircraft. FAA ATCT operations include all radio contacts with an aircraft, regardless of whether or not they are taking off or landing. Operations used for planning purposes include only takeoffs, landings and touch and goes.

PRECISION APPROACH PATH INDICATOR (PAPI) - An airport approach light aid to pilots. See GVGI.

PRECISION INSTRUMENT RUNWAY - A precision instrument runway is one with an instrument approach procedure utilizing an Instrument Landing System (ILS), microwave landing system (MLS), or precision approach radar (PAR). A planned precision instrument runway is one for which a precision approach system or procedure is indicated on an FAA or DOD approved airport layout plan, or on other FAA or DOD planning documents.

PRIMARY SURFACE - An imaginary horizontal surface extending out an equal distance on each side of the runway centerline a width as defined in FAR Part 77.

R/W - Runway.

RUNWAY ALIGNMENT INDICATOR LIGHTS (RAIL) - (usually part of a MALS system).

RADAR (RADIO DETECTION AND RANGING) - A device which, by measuring the time interval between transmission and reception of radio pulses, provides information on range, azimuth and/or elevation of objects in the path of the transmitted pulses.

RADAR SERVICE - A term which encompasses aircraft separation, navigation guidance, and/or flight track monitoring services based on the use of radar which can be provided by a controller to a pilot of a radar-identified aircraft.

RADAR SURVEILLANCE - The radar observation of a given geographic area for the purpose of performing some radar function.

RADIAL - A magnetic bearing extending from a VOR, a VORTAC, or a TACAN navigational facility.

RUNWAY END IDENTIFIER LIGHTS (REIL) - Flashing strobe lights (usually white) which indicate the end or a runway. They are located at each end of the runway.

RELIEVER AIRPORT - An airport designated as having the primary function of relieving congestion at a commercial airport and providing more general aviation access to the overall community. Reliever Airports are allowed to receive AIP (federal) funds for improvement.

RUNWAY - A runway is a defined rectangular area on an airport prepared for the landing or takeoff of airplanes.

RUNWAY PROTECTION ZONE (RPZ) - A trapezoidal area centered about the extended runway centerline beginning 200 feet beyond the end of the area usable for takeoff or landing. The dimensions are a function of the approach visibility minimum and the type of aircraft. Refer to AC 150/5300-13 for specific dimensions and land use guidelines.

RUNWAY SAFETY AREA - A runway safety area is a rectangular area, centered on the runway centerline, which includes the runway (and stopway, if present) and the runway shoulders. The portion abut-ting the edge of the runway shoulders, runway ends, and stopways is cleared, drained, graded and usually turfed. Under normal conditions, the runway safety area is capable of supporting snow removal, firefighting, and rescue equipment and accommodating the occasional passage of aircraft without causing major damage to the aircraft.

RUNWAY VISUAL RANGE (RVR) - An instrumentally derived value, based on standard calibrations, that represents the horizontal distance a pilot will see down the runway from the approach end.

SAFETY AREA - An actual graded area surrounding the runway that can be safely negotiated in case of an emergency by an aircraft that will be using that runway.

SEPARATION - Spacing of aircraft to achieve their safe and orderly movement in flight and while landing and taking off.

SEPARATION MINIMA - The minimum longitudinal, lateral, or vertical distances by which aircraft are spaced through the application of air traffic control procedures.

SMALL AIRCRAFT - A small aircraft is an aircraft of 12,500 pounds (5,700 kg) or less maximum certificated takeoff weight.

STATUTE MILE - A regular "highway" mile measuring 5,280 feet.

STOP END OF RUNWAY - The stop end of runway is the far runway end as viewed from the cockpit of a landing airplane.

STOPWAY - A stopway is an area beyond the stop end of the takeoff runway which is no less wide than the runway and is centered on the extended centerline a' the runway. It is able to support an airplane during an aborted takeoff without causing structural damage to the airplane, and designated by the airport authorities for use in decelerating the airplane during an aborted takeoff.

STRAIGHT-IN APPROACH - Entry into the traffic pattern by interception of the extended runway centerline (final approach) without executing any other portion of the traffic pattern.

T/W - Taxiway.

TAXI - To operate an airplane under its own power on the ground, except the movement incident to actual takeoff and landing.

TAXILANE - A taxilane is the portion of the aircraft parking area used for access between taxiways, aircraft parking positions, hangars, storage facilities, etc. A taxilane is outside the movement area, and is normally not controlled by the Air Traffic Control Tower.

TAXIWAY - A taxiway is a defined path, from one part of an airport to another, selected or prepared for the taxiing of aircraft.

TAXIWAY SAFETY AREA - A taxiway safety area is an area centered on the taxiway centerline, which includes the taxiway and taxiway shoulders. The portion abutting the edge of the taxiway shoulders is cleared, drained, graded, and usually turfed.

Under normal conditions, the taxiway safety area is capable of sup-porting snow removal, fire fighting, and rescue equipment and

accommodating the occasional passage of aircraft without causing major damage to the aircraft.

THRESHOLD - The threshold is the beginning of that portion of the runway available and suitable for the landing of airplanes.

THRESHOLD CROSSING HEIGHT (TCH) - The height of the straight line extension of the visual or electronic glide slope above the runway threshold.

TOUCH AND GO - A training operation in which a landing approach is made, the aircraft touches-down on the runway, but does not fully reduce speed to turn off the runway. Instead, after the landing, full engine power is applied while still rolling and a takeoff is made, thereby practicing both maneuvers as part of one motion. It counts as two separate aircraft operations.

TRACK - The flight path of an aircraft over the surface of the earth.

TRAFFIC PATTERN - The traffic flow that is prescribed for aircraft landing at or taking off from an airport. The usual traffic pattern consists of five segments, or “legs”. These components are the upwind leg, crosswind leg, downwind leg, base leg, and the final approach. Traffic patterns are followed by aircraft in order to exit the airport area after takeoff in an orderly fashion, and to enter an Airport area and ultimately land, also in an orderly fashion.

TRANSITION ZONE - An imaginary surface extending upward at a 7 -to 1 slope (i.e. up one foot for every seven feet moved horizon-tally) from the Primary Surface and Approach Surface defined in Federal Aviation Regulations (FAR) Part 77.

TURBINE - A mechanical device or engine that spins in reaction to fluid flow through or over it. This device is used in turbofan, turbojet, and turboprop-powered aircraft.

TURBOFAN - A turbojet engine whose thrust has been increased by the addition of a low-pressure compressor fan.

TURBOJET - An engine that derives power from a fanned wheel spinning in reaction to burning gases escaping from a combustion chamber. The turbine in turn drives a compressor and other accessories.

TURBOPROP - A turbine engine in which the rotating turbine turns a propeller.

UTILITY AIRPORT - A utility airport is an airport designed, constructed, and maintained to serve airplanes in Aircraft Approach Category A and B. For discussion on airport type, see paragraph 5.

VFR CONDITIONS - Basic weather conditions prescribed for flight under Visual Flight Rules; usually implies a ceiling of at least 1000 feet and a forward visibility of three miles or more.

VERY HIGH FREQUENCY OMNI DIRECTIONAL RANGE (VOR) - A ground radio station that provides a pilot of a properly equipped air-craft with his radial location in reference to that station. A VORTAC is an electronic air navigation facility combining a VOR and a TACAN.

VISIBILITY, PREVAILING - The horizontal distance at which targets of known distance are visible over at least half of the horizon. It is normally determined by an observer on or close to the ground viewing buildings or other similar objects during the day and ordinary city lights at night.

VISUAL APPROACH SLOPE INDICATOR (VASI) - The VASI is a device used by pilots to determine their position in regard to the recommended approach path for a particular airport. See also GVGI.

VISUAL FLIGHT RULES (VFR) - "See and be seen" flight rules. Each pilot is responsible for the safe spacing and proper operation of his aircraft. Under VFR, a pilot is not required to file a flight plan or be in constant radar and communication contact with air traffic control. Visual flight rules are determined by weather and require a ceiling of at least 1,000 feet and visibility of at least 3 miles.

VFR TRAFFIC - Aircraft traffic operated solely in accordance with Visual Flight Rules.

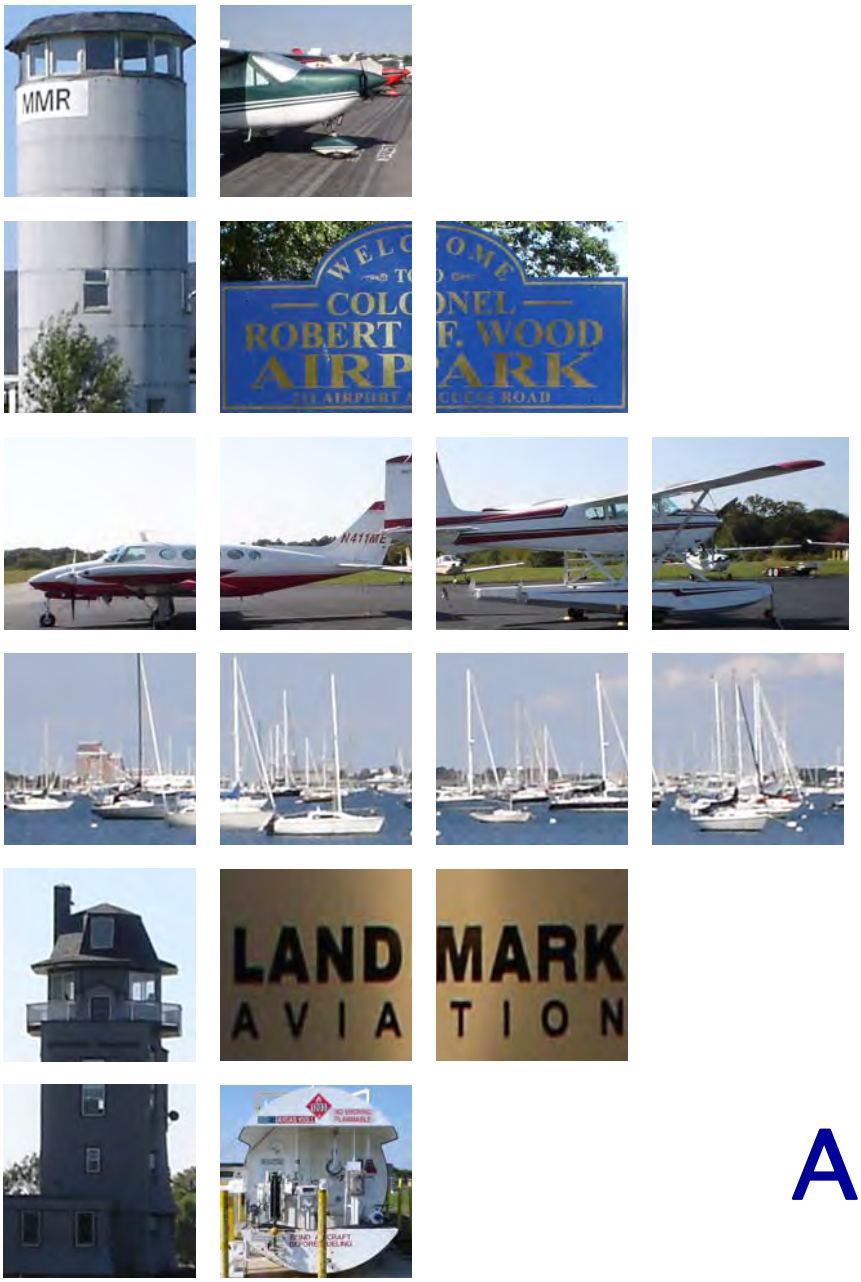
VISUAL APPROACH - A VFR approach granted to an IFR flight by air traffic control under special circumstances. Visual approaches are normally conducted by aircraft operating under visual flight rules.

VISUAL RUNWAY - A visual runway is a runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA or Department of Defense (DOD) approved layout plan, or, on other FAA or DOD planning documents.

VORTAC - A combination of the civil VOR/DME and the military TACAN which can provide both distance and direction of an aircraft from the station.

WAKE TURBULENCE - The air turbulence caused by a moving aircraft, originating at the tips of the wings. The turbulence is caused by vortices generated by an aircraft's wingtips as it travels through the air. This turbulence is greatest when the aircraft is taking off and landing.

WIND COVERAGE - Wind coverage is the percent of time for which aeronautical operations are considered safe due to acceptable crosswind components.



Appendix B

Airport Advisory Committee Members, Meeting Minutes, Agendas, and Sign-In Sheets

Communication Plan

August 17, 2006

COMMUNICATION PLAN

To ensure all interested parties are kept informed during the conduct of this airport master plan (AMP) process the following activities will be established by Rhode Island Airport Corporation (RIAC) working in conjunction with the consultant Louis Berger Group Inc. (LBG) and the Federal Aviation Administration (FAA). RIAC will the principal point of contact to ensure the communication is on going and effective throughout the AMP process. Support will be provided by FAA and LBG.

In summary the Communication Plan will include the following activities and events.

I. **Brief State Legislators for Newport / Middletown / Portsmouth**[1]
   - *Provide a briefing on the AMP process and objectives*
   - *Provides an opportunity to recommend candidates the Airport Advisory Council*
   - *Provides an opportunity to receive input on AMP issues*
   - *Respond to all inquiries in a timely manner*

II. **Brief Local officials of Newport / Middletown / Portsmouth**
   - *Provide written notification of AMP process*
   - *Conduct one on one meeting (if requested) during course of AMP process*
   - *Provides an opportunity to recommend candidates the Airport Advisory Council*
   - *Respond to all inquiries in a timely manner*

III. **Brief Congressional representatives for Newport / Middletown / Portsmouth**
   - *Provide written notification of AMP process*
   - *Conduct one on one meeting (if requested) during course of AMP process*
   - *Respond to all inquiries in a timely manner*

IV. **Create an Airport Advisory Council (AAC)**
   - *Develop a charter for the organizational activities and responsibilities*
   - *Identify list of suggested representation (Estimated 10 – 12 members)*
   - *Identify milestones for meetings (Estimated 6 meetings)*

V. **Create a Website for On-going Public Information**
   - *The website will be a vehicle to inform interested parties on:*
     - *AAC Membership*
     - *Project Schedule*
     - *Project Management Team (PMT) Contacts*
     - *Provide technical papers*
     - *Dates for up coming events*
     - *Related links to obtain data*
     - *Provide an opportunity to offer comments*

[1] Amended based on comments from the legislators

VI. Provide Copies of Report Libraries *(@ Newport/Middletown/Portsmouth)*

VII. Conduct Public Information Workshop

- *At beginning of study*
- *At final Draft AMP*

VIII. Designate a RIAC Point of Contact

- *To address media inquiries*
- *To respond to public inquiries*
- *To be responsive in a timely manner to all inquiries*

Part III. AIRPORT ADVISORY COUNCIL (ACC)

I. What is the Objective of the AAC?

- *To ensure that the airport planning process seeks out, understands and considers the various views that are essential in shaping and developing a recommended airport plan for the future.*
- *Moreover, it provides a forum for the membership to discuss and respect each others views.*
- *Finally, create an atmosphere to mediate differences and create better alternatives that provides a balance approach to airport planning*
- *Reserve.*

II. What is the Purpose of the AAC

- *Participate in the AMP process as a representative for a specific organization or interest.*
- *Attend at advisory council meetings.*
- *Provide input in the AMP process to guide and shape the report and recommendations.*
- *Reserve*

III. What is the Responsibility of the AAC

- *To participate in the AMP process as a representative for their organization.*
- *To review and comment on reports prepared for the AMP process.*
- *To attend at advisory council meetings.*
- *Reserve*

IV. When are the AAC Meetings?

- *Meeting #1 - Introduction on AMP Process (Prior to first public information meeting)*
- *Meeting #2 - After Draft Inventory Chapter (Prior to initiating Forecast Chapter)*
- *Meeting #3 - After Draft Forecast Chapter (Prior to Facility Requirements Chapter)*
- *Meeting #4 - After Draft Facility Requirements (Prior to Alternative Analysis Chapter)*
- *Meeting #5 - After Draft Alternatives Analysis & Preliminary Airport Layout Plan*
- *Meeting #6 – Presentation of Preliminary Draft Report (Prior to 2nd public information meeting)*

V. Who Should Be Represented on the AAC?

- *To ensure that the objectives of the Airport Advisory Counsel are reasonable to achieve it is therefore essential that a diverse group (approximately 10 -12 members) is established.*
- *Suggested membership includes the following:*[1]
  - *Name, Town Manager, Middletown, RI (or designated representative)*
  - *Name, Town Manager, Newport, RI (or designated representative)*
  - *Name, Town Manager, Portsmouth RI (or designated representative)*
  - *Tina Dolan, Executive Director, Aquidneck Planning Commission*

[1] Amended based on comments from the legislators

- *Name, Newport County Chamber of Commerce*
- *Katherine Trapani, RI Statewide Planning Program*
- *Branden Michaux, Airport Operations Manager, Landmark Aviation*
- *Name, Neighbor Representative(s)*
- *Name, Airport User*
- *Name, Airport Business*
- *Name, AOPA New England Representative*

PROJECT DIRECTORY

Effective: October 16, 2006

Airport Advisory Council (AAC) Members

Name of AAC Member	Represents	Phone #	Email address	Mailing Address
1. Branden Michaux	UUU Airport Operations Manager	(401) 846-9400	bmichaux@hawthorneri.com	UUU 211 Airpt Access Rd Middletown RI 02842
2. Katherine Trapani	Supv. Plnr. RI Statewide Planning	(401) 222-6479	katherinetrapani@mail.state.ri.us	RI Dept. of Admin. 1 Capital Hill Prov. RI 02908
3. Andrew Arkway	Stewardship Director	(401) 849-2799 x14	AArkway@ailt.org	790 Aquidneck Ave. Middletown, RI 02842
4. Jody Sullivan	Dep. Exec. Dir. Newport County C of C	(401) 847-1600	jodyjude@newportchamber.com	45 Valley Rd Middletown, RI 02842
5. Tina Dolen	Exec. Dir. Aquidneck Island Plan. Comm.	(401) 845-9299	tina@aquidneckplanning.org	321 East Main Road Portsmouth, RI 02871
6. Alan L. Goodwin	Sen. Dev. Planner City of Newport	(401) 846-9600	agoodwin@cityofnewport.com	Newport City Hall 43 Broadway Newport, RI
7. Robert Gilstein	Town Planner Town of Portsmouth	(401) 683-0888	rgilstein@portsmouthri.com	2200 East Main Road Portsmouth, RI 02871
8. Ronald M. Wolanski	Town Planner Town of Middletown	(401) 849-4027	rwolanski@middletownri.com	350 East Main Rd Middletown, RI 02842
9. Ray Alexander	Resident of Airport Neighborhood	(401) 640-7291(H)	Rayalexander@aol.com	6 Coggeshall Circle Middletown RI 02842
10. Guillaume de Ramel	Airport Business	(401) 662-5477	gderamel@hotmail.com	29 Howard St., Newport, RI 02840
11. Heather Corson	Newport Aviation Inc.	(401) 639-9205	newportavn@aol.com	Newport State Airport Middletown RI 02842
12. Roberta Duffy	Resident of Airport Neighborhood	(401) 846-5340 (O)	bbsma@cox.net	280 Forest Ave. Middletown RI 02842
13. Mike Walker (Ex-Officio)	RI Economic Development Corp.	(401) 222-2601	mwalker@riedc.com	1 West Exchange St. Providence, RI 02903

Project Management Team (PMT) Members

Name of PMT Member	Represents	Phone #	Email address	Mailing Address
Vincent Scarano	Rhode Island Airport Corporation	(401) 737-4000	vscarano@pvdairport.com	T.F. Green Airport Warwick RI
Marc Champigny	Louis Berger Group, Inc.	(518) 432-9545	mchampigny@louisberger.com	20 Corporate Woods Blvd. Albany, NY 12211
Danielle DelBalso	Louis Berger Group, Inc.	(518) 432-9545	ddelbalso@louisberger.com	20 Corporate Woods Blvd. Albany, NY 12211
Gail Lattrell	Federal Aviation Administration	(781) 238-0615	Gail.lattrell@faa.gov	12 New Engld Exec. Park. Burlington MA 01803

RI State Legislature

Name of Legislator	Represents	Phone #	Email address	Mailing Address
Representative Bruce Long		(401) 862-4925	Repbruce74@aol.com	
Representative Russell Jackson		(401) 848-7979	Rep-jackson@rilin.state.ri.us	
Representative Amy Rice		(401) 683-6555	Rep-rice@rilin.state.ri.us	
Senator June gibbs		(401) 846-1579	Sen-gibbs@rilin.state.ri.us	

Others

Name	Represents	Phone #	Email address	Mailing Address
Edward F. Lavellee	City Manager, City of Newport	(401) 846-9600	elavallee@cityofNewport.com	Newport City Hall43 Broadway Newport RI
Gerald S. Kempen	Town Administrator, Town of Middletown	(401) 849-2898	gkempen@middletownri.com	350 East Main Road Middletown RI 02842
Robert G. Driscoll	Town Administrator, Town of Portsmouth	(401) 683-3255	rdriscoll@portsmouthri.com	2200 East Main Road Portsmouth RI02871
Edward Clement, Jr.	Executive Director, Aquidneck Land Trust	(401) 849-2799	tclement@ailt.org	790 Aquidneck Ave. Middletown RI02842
Keith W. Stokes	Executive Director, Newport County CofC	(401) 847-1600	info@newportchamber.com	45 Valley Road Middletown RI 02842
Craig Dotlo	AOPA Northeast Regional Rep.	(914) 631-4051	Craig.dotlo@aopa.org	42 Aviation Way Frederick, MD 21701-4798

Reserve

Memorandum

THE Louis Berger Group, INC.
Aviation Services Group - Albany Office
20 Corporate Woods Boulevard
Albany, NY 12211-2370
Tel 518.432.9545 Fax 518.432.9571

TO: UUU Airport Master Plan Advisory Committee

FROM: Project Management Team

DATE: October 11, 2006

SUBJECT: Minutes of AAC Meeting #1 – October 4, 2006

The first Newport Airport Advisory Committee (AAC) meeting was held at the Newport County Chamber of Commerce on 45 Valley Road in Middletown. The meeting began at 2:00 p.m. A list of AAC members that were present are listed below:

1. Katherine Trapani – Supervisor Planner, Rhode Island Statewide Planning
2. Sara Walker (for Jody Sullivan) – Newport County Chamber of Commerce
3. Tina Dolen – Executive Director, Aquidneck Island Planning Commission
4. Alan Goodwin – Senior Development Planner, City of Newport
5. Robert Gilstein – Town Planner, Town of Portsmouth
6. Ronald Wolanski – Town Planner, Town of Middleton
7. Ray Alexander – Resident, Middletown
8. Guillaume de Ramel – Airport Business Owner
9. Heather D. Corson – Airport Business Owner
10. Michael Walker – Rhode Island Economic Development Corporation

AAC Members who were unable to attend were:

- Andrew Arkway, Stewardship Director, Aquidneck Island
- Brandon Michaux, Newport Airport Operations Manager, Landmark Aviation

Representatives from the RI Legislature who were present at the meeting were:

11. Representative Bruce Long
12. Senator June Gibbs

Project Management Team Members who were present at the meeting are listed below:

13. Vince Scarano – Project Manager, Rhode Island Airport Corporation
14. Michael Mini – Manager of Planning, Rhode Island Airport Corporation
15. Marc Champigny – Project Manager, the Louis Berger Group
16. Danielle DelBalso – Assistant Project Manager, the Louis Berger Group
17. Gail Lattrell – Planner, Federal Aviation Administration

Members of the Public who attended the meeting include:

18. Amy Mederias
19. Bill Mederias
20. K. Cunningham

A copy of the sign-in sheet is attached.

The purpose of this meeting was to formally kick off the Newport Airport Master Plan project with the AAC. After a brief round-table introduction, the meeting began with an overview of the meeting schedule, a brief background on each project team member, and a review of the meeting agenda.

An overview of the master plan project was then presented, including historical background, purpose and need of a master plan, the focus term of the project (both the 5 and 20 year planning period), project scope and process. The project team emphasized that the planning was not focused on any one single element of the airport, such as a runway extension, but rather an assessment of the airport in general and how it meets current FAA design and safety standards. Then a review of the public outreach and participation process was given. Public attendees were advised that the project team would conduct two Public Information Meetings to ensure that they would be kept informed during the master planning process. Moreover, the project team emphasized that RIAC would be responsive to their requests when asked for information. The commitment to the project's Communication Plan was stressed throughout the briefing. Additionally, the FAA presented their approach to master plan projects, with the emphasis on projects that improve the safety of the airport as a priority, as well as re-emphasizing public outreach efforts and providing a review of FAA funding guidelines.

Once the FAA review was complete, the project overview continued into a review of the project workbooks, communication plan, and the role of the AAC, representatives, and airport owner/operator.

Several questions were asked at this point by members of the AAC and public. These questions included a request for a description of the plan approval process; identification of the users of an airport master plan; why it was determined to do a master plan at this time; and whether a tour of the airport could be arranged for the AAC.

An overview of the inventory process and progress to date was then presented. Inventory items for the airport master plan include operational activity, environmental conditions/permitting, economic conditions, current conditions of the facility, etc. It was asked whether the Air National Guard building would be a part of the master plan, followed by questions regarding communication of the project findings to the public and how neighboring land uses will be reviewed.

Once the inventory is complete, forecasts will be developed and the facility requirements will be analyzed to determine how the current airport inventory fits with the forecasted demand. Then several alternatives will be developed to assist the AAC in determining the most suitable alternative for the airport's needs. An environmental review will follow to provide preliminary insight into the potential environmental effects each alternative would have. However, this environmental review will not constitute the requirements for an Environmental Assessment (EA) or Environmental Impact Statement (EIS) that may be needed in the future. Finally, an Airport Layout Plan (ALP) and implementation plan will be developed using the current layout and the preferred alternative layout, which will then be submitted to the FAA for approval. The ALP was stressed to the AAC as being the critical product of the planning process because it is the document approved by RIAC and the

FAA and the one that is essential for consideration of any future funding.

Additional information resources, such as the FAA website, were identified for the AAC and public for anyone interested in the technical aspects of the master planning process. A final opportunity for public questions and comments was given, but none were received. Finally, the project team queried the AAC to see if the meeting schedule (Wednesdays from 2-4) was appropriate for future meetings, and the AAC agreed that it was. The AAC was advised that the Project Team would try to give 3 weeks to a month notice for meetings and provide draft written reports one week in advance.

Action items resulting from the meeting include:

- Scheduling of a tour of the Airport for the AAC within the next few weeks.
- Developing a schedule with approximate dates for AAC and Public Information Meetings

The meeting adjourned at 3:15 p.m. After the meeting, members of the project management team were available and responded to questions from both the AAC and the public.

NEWPORT MASTER PLAN - AAC KICKOFF MEETING
SIGN IN SHEET

10/4/06

Name	Telephone Number
RAY ALEXANDER JR	401-640-7291
~~SARA~~ WALKER	401.847.1608
Mike Walker	401 222-2601 x105
TINA DOLEN AICP	401 845-9299
ALAN GOODWIN	401-845-5474
Ron Wakefield Middletown	401-849-4027
Guillaume de Ramel	662-5477 MBL
BOB GILSTRUK	401-683-0441
Rep. Brock J Long	401-862-4925
Amy Biel Medeiros	401-846-8371
K. CUNNINGHAM	401-849-0909
Katherine Trapani	401-222-6479
Michael A. [illegible]	401 737 4000 x488
Heather D Larson	401 639 9205

Memorandum

THE Louis Berger Group, INC.
Aviation Services Group - Albany Office
20 Corporate Woods Boulevard
Albany, NY 12211-2370
Tel 518.432.9545 Fax 518.432.9571

TO: UUU Airport Master Plan Advisory Committee

FROM: Project Management Team

DATE: January 16, 2007

SUBJECT: Minutes of AAC Meeting #2 – January 10, 2007

The second Newport Airport Advisory Committee (AAC) meeting was held at the Newport County Chamber of Commerce on 45 Valley Road in Middletown. The meeting began at 2:00 p.m. A list of AAC members that were present are listed below:

1. Jody Sullivan – Newport County Chamber of Commerce
2. Tina Dolen – Executive Director, Aquidneck Island Planning Commission
3. Alan Goodwin – Senior Development Planner, City of Newport
4. Ronald Wolanski – Town Planner, Town of Middleton
5. Ray Alexander – Resident, Middletown
6. Roberta Duffy – Resident, Middletown
7. Guillaume de Ramel – Airport Business Owner
8. Heather D. Corson – Airport Business Owner
9. Andrew Arkway – Stewardship Director, Aquidneck Island
10. Steve Tibbits – General Manager, Landmark Aviation

AAC Members who were unable to attend were:

- Katherine Trapani – Supervising Planner, Rhode Island Statewide Planning[1]
- Robert Gilstein – Town Planner, Town of Portsmouth
- Mike Walker – Rhode Island Development Corporation

Project Management Team Members who were present at the meeting are listed below:

11. Vince Scarano – Project Manager, Rhode Island Airport Corporation
12. Marc Champigny – Project Manager, the Louis Berger Group
13. Danielle DelBalso – Assistant Project Manager, the Louis Berger Group
14. Doug Ganey – Senior Environmental Scientist, the Louis Berger Group
15. Gail Lattrell – Planner, Federal Aviation Administration

[1] Ms. Trapani's comments on Working Paper #1 were provided before the meeting and made available to LBG.

Members of the Public who attended the meeting include:

16. Jeff Codman – Airport Business Owner
17. Hugh Doyle – Airport Business Representative
18. K. Cunningham

A copy of the sign-in sheet is attached. A copy of the Agenda is attached.

The purpose of this meeting was to present the Baseline Conditions Working Paper dated January 3, discuss the upcoming forecasting effort, review the project progress and set a timetable for the Public Information Meeting.

An overview of the Baseline Conditions Working Paper dated January 3 was then presented, including the data collected for the airfield, terminal, and other airport facilities. Items that were inventoried included the pavement conditions, lighting, parking (aircraft and auto), fueling systems, terminal and hangar conditions, and airport equipment. Historical operations and based aircraft information was given, though the Project Team noted that some of this information was still being collected and reviewed. Additional, historical operational data was noted to be estimated and not actual numbers, since no air traffic control tower exists at UUU to provide actual numbers. Finally, the Project Team identified several other studies that are currently underway that will be incorporated into the final Airport Master Plan once they are complete since they will provide information on obstructions, pavement, and economic conditions.

The primary issue that was raised and discussed was about the operational data and the impact on the forecasting/facility requirements process. Issues included a request for clarification/confirmation of operational and based aircraft information, clarification of the locations of transient helicopter parking, and identification of ownership and upkeep responsibilities for both the old terminal and National Guard facilities. It was also requested by AAC members that the graphs presented in the Working Paper be clarified once the operational data collection was complete, as many felt that the presentation of the information was confusing or ambiguous. Additionally, it was requested by AAC members to include a section on airport fencing, including location, height, and composition.

The comments were acknowledged and more information needs to be included to complete the Inventory chapter. It was also noted that the absence of operational data while unsubstantiated by any actual counting (absent an air traffic control tower) may not be as critical to developing actual airport needs. The Forecasting and Facility Requirements chapters will need to pay attention to this issue and be sure to address it in more detail.

This discussion was followed by a review of the environmental overview section of the working paper. This review included an overview of the wetlands, soils, water resources, and cultural resources (and other NEPA categories).

Members of the AAC asked for additional information in this section, including weather data, identification of privately owned wells (to correspond with the community wellheads), and any wildlife management programs in place. In addition, clarification was requested regarding zoning and the figures provided in the working paper.

To summarize information requested[2]:

- Review and address operational data
- Clarify ownership of National Guard property
- Provide better definition to helicopter landing area
- Improve presentation of Figure 3
- Show Zone I as overlay on Zoning Map
- Investigate existence of UST
- Provide low visibility and wind data
- Add chain link fencing to inventory
- Add wild life control to inventory
- Identify private wells

The Project Team then discussed with the AAC the next steps in the process to include finalizing the baseline conditions, completion of the draft forecasts/facility requirements, and development/scheduling of the first Public Information Meeting. The Project Team advised that written comments regarding the draft working paper on the Baseline Conditions would be accepted until Wednesday, January 17th. Comments could be submitted via E-Mail. Comments received in writing will be shared with the AAC membership.

The next AAC meeting was tentatively scheduled for **Wednesday, March 28th at 2PM** at the Newport Chamber of Commerce to discuss the forecasting portion of the project; and the Public Information Meeting was tentatively scheduled for **Wednesday, April 4th at 7PM** at the Middletown Town Hall. The AAC was advised the public advertising would be taken out one month and two weeks prior to the Public Information Meeting.

The meeting adjourned at 3:30 p.m. After the meeting, members of the project management team were available and responded to questions from both the AAC and the public.

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[2] Items will be reviewed by PMT and where possible they will be added to the Inventory chapter.

Rhode Island Airport Corporation

Newport State Airport Master Plan

Airport Advisory Committee Meeting #2 Sign-In Sheet

Marc Champigny	Louis Berger Project Manager	518-432-9545
Dina Scarano	RIAC. Project Manage	
Steve Tibbetts	Landmark Aviation General Manage	401-639-9043
HUGH DOYLE	NEWPORT AVIATION Rep	855-1514
Heather Corson	Newport Air owner	639-9205
Jeff Cadman	Bird's Eye View helicopters	
* K Cunningham	Resident	837-5956
Ray Alexander -JA	RESIDENT	401-640-7291
Roberta Duffy	Resident	401-846-1985
Jody Sullivan	NCC	847-1608
Andy Parkinson	Aquidneck Land Trust	849-2799
Tom Wolanski	Town of Middletown	849-4027

Rhode Island Airport Corporation

Newport State Airport Master Plan

Airport Advisory Committee Meeting #2 Sign-In Sheet

TINA DOLEN	AQUIDNECK ISLAND PLANNING COMMISSION	
ALAN GOODWIN	CITY OF NEWPORT	845-5474
GAIL LATTRELL	FAA - Regional Office	781 238 7615
Doug Gancy	The Louis Berger Group - Providence	401 521 5980
Danielle DelBalso	The Louis Berger Group	518 432 9545
Marc Champagny	The Louis Berger Group	518.432.9545
Guillaume de Ramel	COM MEMBER	662-5477

AIRPORT ADVISORY COUNCIL
MEETING NO. 2

January 10, 2006
2:00 PM TO 4:00 PM
At
Newport Chamber of Commerce
45 Valley Road
Middletown RI 02842

AGENDA

- **Review and Acceptance of Minutes No. 1**

- **Presentation and Discussion of Chapter 1 – Airport Inventory**

- **Discussion of Chapter 2 – Aviation Forecasts**

- **Review of Study Progress and Schedule of Next Steps**

    - **Date for Final Comments on Chapter 1**

    - **Date and Location for Public Information Meeting No. 1**

    - **Estimated Date for AAC #3 Meeting and Information to be Provided**

Memorandum

THE Louis Berger Group, INC.
Aviation Services Group - Albany Office
20 Corporate Woods Boulevard
Albany, NY 12211-2370
Tel 518.432.9545 Fax 518.432.9571

TO: UUU Airport Master Plan Advisory Committee

FROM: Project Management Team

DATE: April 3, 2007

SUBJECT: Minutes of AAC Meeting #3 – March 28, 2007

The third Newport Airport Advisory Committee (AAC) meeting was held at the Newport County Chamber of Commerce on 45 Valley Road in Middletown. The meeting began at 2:00 p.m. A list of AAC members that were present are listed below:

1. Tina Dolen – Executive Director, Aquidneck Island Planning Commission
2. Alan Goodwin – Senior Development Planner, City of Newport
3. Ronald Wolanski – Town Planner, Town of Middleton
4. Ray Alexander – Resident, Middletown
5. Roberta Duffy – Resident, Middletown
6. Heather D. Corson – Airport Business Owner
7. Steve Tibbetts – General Manager, Landmark Aviation
8. Mike Walker – Rhode Island Development Corporation
9. Walter Slocomb (for Katherine Trapani) - Rhode Island Statewide Planning

AAC Members who were unable to attend were:

- Jody Sullivan – Newport County Chamber of Commerce
- Guillaume de Ramel – Airport Business Owner
- Andrew Arkway – Stewardship Director, Aquidneck Island
- Robert Gilstein – Town Planner, Town of Portsmouth

Project Management Team Members who were present at the meeting are listed below:

10. Vince Scarano – Project Manager, Rhode Island Airport Corporation
11. Marc Champigny – Project Manager, the Louis Berger Group
12. Nick Stefaniak– Aviation Planner, the Louis Berger Group

Project Management Team Members who were unable to attend include:

Danielle DelBalso – Assistant Project Manager, the Louis Berger Group
Doug Ganey – Senior Environmental Scientist, the Louis Berger Group
Gail Lattrell – Planner, Federal Aviation Administration

Non-Members of the Airport Advisory Committee who attended the meeting include:

13. Hugh Doyle – Airport Business Representative

A copy of the sign-in sheet is attached. A copy of the Agenda is also attached.

The purpose of this meeting was to present the Airport Role and Forecasts Working Paper dated March 21, 2007, discuss the draft materials for the Public Information Meeting, discuss the outline for Working Paper #3 (Facility Requirements), and review the project progress.

An overview of the Airport Role and Forecasts Working Paper dated March 21, 2007 was then presented. The presentation included the Forecast Approach, historical airport operations data and the role of the Design Aircraft as it relates to Airport Design Criteria set forth by the Federal Aviation Administration (FAA). The presentation concluded with an overview of the information and materials to be presented at the public information meeting.

Topics of discussion included:

- The accuracy/longevity of High Forecasting values
- Airport role
- Airport Advisory Circulars (Airport Design in particular)
- Very Light Jets (VLJ's)
- Airport Layout Plans
- FAA AIP funding allotments for airport projects
- Public Information Meeting format and announcement approach

The slide presentation included a summary of the forecasts developed for each scenario. The focus was on Based Aircraft and Total Operations for the Short/Mid/Long Range periods. To accommodate the variability of forecasts the UUU projects utilized a High/Low/Baseline forecast.

The explanation of the forecasting approach talked about the current waiting list of those wishing to base their aircraft at the Airport. A question was raised asking if a lower forecast will be used once some of those on the waiting list have been accommodated and hangar/tie down demand has been reduced. The Project team then explained that the FAA suggests reviewing Airport forecasting numbers every five (5) years and that due to a number of variables and the uniqueness of individual airport facilities, in some cases, high forecast values are used and in others, lower values are used.

An Advisory Committee member asked if socioeconomic factors should be considered in the forecasting numbers, project team requested a contact to obtain this data and once received, will

be reviewed and considered for inclusion as part of the draft final report. In explaining historical operations data, the project team defined what an Operation was and explained that a touch and go procedure performed by an aircraft does in fact count as two airport operations.

Next, the project team discussed the airport role and the indications being the role of this airport, based on the forecast is not likely to change. Most likely, UUU will continue to see the single and twin piston engine aircraft that are currently using the facility. Slides of the typical aircraft that use the airport were shown and are presented in the forecast working paper, and explained how aircraft design groups define the facility requirements for the airport that will be developed in the next working paper. In addition, Very Light Jets (VLJ's) were discussed regarding the required runway length needed to operate. Some VLJ's will be able to access UUU, but this should be limited. The VLJ market is still relatively unknown, but will be tracked throughout this Master Plan process.

After an explanation of how the Design Aircraft plays a role in airport design and a discussion on Very Light Jets (VLJ's), a question was raised asking whether or not the airport would experience jet traffic if jet fuel was available at the airport. Members of the project team as well as some Advisory Committee members explained that the availability of jet fuel is only one of many accommodations that jet type aircraft need and that there are a number of other services and facilities the airport would have to provide before it experiences jet traffic. The project team also explained that Newport's proximity to Quonset State Airport would make it unlikely that a jet would choose Newport over Quonset due to the accommodations for jet type aircraft already available at Quonset.

The RIAC Project Manager brought up a discussion about Airport Advisory Circulars and the importance of Airport Design Criteria set forth by the FAA. The project team offered to send the Advisory Circular electronically via email to individuals on the Advisory Committee to familiarize themselves with the criteria and to obtain a better understanding of Airport Design considerations and standards.

The project team addressed the need for a larger display board explaining design criteria and how it relates to FAA requirements and explained that the reasoning will become much clearer after Working Paper #3 (Facility Requirements) is released.

The discussion of the format, materials and announcements for the Public Information Meeting that will be held on April 4, 2007 also raised some questions. The project team was asked if the 4 legal ads that the Project Team ran in the Newport Daily News and the Providence Journal were the only announcements to date. The committee expressed concern on whether or not the message has been widespread enough and if these ads are in fact being seen by the public. They suggested running a display ad in the Newport Daily News before the meeting date. Furthermore, an advisory committee member informed the Project team that a news reporter for the Daily News will be in attendance and the possibility of that individual running a short story announcing the meeting. The Project Team took note of these suggestions and informed the AAC that they will follow up on them.

Discussion was then held on the format of the Public Information Meeting and a question was asked if there will be project team members available at each display board to answer specific

questions the public may have. In response, a project team member explained that this format is not typical at this stage in the project and that public information meetings will follow that format only when a final draft Master Plan has been completed. Questions were also asked about the availability of informational handouts at the meeting and the possibility of summarizing all public questions asked at the meeting. The project team expressed that the Scope of Work will be provided and that answers to public questions will be addressed following the meeting and will be available online to the public.

The last discussion topic at the meeting expressed that the Airport Layout Plan (ALP) is a critical drawing to each and every airport and explained the need for an airport's ALP to be continually updated. The project team then described Capital Improvement Plans, the need for RIAC to identify their own and how the ALP is used when requesting funds from the FAA for proposed airport improvements/projects. The project manager informed the committee that detail funding information will be provided in Task 9 (Implementation Plan) of the project process.

Finally, The Project Team advised that written comments regarding the draft working paper on the Airport Role and Forecasts would be accepted until Wednesday, April 11th. Comments could be submitted via E-Mail. Comments received will be consolidated and shared with the AAC membership.

It was noted during the meeting that the website is available through the RIAC home page for pvdairport.com.

The next AAC meeting was tentatively scheduled for **Wednesday, May 23rd at 2PM** at the Newport Chamber of Commerce to discuss the Facility Requirements and draft Alternatives Analysis portion of the project.

The meeting adjourned at 3:30 p.m. After the meeting, members of the project management team were available and responded to questions from both the AAC and the public.

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Rhode Island Airport Corporation

Newport State Airport Master Plan

Airport Advisory Committee Meeting #3 Sign-In Sheet

Marc Champigny	Proj. Mgr	518-432-9545	mchampigny@louisberger.com
Vince Scarano	RIAC	401-737-4000 x482	project mngr
Nick Stefaniak	Airport Planner	518-432-9545	NSTEFANIAK@LOUISBERGER.COM
ALAN GOODWIN	CITY OF NPT	401-845-5474	AGOODWIN@CITYOFNEWPORT.COM
RAY ALEXANDER JR	RESIDENT	401-640-7291	RALEXANDER@AOL.COM
Walter Slocomb	RISPP	401-222-1237	WSLOCOMB@DOA.STATE.RI.US
Robert Duffy	resident	846-1985	bbsma@cox.net
Heather Cosson	UUU business	8462359	NEWPORTAVN@aol.com
Steve Tibbetts	Landmark Aviation (UUU BUSINESS)	639-9043	stibbetts@hawthorneri.com
HUGH DOYLE	NEWPORT AV.	846-2359	HDOYLE2439@AOL.COM
Mike Walker	RIEDC	278-9105	MWalker@riedc.com
TINA DOLEN	AIPC	345-9299	~~TINA@aquidneck~~ tina@aquidneckplanning.org
RON WOLANSKI	MIDDLETOWN	849-4027	rwolanski@middletownri.com

AIRPORT ADVISORY COUNCIL
MEETING NO. 3

March 28, 2007
2:00 PM TO 4:00 PM
At
Newport Chamber of Commerce
45 Valley Road
Middletown RI 02842

AGENDA

- **Review and Acceptance of Minutes No. 2**

- **Presentation and Discussion of Chapter 2 – Aviation Forecasts [1]**

- **Discuss Presentation of Material for Public Information Meeting on April 4**

- **Present Outline of Chapter 3 – Facility Requirements**

- **Review of Study Progress and Schedule of Next Steps**

    - **Set Date for Final Comments on Chapter 2**

    - **Set Date for AAC #4 Meeting and Information to be Provided**

    - **Other Thoughts?**

[1] Draft Chapter 2 will be mailed to the AAC Members by March 21, 2007

Memorandum

THE Louis Berger Group, INC.
Aviation Services Group - Albany Office
20 Corporate Woods Boulevard
Albany, NY 12211-2370
Tel 518.432.9545 Fax 518.432.9571

TO: UUU Airport Master Plan Advisory Committee

FROM: Project Management Team

DATE: May 24, 2007

SUBJECT: Minutes of AAC Meeting #4 – May 23, 2007

The fourth Newport Airport Advisory Committee (AAC) meeting was held at the Newport County Chamber of Commerce on 45 Valley Road in Middletown. The primary purpose of this meeting was to discuss Working Paper No.3 "Facility Requirements".

The meeting began at 2:10 p.m. A list of AAC members that were present are listed below:

1. Ronald Wolanski – Town Planner, Town of Middleton
2. Ray Alexander – Resident, Middletown
3. Roberta Duffy – Resident, Middletown
4. Heather D. Corson – Airport Business Owner
5. Steve St. Onge (for Landmark) – Operations Manager
6. Mike Walker – Rhode Island Development Corporation
7. Walter Slocomb (for Katherine Trapani) – Rhode Island Statewide Planning

AAC Members who were unable to attend were:

- Tina Dolen – Executive Director, Aquidneck Island Planning Commission
- Alan Goodwin – Senior Development Planner, City of Newport
- Jody Sullivan – Newport County Chamber of Commerce
- Guillaume de Ramel – Airport Business Owner
- Andrew Arkway – Stewardship Director, Aquidneck Island
- Robert Gilstein – Town Planner, Town of Portsmouth

Project Management Team Members who were present at the meeting are listed below:

8. Vince Scarano – Project Manager, Rhode Island Airport Corporation
9. Marc Champigny – Project Manager, the Louis Berger Group
10. Nick Stefaniak– Aviation Planner, the Louis Berger Group

Project Management Team Members who were unable to attend include:

Danielle DelBalso – Assistant Project Manager, the Louis Berger Group
Doug Ganey – Senior Environmental Scientist, the Louis Berger Group
Gail Lattrell – Planner, Federal Aviation Administration

Non-Members of the Airport Advisory Committee who attended the meeting include:

11. Laurie Sirois – Rhode Island Airport Corporation
12. Patti Goldstein – Rhode Island Airport Corporation
13. Michael Mini – Rhode Island Airport Corporation

A copy of the agenda and sign-in sheet is attached.

Marc Champigny quickly discussed the project status to date. Then he explained the "Facility Requirements" process and the results from that process as they relate to the Newport State Airport. . The presentation concluded with a question and answer session and the announcement that a tentative date of July 25, 2007 was set for the 5th Airport Advisory Committee meeting.

In the opening discussion on "Facility Requirements" Marc and Vince explained that facility requirements looked to accommodate the forecast data and are used to establish initial airport development alternatives. They are what you might expect under ideal circumstances. These initial alternatives *do not* consider any constraints such as financial, environmental and engineering factors. The next step in the master plan process, "Alternative Analysis" will include these factors and determine what is feasible for Newport Airport. Marc also explained that the facility requirements future airport development as well as judgments about rehabilitating existing airport infrastructure such as the airfield pavements. Heather Corson pointed out the importance of rehabilitating the cross wind runway to her airport business.

The discussion topics, all of which were included in Working Paper No. 3, included:

- Runway Length Analysis
- Airport Operational Design Standards
- Airfield Design Requirements including Runway Safety Areas, Protection Zones, Object Free Areas and FAA Part 77 Approach Surfaces
- Airport Capacity
- Airfield pavements
- Existing airport conditions
- Apron expansion
- Airfield drainage, including standing water issue off the approach end of runway 4
- Airfield fencing
- T-Hangar development

Marc explained that the current primary runway length of 2,999 feet is able to accommodate 95% of the aircraft that use the airport, based on the FAA model and the airport design aircraft. There was

also a brief discussion on a very short extension of 140 feet (a length that could be achieved within the existing airport boundaries). No conclusions were reached but it was noted that even if it could be achieved it would provide a very low "cost versus benefit" and it would be a low priority project given all the other needs at the airport. Moreover, it was likely it would increase the obstruction requirements, which is already a sensitive issue at the airport. It was noted that this entire issue would receive more scrutiny in the alternative analysis chapter. Given that existing runway provides 95% utility to the aircraft fleet, the idea of even a short extension remains an unproven need.

Advisory Committee member Ray Alexander asked the project team to explain obstruction removal and expressed runway length analysis concerns, more specifically, if Runway 4/22 were to be extended, in what direction? Vince explained that those types of determinations are made in the alternatives analysis part of the project and when you look into runway extensions two questions must be asked, can you achieve this using existing airport property and is this feasible, when in fact the existing runway length can handle 95%. Vince also noted that he would make an effort at the next meeting to have a discussion item on the agenda related specifically to "Obstructions". Vince also spent some time after the meeting discussing the FAA process with Ray Alexander and Roberta Duffy.

Marc explained airfield requirements and design standards associated with runway safety areas, protection zones, and object free areas. The presentation continued with an airfield capacity explanation, airfield pavement issues, and the importance of maintaining existing infrastructure. In regards to standard runway safety area dimensions it was noted that although the approach end of Runway 4 meets standard requirements, there is a drainage issue that produces a large area of standing water within the RSA. Roberta Duffy asks if that is a wetland area, in response, the project team explained that the FAA requires the airport maintain RSA's in certain conditions and wetland boundaries will be included on the final Airport Layout Plan.

In discussion on Runway Protection Zones, Ray Alexander asked whether the Airport owns all the land within the RPZ and if not, will this land be acquired through eminent domain. Vince explains that FAA does not require the Airport owner to acquire land through eminent domain and the FAA grants only expects the airport to do what is "feasible and prudent."

Ron Wolanski asked about easements and airport zoning as it relates to statewide transportation planning efforts. Vince explained that the FAA would like to see Airport Layout Plans used by state departments for things other than airport development; unfortunately they are mostly used to show what an airport is going to build rather than a comprehensive set of plans that can be used by a statewide planning department.

Marc explained that although new terminal development will be an alternative, other projects will likely take priority, especially GA apron expansion and the rehabilitation of existing pavements. The area of apron that is needed to accommodate forecasted data was discussed as well as the best area for T-hangar development. The issue of T-hangar development was revisited and it was noted by the project team that the identification of suitable land for T-hangar development is done in order to address this but actual development considers a number of issues, primarily a private developer willing to invest money into the airport.

The calculations how to accommodate the Airport's immediate need for based aircraft was explained. To make the point clearer a suggestion was made by a council member to revise the report and the change will be made.

Fuel facility requirements and maintenance equipment facilities were discussed; with the exception of running water to the SRE building and back-up emergency power to the terminal building, these facilities were deemed adequate for the airport and will not be a significant issue when developing the alternatives.

The issue of abandoned cars at the airport as well as a van service, car detailing business, and a portable toilet business vehicles parked on airport property was brought to the consultant's attention.

Marc summarized the facility requirements and concluded the presentation with the need to upgrade perimeter fencing at the Airport and emphasized the need to rehabilitate existing infrastructure, with Runway 16/34 pavement rehab as a high priority.

The question and answer session began with a discussion on the drainage impacts of apron expansion. The project team explained that these issues will be addressed in the alternatives analysis section of the report and may require an environmental assessment to provide a detailed explanation of the environmental impacts.

Ron Wolanski brought up the possibility of airport development affecting city drainage issues, primarily flooding problems associated with Bailey Brook. Project team has taken note and believes that Doug Ganey (Louis Berger, Senior Environmental Scientist) is familiar with these issues.

The Project Team advised that written comments regarding Working Paper No. 3 will continue to be collected and the next AAC meeting tentatively scheduled for **Wednesday, July 25th at 2PM** at the Newport Chamber of Commerce to discuss the Working Paper No. 4 "Alternatives Analysis".

In preparation for the next meeting a preliminary alternative analysis graphic was presented to the AAC to provide them with a visual depiction of development areas to be considered in the Alternative Analysis. There was very limited discussion but it will be the primary discussion at he next meeting.

Ray Alexander was unfamiliar with the construction of T- hangars. LBG will provide Mr. Alexander with various pictures via email. It was reiterated that extending Runway 4/22 is not a very practical alternative for reasons previously stated but will be included in the report for the purpose of demonstrating to the FAA that ***all*** alternatives were considered.

The meeting adjourned at 3:15 p.m. After the meeting, members of the project management team were available and responded to questions from both the AAC and the public.

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AIRPORT ADVISORY COUNCIL
MEETING NO. 4

May 23, 2007
2:00 PM TO 4:00 PM
At
Newport Chamber of Commerce
45 Valley Road
Middletown RI 02842

AGENDA

- **Review and Acceptance of Minutes No. 3**
- **Discuss Results of Public Information Meeting**
- **Presentation and Discussion of Chapter 3 – Facility Requirements [1]**
- **Review of Study Progress and Schedule of Next Steps**
    - **Set Date for Final Comments on Chapter 3**
    - **Set Date for AAC #5 Meeting and Information to be Provided**
    - **Other Thoughts?**

[1] Draft Chapter 3 was mailed to the AAC Members on May 15, 2007

Rhode Island Airport Corporation

Newport State Airport Master Plan

Airport Advisory Committee Meeting #4 Sign-In Sheet

	NAME	Tel #	
1	Vincent Scarano	401-737-4000 x482	RIAC
2	Nick Stefanidakis	518 432 9545 x9550	Louis Berger
3	Marc Champigny	518-432-9545 x9560	
4	Ray Alexander	401-640-7291	RESIDENT
5	Laurie Sirois	401-737-4000	RIAC
6	Patti Goldstein	401-737-4000	RIAC
7	Walter Slocomb	401-222-1237	RISPP
	Ron Wolanski	401-849-4027	Mirabella
	Steve St. Onge	401-639-9044	Landmark
	Heather Corson	401 639 9205	Newport AVN
	Robert Duffy	401-846-1985	Neighbor
	Michael Mini	401 737 4000 x488	RIAC

AIRPORT ADVISORY COUNCIL
MEETING NO. 5

July 25, 2007
2:00 PM TO 4:00 PM
At
Newport Chamber of Commerce
45 Valley Road
Middletown RI 02842

AGENDA

- **Review and Acceptance of Minutes No. 4**

- **Presentation and Discussion of Chapter 4 – Alternatives Analysis**

- **Airport Obstruction Study Presentation**

- **Review of Study Progress and Schedule of Next Steps**

    - **Set Date for Final Comments on Chapter 4**

    - **Set Date for AAC #6 Meeting and Information to be Provided**

Memorandum

THE Louis Berger Group, INC.
Aviation Services Group - Albany Office
20 Corporate Woods Boulevard
Albany, NY 12211-2370
Tel 518.432.9545 Fax 518.432.9571

TO: UUU Airport Master Plan Advisory Committee

FROM: Project Management Team

DATE: August 6, 2007

SUBJECT: Minutes of AAC Meeting #5 – July 25, 2007

The fifth Newport Airport Advisory Committee (AAC) meeting was held at the Newport County Chamber of Commerce on 45 Valley Road in Middletown. The meeting began at 2:05 p.m.

I. Attendance

AAC members present include:

1. Jody Sullivan – Newport County Chamber of Commerce
2. Tina Dolen – Executive Director, Aquidneck Island Planning Commission
3. Alan Goodwin – Senior Development Planner, City of Newport
4. Ronald Wolanski – Town Planner, Town of Middleton
5. Ray Alexander – Resident, Middletown
6. Roberta Duffy – Resident, Middletown
7. Guillaume de Ramel – Airport Business Owner
8. Heather D. Corson – Airport Business Owner
9. Steve Tibbetts – General Manager, Landmark Aviation
10. Mike Walker – Rhode Island Development Corporation
11. Walter Slocomb (for Katherine Trapani) – Rhode Island Statewide Planning

AAC Members unable to attend include:

- Robert Gilstein – Town Planner, Town of Portsmouth
- Andrew Arkway – Stewardship Director, Aquidneck Island

Project Management Team Members present include:

12. Vince Scarano – Project Manager, Rhode Island Airport Corporation
13. Marc Champigny – Project Manager, the Louis Berger Group
14. Danielle DelBalso – Assistant Project Manager, the Louis Berger Group
15. Doug Ganey – Senior Environmental Scientist, the Louis Berger Group

Project Management Team Members unable to attend include:

16. Gail Lattrell – Planner, Federal Aviation Administration

Non-Members of the Airport Advisory Committee who attended include:

17. Hugh Doyle – Airport Business Representative
18. Michael Mini – Manager of Planning, Rhode Island Airport Corporation
19. Rebecca Pazienza – Public Relations, Rhode Island Airport Corporation
20. Jim McLaughlin, P.E. – Associate, Transportation, Stantec Consulting

Copies of the Sign-in Sheet and Agenda are attached.

II. The purpose of this meeting was to:

- Present and discuss *Working Paper #4 – Alternatives Analysis* dated 7/20/07,
- Discuss the upcoming environmental analysis, ALP, and implementation plan,
- Provide an overview of the current obstruction analysis study being performed at Newport by Stantec Consulting, and
- Review the project progress and set a timetable for upcoming AAC meetings and Public Information Meeting on the draft report.

III. Discussion on Working Paper #5 Alternative Analysis

An overview of the Alternatives Analysis paper was presented by LBG. It included each alternative identified for the runways, taxiways, apron areas, terminal area, t-hangars, and other areas of concern at the airport. Following the presentation the questions asked were:

- **Runways** –
  Q*: Is the planning period and time frame for development the same?*
  A: No, the development time frame will depend on the prioritization of projects and available funding.
  Q: *Will the Rhode Island ASP be updated with the information from the AMP prior to adoption to ensure consistency?*
  A: Yes, the ASP is currently being updated with the information from the AMP.

- **Taxiways** –
  Q: Will the AMP be updated prior to the end of the new Taxiway C's useful life?
  A: Yes, but most likely, an update of the master plan will occur in that timeframe.

- **Aprons** –
  Q*: For the Phase I construction – how many tie down spaces are included?*
  A: The space was determined in square yards. The number of tie-downs will meet the demand for Phase I. It may need to be adjusted if T-hangars are built at the same time. The existing apron will lose approximately 3 parking spaces to remove penetrations to the Runway Visual Zone (RVZ).
  Q: *Will it accommodate the full waiting list for tie-down spaces?*
  A: The apron should be designed not only to accommodate the current backlog, but also to accommodate the forecasted number of based aircraft.
  Q: *Does it make more sense to combine Phase II and III into Phase I and design/construct the entire apron?*
  A: That option was not considered in order to preserve area being used by the sky

diving school as jump zone as long as possible. It is also more prudent to development in phases to be assured that demand occurs.

Q: *If discretionary funds are available, does it make sense to design the new apron space now instead of waiting?*

A: It is at RIAC's discretion as to what projects will take priority for funding. Funding for items not likely to occur in the 0-5 year interval or considered speculative will more than likely not be considered high priority by FAA.

Q: *Should the apron area be designed for the current demand and future demand?*

A: It should be designed to accommodate the airport's growth, but not for the entire planning period. (Also see answer for previous question.)

Q*: Is the planning period and time frame for apron development the same?*

A: No, the apron development timeframe is based upon demand.

Q: *Were alternative landing and building sites for the skydiving business considered?*

A: No. To a large extent it is protected by current lease. The point will be noted as a comment to receive some attention in the final draft.

Q*: Is the wetland buffer identified on the figures a defined amount?*

A: Yes, but the exact dimensions will be discussed in the Environmental Review.

- **Terminal Support Facilities** –

  No comments or questions were received on the Terminal Facilities.

- **T-Hangars** –

  Q*: Was a survey of the current airport tenants completed to determine an estimate of the demand for T-hangars?*

  A: Yes, a survey of all based aircraft owners and airport business was conducted, with the construction of T-hangars receiving the greatest number of responses.

  Q: *What would be the funding and leasing arrangements?*

  A: The T-hangars will be developed by private development, with the developer entering into a ground lease with RIAC.

  Q: *Will LBG be recommending ground lease rates in this AMP?*

  A: Ground lease rates for UUU were addressed in the recently completed business plans for the RIAC airports.

  Q: *Will the impact of the existing knoll at the recommended site be addressed?*

  A: The knoll will be addressed as part of the final draft and EA.

  Q: *Has RIAC had been approached by interested developers?*

  A: Yes, RIAC has received calls from interested developers but no action taken.

  Q: *What is the estimated timeframe for the design and construction of the T-hangars?*

  A: There is no set timeframe for the development of the T-hangars. However, development could occur after the approval of the AMP and Environmental Assessment, in approximately 12 months.

  Q: *What local permission is needed to design and construction of the T-hangars?*

  A: It was thought only Town approval for curb cuts. The point needs further attention in the final draft.

  Q*: How is access to the T-hangars controlled?*

  A: Access would be by a controlled gate, with access only to T-hangar tenants.

  Q: *Is there a standard design for T-hangars?*

A: The design of T-hangars is based upon the type of aircraft anticipated to utilize the facility. A hangar is designed with larger bays for twin-engine aircraft than for single-engine aircraft. There are unique designs that can be incorporated for the inclusion of a pilot lounge, flight room, and restrooms.
Q: *If so, would the design be solely for single or twin engine aircraft?*
A: The design will depend on the anticipated aircraft. Most T-hangars are designed to accommodate both types of aircraft.
Q: *Would the T-hangars as located clear FAR Part 77 surfaces?*
A: The criteria applied assured they clear all the appropriate surfaces.
Q: *What noise mitigation measures would be implemented?*
A: Typically noise and appropriate mitigation measures are specifically identified during the EA study following the AMP study. The final draft AMP will make some broad assessments to see what might be suggested for the EA to assess.
Q: *What is the time frame from the environmental work to the start of construction?*
A: The time frame depends upon the FAA's findings from the Environmental Assessment. If a Finding of No Significant Impact (FONSI) is granted, then the construction can begin once a design has been developed and approved. If an Environmental Impact Statement is required, the project could be longer. At this point it is too speculative to address either the environmental implications or length of time.
Q: *Would T-hangar development increase activity at the airport?*
A: No, it is anticipated that the T-hangars would simply accommodate the current and forecasted demand for aircraft hangar space. The forecasts of activity prepared for this AMP were not dependent on the construction of T-Hangars.

- **Other Airside/Landside Issues –**
  Q: *Is the cost of replacement lighting included in pavement rehabilitation estimates?*
  A: Yes, it was included as a part of the pavement rehabilitation cost estimate.
  Q: *Was security and additional ramp lighting considered?*
  A: Security lighting was considered in the layout of the terminal and ramp areas.

- **Airport Performance and Goals** –
  No comments were received regarding the Airport Performance and Goals.

IV. Next Steps

This discussion was followed by a review of the next steps in the AMP process. It included:

- Development of the "Preferred Alternatives" which is included in the Alternatives Analysis chapter
- Development of the draft ALP drawing set.
- An overview of the work to be in the environmental overview, ALP drawing set, and implementation plan.
- The <u>projected</u> dates for the remaining meetings and milestones.
  - Additional comments on WP #5 Alternative Analysis - August 8th.
  - AAC Meeting #6 - September 12th (2PM at the Newport Chamber of Commerce). Information to be presented and discussed includes the:

- Environmental Overview,
- ALP Drawing Set,
- Financial and Phasing Plan

- The following project milestones were not discussed at the meeting but for the AAC members advanced information the Project Management Team is proposing :
  - AAC Meeting #7 by October 10th.
    (We are optimistic that a full draft master plan report can be available for review by the first week of October and discussed at that meeting.)
  - Public Information Meeting (PIM) #2 by November 7th.
    (A Draft Airport Master Plan would be available two weeks prior to the Public Information Meeting.)
  - AAC Meeting #8 by November 8th
    To discuss the comments received at the PIM.
  - Report and ALP to FAA for review and approval by end of November.
    (Assumes the previous milestones can be achieved)

IV. Presentation and Discussion on the Draft Aeronautical Study by STANTEC

After the completion of the regular meeting AAC members were encouraged to stay for a presentation of the obstruction analysis study and its relation to the master plan study. The presentation provided an overview of the Part 77 Obstruction analysis process, the progress of the study at Newport, detailed maps of identified obstructions, and next steps in the study.

The obstruction study was presented to the AAC to provide a reference for how obstructions impact the safety of flight operations and the potential impact on proposed development options. AAC members expressed concern on the potential for additional tree cutting, especially on and around Oliphant Lane based on previous obstruction clearing projects. However, since no official FAA determination has been made on the Part 77 study and its recommendations, no response could be given on any anticipated obstruction removal options at this time. They were advised our recommendations to FAA will be particularly sensitive to the implication the FAA standards have on residential properties in the vicinity of the airport. The point was also made clear that RIAC has obligations by FAA grants to maintain the approaches to the runways free of obstructions and they will proceed to do what is feasible and prudent to maintain safe approaches.

This obstruction analysis by Stantec will be incorporated into the AMP as a separate section either to be included as a chapter in the report or as an Appendix to the report. It has not been determined at this point.

The meeting adjourned at 4:00PM. After the meeting, members of the project management team and obstruction study team were available and responded to questions from both the AAC and the public.

###

Rhode Island Airport Corporation

Newport State Airport Master Plan

Airport Advisory Committee Meeting #5 Sign-In Sheet

7/25/2007

Marc Champigny	Louis Berger	518. 432. 9545
Danielle DelBalso	Louis Berger	518. 432. 9545
Lucia Scarano	RIAC	401-737-4000 x482
Walter Slocomb	RISPP	401-222-1237
Alan Gardner	City of Newport	401-845-5474
Jim McLaughlin	STANTEC	207-775-3211
Tina Dolen	AIPC	401 845-9299
HEATHER CORSON	NEWPORT AV.	401-846-2359
HUGH DOYLE	NEWPORT AV.	401-855-1514
Ron Wolarski	Middletown	401-847-4027
Mike Walker	RIEDC	401-278-9105
Roberta Duffy	Resident	401-846-1985

Rhode Island Airport Corporation

Newport State Airport Master Plan

Airport Advisory Committee Meeting #5 Sign-In Sheet

7/25/07

Michael Mini	RIAC	401 737 4000 x488
Rebecca Barenza	RIAC	401 737 4000 x278
Guillaume de Ramel		401 662-5477
Steve Tibbetts	Landmark Aviation	401-295-5020
Doug Ganey	The Louis Berger Group Inc	401 521 5980

Memorandum

THE Louis Berger Group, INC.
Aviation Services Group - Albany Office
20 Corporate Woods Boulevard
Albany, NY 12211-2370
Tel 518.432.9545 Fax 518.432.9571

TO: UUU Airport Master Plan Advisory Committee

FROM: Project Management Team

DATE: September 13, 2007

SUBJECT: Minutes of AAC Meeting #6 – September 12, 2007

The sixth Newport Airport Advisory Committee (AAC) meeting was held at the Newport County Chamber of Commerce on 45 Valley Road in Middletown. The meeting began at 2:10 p.m. A list of AAC members that were present are listed below:

1. Ronald Wolanski – Town Planner, Town of Middleton
2. Roberta Duffy – Resident, Middletown
3. Heather D. Corson – Airport Business Owner
4. Mike Walker – Rhode Island Development Corporation
5. Adam Wolff (for Steve Tibbetts) – General Manager, Landmark Aviation
6. Katherine Trapani – Supervising Planner, Rhode Island Statewide Planning

AAC Members who were unable to attend were:

- Alan Goodwin – Senior Development Planner, City of Newport
- Tina Dolen – Executive Director, Aquidneck Island Planning Commission
- Andrew Arkway – Stewardship Director, Aquidneck Island
- Ray Alexander, Resident, Middletown
- Guillaume de Ramel – Airport Business Owner
- Robert Gilstein – Town Planner, Town of Portsmouth

Project Management Team Members who were present at the meeting are listed below:

7. Vince Scarano – Project Manager, Rhode Island Airport Corporation
8. Marc Champigny – Project Manager, the Louis Berger Group
9. Danielle DelBalso – Assistant Project Manager, the Louis Berger Group
10. Doug Ganey – Senior Environmental Scientist, the Louis Berger Group

Project Management Team Members who were unable to attend the meeting include:

- Gail Lattrell – Planner, Federal Aviation Administration

Non-Members of the Advisory Committee who were present at the meeting are listed below:

11. Hugh Doyle – Airport Business Representative
12. Michael Mini – Manager of Planning, Rhode Island airport Corporation
13. Laurie Sirois – Grants & Contracts Administrator, Rhode Island Airport Corporation
14. Rebecca Pazienza – Public Relations, Rhode Island Airport Corporation

A copy of the sign-in sheet is attached.
A copy of the Agenda is attached.

The purpose of this meeting was to present:

- Additional T-hangar alternative
- Working Paper #5 – Environmental Review
- Working Paper #6 – Airport Layout Plan
- Working Paper #7 – Implementation Plan
- Develop a Schedule of Remaining Activities

1. Alternative T-Hangar Locations:
   At the request of the Advisory Committee and RIAC, the Project Management Team analyzed an additional alternative location for T-hangars at the airport. The area identified for review was to the east of Runway 4. Based upon the evaluation made by Louis Berger Group (LBG), this area would have:
   - Impacts on wetlands,
   - Does not have the necessary airport infrastructure (i.e. taxiway access to the terminal without crossing the runway,
   - Runway access via an existing taxiway), and
   - Would require more fill and impervious pavement surface than the preferred alternative.

   Q: AAC asked if an alternative consisting of constructing T-hangars in the existing terminal facility area had been evaluated.
   A: LBG and RIAC noted that it had been, however, this alternative severely impacts development options in the terminal area, and would require a significant amount of fill and grading not only for the T-hangars, but for the necessary infrastructure (i.e. taxiway stubs) as well. LBG and RIAC stated that while the terminal area and east end alternatives for the T-hangars are not the preferred alternatives, they will be reviewed in greater detail during the environmental assessment (EA) process. In addition to the preferred T-hanger location, LBG and RIAC agreed to show both alternative T-hangar sites, on the Airport Layout Plan and will denote them as sites for further review.

2. Working Paper #5 – Environmental Review
   An overview of the Environmental Review Paper was given by Doug Ganey, Senior Environmental Scientist, LBG. This review was a general assessment of the potential impacts associated with the ALP recommendations. The Environmental Assessment (EA), which will comply with the FAA guidelines, will evaluate in detail the potential impacts for the projects identified in Phase I of the Implementation Plan. Generally speaking the FAA considers their environmental finding current for a period of about 5-years. For this reason the EA conducted will only cover projects in Phase I.

A review of the 21 impact categories identified in the FAA guidelines will be assessed in the EA. In particular those categories that were found to have the potential for impact in the master process will receive more attention. Specific areas include, but are not limited to wetlands, water, drainage, and impervious surfaces, will require further analysis during the EA process include water quality, wetlands, and drainage.

AAC asked the following questions.

Q: Would be an opportunity for public participation during the Environmental Assessment study?

A: While there will be no formal process for participation FAA and RIAC feel it is essential. Therefore RIAC will continue to use the Airport Advisory Council as the primary vehicle in that public process.

Q: Have the flagged limits for the delineated wetlands identified on the working paper's figures been surveyed?

A: LBG confirmed that they had been surveyed as part of a separate project and approved by the Rhode Island Department of Environmental Management (RIDEM).

Q: Would any permits be required prior to starting construction on any of the preferred alternatives?

A: LBG and RIAC stated that permits will be obtained as part of the design process.

Q: If Phase I projects were found to have major environmental impacts associated with their development, would a further scrutiny of those projects in Phases II and III be performed?

A: LBG and RIAC responded that based on the time frames for Phase II and Phase III (10 and 20 years, respectively), by their nature they require a reevaluation prior to any actual design or development occurring.

Q: Was wildlife mitigation considered during the environmental review, or would it be considered during the EA process?

A: LBG noted that their assessment showed that because of the nature of the projects identified in Phase I, it is not anticipated that any major impacts would occur. Additionally, wildlife hazard management (WHM) is addressed in a separate document from the airport master plan.

3. <u>Working Paper #6 – Airport Layout Plan</u>

LBG provided a review of the Airport Layout Plan (ALP) working paper. This working paper provides an overview of an ALP sheet set, and the information that is required to be shown on those sheets. In general terms the ALP is the graphic representation of the entire master planning process and is the basis for all development at UUU. The FAA requires that any project located on the airport, whether funded with public or private investment, must be consistent with the approved ALP.

Q: AAC asked if the Master Plan would be incorporated into the town's comprehensive plan?

A: LBG and RIAC confirmed that it would to identify the Airport Influence Areas.

Q: AAC asked if the land use plan sheet could include the conical surfaces as those shown in the Part 77 sheet.
A: RIAC noted that application of the FAA Part 77 surfaces is complicated. However, it was proposed that as a separate file the Project Team supply the area's town planners with this style of a map and encourage cooperation between all interested parties.

Q: Regarding the land use zoning sheet of the ALP. The current sheet lists the area around the airport as residential, but much of it is actually used as farmland. It was asked if the map would be changed.
A: LBG noted that the map is a zoning map and not a land use map. Therefore, it was what the land was zoned for and not what it was used for, that was being shown in the map.

Q: It was requested that either the name of the sheet be changed to reflect that it is a zoning map and not a land use map, or to locate a land use map and replace the current zoning map with the correct land use map.
A: Since the only land use map for the area is well out-dated, it was recommended by the LBG to maintain the current map.

4. Working Paper #7 – Implementation Plan

A review of the Implementation Plan, including the status of the FAA's Reauthorization legislation was provided. It was noted by LBG and RIAC that the projects that were listed in each Phase were listed by priority versus year, however the actual flow of projects will depend on the most immediate needs at that time and the funding that is available. For those projects listed in Phases II and III, the priority was more to have those projects included in the master plan to ensure that they would be eligible for certain funding.

Q: The AAC asked if the T-hangars could potentially be built first.
A: LBG and RIAC responded that they could be, since they would be privately developed. However, the development of T-hangars cannot occur until after both the ALP and EA have been approved by the FAA.

5. Develop a Schedule of Remaining Activities

Discussed and resolved were proposed dates for the:

- Final Draft AMP Report to AAC: October 26th
- Final AAC Meeting: November 14th @ 2:00PM at the Chamber of Commerce
- Public Information Meeting: November 14th @ 6:00PM at the Middletown Town Hall (Subject to availability of Meeting Room)
- Final AMP Report to FAA: December (First week)

LBG advised the AAC that the public advertising would be taken out one month and two weeks prior to the Public Information Meeting.

The AAC agreed that it would get its comments on the Draft AMP to LBG and RIAC as soon as possible so the comments could be incorporated into the AMP report presented at the Public Information Meeting. It was also agreed that copies of the draft master plan would be placed in the following locations for public review:

- Public libraries
- Middletown, Newport and Portsmouth Town Halls

- Newport Airport Terminal Building
- RIAC Webpage - Newport Airport Link

Once the Public Information Meeting is complete, the Project Team will begin a two-week comment period to receive comments from the public regarding the report. All public comments will be an Appendix in the final AMP report.

The Final Report and ALP set will be submitted to the FAA for their action approximately 2 weeks later.

The meeting adjourned at 3:45 p.m. After the meeting, members of the project management team were available and responded to questions from both the AAC and the public.

Rhode Island Airport Corporation

Newport State Airport Master Plan

Airport Advisory Committee Meeting # 6 Sign-In Sheet

Marc Champigny	The Louis Berger Group	518.432.9152
Danielle Del Balso	The Louis Berger Group	518.432.9152
Doug Ganey	The Louis Berger Group	
Roberta Duffy	resident	846-1985
Laurie Sirois	RIAC	737-4000 x.259
Heather Corson	Newport Aviation	401 639.9205
Adam Wolff	Landmark Aviation	401-639-9080
HUGH DOYLE	NEWPORT AVIATION	401-855-1514
Katherine Trapani	Statewide Planning	401-222-6479
Ron Wolanski	MH Harbour	849-4027
Michael Mini	RIAC	401 737 4000 x488
Mike Walker	RIEDC	401 278-9105

AIRPORT ADVISORY COUNCIL
MEETING NO. 6

September 12, 2007
2:00 PM TO 4:00 PM
At
Newport Chamber of Commerce
45 Valley Road
Middletown RI 02842

AGENDA

- **Review and Acceptance of Minutes No. 5**

- **Presentation and Discussion of**

  - **Alternate T-hangar Evaluation**
  - **WP #5 – Environmental Review**
  - **WP #6 – Airport Layout Plan**
  - **WP #7 – Implementation Plan**

- **Review of Study Progress and Schedule of Next Steps**

  - **Set Date for Final Comments on Chapters 5, 6, & 7**

  - **Set Date for AAC #7 Meeting and Public Information Meeting**

Memorandum

THE Louis Berger Group, INC.
Aviation Services Group - Albany Office
20 Corporate Woods Boulevard
Albany, NY 12211-2370
Tel 518.432.9545 Fax 518.432.9571

TO: UUU Airport Master Plan Advisory Committee

FROM: Project Management Team

DATE: November 16, 2007

SUBJECT: Minutes of AAC Meeting #7 – November 14, 2007

The seventh and final Newport Airport Advisory Committee (AAC) meeting was held at the Newport County Chamber of Commerce on 45 Valley Road in Middletown. The meeting began at 2:00 p.m. A list of AAC members that were present are listed below:

1. Ronald Wolanski – Town Planner, Town of Middleton
2. Roberta Duffy – Resident, Middletown
3. Andrew Arkway – Stewardship Director, Aquidneck Island
4. Mike Walker – Rhode Island Development Corporation
5. Adam Wolff (for Steve Tibbetts) – General Manager, Landmark Aviation
6. Katherine Trapani – Supervising Planner, Rhode Island Statewide Planning
7. Ray Alexander – Resident, Middletown

AAC Members who were unable to attend were:

- Alan Goodwin – Senior Development Planner, City of Newport
- Tina Dolen – Executive Director, Aquidneck Island Planning Commission
- Heather Corson – Airport Business Owner
- Guillaume de Ramel – Airport Business Owner
- Robert Gilstein – Town Planner, Town of Portsmouth
- Jody - Newport County C of C

Project Management Team Members who were present at the meeting are listed below:

8. Vince Scarano – Project Manager, Rhode Island Airport Corporation
9. Marc Champigny – Project Manager, the Louis Berger Group
10. Danielle DelBalso – Assistant Project Manager, the Louis Berger Group
11. Doug Ganey – Senior Environmental Scientist, the Louis Berger Group

Project Management Team Members who were unable to attend the meeting include:

- Gail Lattrell – Planner, Federal Aviation Administration

Members of the RIAC staff who were present at the meeting are listed below:

12. Michael Mini – Manager of Planning, Rhode Island Airport Corporation
13. Laurie Sirois – Grants & Contracts Administrator, Rhode Island Airport Corporation
14. Rebecca Pazienza – Public Relations, Rhode Island Airport Corporation

A copy of the sign-in sheet is attached.
A copy of the Agenda is attached.

Prior to the beginning of the presentation on the draft airport master plan, a brief discussion was held regarding the current obstruction study and its impacts on the findings of the master plan. The concern expressed by some AAC members regarding public participation during the identification and removal of airport obstructions was allayed by Vince Scarano and Michael Mini who advised them that a separate public information meeting would be held in order to allow the public the opportunity to provide input regarding any action plan for removal of tree obstructions.

After this brief side discussion, a review of the project schedule was completed. At this time the final tasks of the master plan, including project documentation, the Airport Layout Plan and the Implementation Plan are pending until the comment period is complete and all final changes to those documents are made and submitted to the FAA for approval.

The project team also addressed the comments received regarding additional review for T-hangar alternatives, as well as the process and determination of that additional analysis.

A preview of the presentation to be provided at the upcoming Public Information Meeting on Thursday, November 15th was then provided for review and comment by the AAC. Additionally, the project team presented additional text that has been developed to support the master plan's recommendation to maintain Runway 4-22 at its current length in the "no build" scenario. Finally, it was recommended that the comment sheet that will be provided to the public at the Public Information Meeting also be placed on the airport webpage.

Q: If a developer wished to develop T-hangars at a location other than that identified as the preferred alternative, would be allowed to do so?
A: When the request for bids is released, only the preferred alternative site will be offered for development. If a developer wished to pursue an alternate site, then additional analysis would be necessary to support the new location and determine its operational and environmental impacts. It may also be necessary to seek FAA ALP approval.

Q: What is the role of the Environmental Assessment (EA)?
A: The EA is conducted to provide a more comprehensive assessment the potential environmental impacts of the proposed improvements and the mitigation necessary for each improvement. The EA not only looks at the preferred alternative, but at all alternatives analyzed during the master planning process to determine if the preferred alternative does, in fact, provide the least environmentally damaging option.

Q: What is the timeframe for the kickoff of the EA?
A: It is anticipated that the EA would occur after the FAA has approved the ALP. At this time, sometime in the spring or summer of 2008 is the anticipated timeframe for the kickoff of the EA. At the present time the FAA funding through their grant program is still in doubt.

Q: Is there any public participation in the EA process?
A: It is the hope of the project management team that the Advisory Committee for this master planning effort would be willing to continue in the same capacity for the EA. It is anticipated that public information meetings similar to those undertaken for this master planning effort will be conducted during the EA. If additional technical advisors are deemed appropriate for the EA, they will be added to the advisory committee.

Q: What is the role of the ALP in preserving land use?
A: The ALP is an essential document to ensuring that current land uses are maintained by providing justification that alternate land use that is not compatible with the safe and efficient use of the airport should not be considered.

Q: Has there been any interest by private developers to develop of T-hangars?
A: There have been private developers who have expressed interest in the development of T-hangars. But RIAC will not put out a "Request for Proposals" until after the ALP has been approved and the EA has been performed.

Q: For the Implementation Plan slide, would it be possible to break the chart down to make it easier to read?
A: LBG confirmed that it will break the chart down into 2-3 slides to make it easier to read and understand.

Q: AAC expressed concern that the Terminal Area Plan may be confusing to some members of the public, who may see the improvements as all occurring at one time.
A: LBG will modify the slide for the Terminal Area Plan to identify each improvement by phase.

Q: Given that the airport property does come close to the Town of Portsmouth, it was recommended by the AAC to include the Portsmouth zoning map in the zoning map of the ALP sheet set.
A: LBG stated the zoning map would be included in the final document.

Q: The AAC was concerned with the Environmental Review chapter where it states that light and noise emissions of the preferred alternative would be negligible. They thought it may not be true, especially given that with the tree clearing that has already occurred, noise and light impacts have increased.
A: The negligible impact associated with light and noise that was documented in the environmental review is based upon the thresholds that are established by the FAA. However, these impacts will be further assessed during the Environmental Assessment. It was also noted that studies have shown that trees are not an effective way mitigate noise from aircraft.

As stated at the last AAC meeting, once the Public Information Meeting is complete, the Project Team will continue a month long public comment period for an additional two-week period

(scheduled to end November 29, 2007) to receive comments from the public regarding the report. All public comments will be in an Appendix in the final AMP report. The Final Report and ALP set will then be submitted to the FAA for their action approximately 2 weeks later.

The Project Management Team then took a moment to thank the Airport Advisory Committee for their time and input into the study.

The meeting adjourned at 3:35 p.m. After the meeting, members of the project management team were available and responded to questions from the AAC and the public.

# # #

Rhode Island Airport Corporation

Newport State Airport Master Plan

Airport Advisory Committee Meeting # 7 Sign-In Sheet

Marc Champigny	The Louis Berger Group	518.432.9545
Danielle DelBalso	The Louis Berger Grap	518.432.9545
Vince Scarano	RIAC	401 737 4000 x482
RAY ALEXANDER JR	RESIDENT	401-855-1234
ANDY PORKWAY	AQUIDNECK LAND TRUST	401-849-2799 x14
Laurie Sirois	RIAC	401-737-4000 x.259
Ron Wolanski	MITRE	401 849-4027
Adam Wolff	Landmark Aviation	401-635-9050
Katherine Trapani	Statewide Planning	401-222-6479
Mike Walker	RIEDC	278-9105
Roberta Duffy	Neighbor	846-1985

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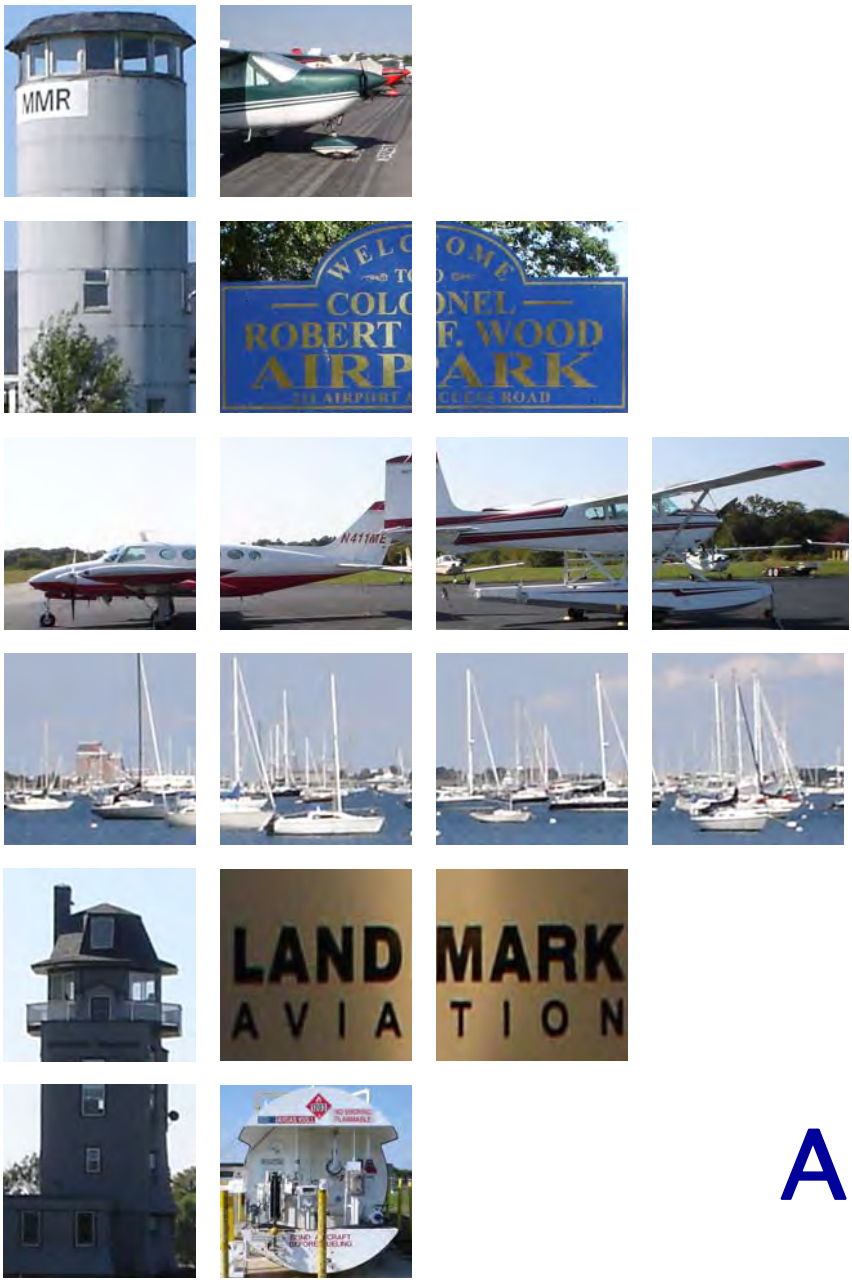
AIRPORT ADVISORY COUNCIL
MEETING NO. 7

November 14, 2007
2:00 PM TO 4:00 PM
At
Newport Chamber of Commerce
45 Valley Road
Middletown RI 02842

AGENDA

- **Review and Acceptance of Minutes No. 6**
- **Presentation and Discussion of**
    - **Draft Airport Master Plan**
    - **Public Information Meeting Overview**
    - **Review of Dates for Final Comments and Report Submission to FAA**



Appendix C

Project Work Scope, Public Information Meeting, Presentations, Sign-In Sheets and Comments

Scope of Services

AIRPORT MASTER PLAN

Newport State Airport
(Robert F. Wood Airpark)

June 23, 2006

The Louis Berger Group, Inc.
Albany N.Y.

PREFACE

The best way to introduce and understand this planning study is to ask ourselves a few questions.

Why is the Rhode Island Airport Corporation (RIAC) undertaking an effort to conduct an Airport Master Plan (AMP) study for Newport (Robert F. Wood Airpark) Airport (UUU)?

The last airport master plan was conducted in 1986, twenty years ago. Even more dramatic is that the 1986 airport master plan did not produce an approved Airport Layout Plan (ALP). The *"most current"* approved Federal Aviation Administration (FAA) ALP dates back to 1966 – *"40 years old"*! Does anything speak more convincingly for the fact that a new and comprehensive Airport Master Plan is needed for Newport (Robert F. Wood Airpark) Airport?

How often should an airport owner do airport planning?

Updating an AMP is a standard industry practice. The need may be developed based on some dramatic change at the airport, but as a "rule of thumb" updates should be considered approximately every 5 years to maintain the currency of the data and the airport standards. A primary product of the AMP is the Airport Layout Plan (ALP)[1]. The ALP is a document approved by FAA. They require the airport sponsor, in this case RIAC, to maintain a current ALP.

What is the approach to this airport master plan?

The intent is to build on the information and strategies in the recently completed (Dec. 2004) Rhode Island Airport System Plan (RI/ASP) and establish, in more detail, an understanding of the future direction of the Airport. With that comes a definition of the facility improvements. The updated planning will be used by RIAC and FAA to direct implementation of capital improvement projects at UUU. The planning will focus on the near term (5-year) needs, but it will also project potential opportunities for the long term (20-years). In addition to airport changes, the community and region the Airport serves today is very different from the 1986 AMP. The recent RI/ASP and Airport Business Plan, a parallel study currently underway, will be instrumental in the process of formulating a new AMP for this Airport. The planning process will review the changes in the latest FAA airport design standards, as well as the condition of the aviation industry in general to determine how it may be affecting the adequacy of airport facilities.

[1] The ALP, which is the ultimate product of an AMP, is a prerequisite for obtaining grant funds from the FAA for airport capital improvements, as well as other actions that may require FAA approval.

What specific objectives or outcomes are expected as a result of conducting the airport planning?

The planning activity will be defined by a detailed work program that generally follows the guidelines provided by the FAA Advisory Circular 150-5070-6 "*Preparing Airport Master Plan*". The objectives are to:

- Prepare a comprehensive inventory of airport and environmental conditions.
- Develop forecasts to assess the airport role and facility requirements.
- Conduct a comprehensive assessment of the Airport's ability to meet current FAA design standards.
- Conduct an alternative analysis to consider the engineering, operational, environmental and financial factors.
- Identify the recommendations that result from the alternative analysis.
- Finally, and most importantly, prepare and approve a new ALP.
- To accomplish all this in accordance with a public coordination and communication process.

The Louis Berger Group, Inc. (LBG), project consultant, will provide the technical analysis with the assistance of RIAC and FAA. However, throughout the process the information will be discussed and coordinated with parties representing various federal, state and local agencies, airport users, state and local officials and the public in general. This study is being funded by the FAA and RIAC. The schedule for the planning process is approximately 12 months.

I. AIRPORT MASTER PLAN (AMP) PROJECT MANAGEMENT

Task 1a – Develop a Scope of Work, Schedule and Budget

Task 1.1a Develop a Scope of Work, Schedule and Budget

Objective:
To finalize a scope of services that includes a budget, schedule and organizational chart to forward with an FAA Project Application (SF-424) for AIP funds.

Description:
LBG working with RIAC and FAA will finalize a scope of services and budget to conduct an airport master plan for Newport Airport (UUU). The task includes:

- Provide a draft scope of services
- Conduct a scoping meeting with FAA and RIAC
- Make the appropriate revisions based on the RIAC and FAA review.
- Submit a final application to FAA before May 1, 2006.[2]

Task 1.0 Airport Master Plan (AMP) Project Management

Objective:
To insure the quality of the project, provide effective communication with all stakeholders and monitor the administrative elements of the AMP project.

Description:
The elements include the activities necessary to:

- Insure understanding of the scope of services and consistency in the completed work.
- Effectively communicate and coordinate between members of the PMT and stakeholders.
- Monitor and maintain the project schedule.
- Develop a set of planning expectations.

Task 1.1 Project Management Team (PMT)

Objective:
The PMT will provide the management and oversight to ensure that the project is executed within the approved scope of work and remains on schedule and within the approved budget.

[2] An independent estimate will be prepared by RIAC

Description:
RIAC, FAA and LBG will form the PMT and they will:

- Monitor and administer the project schedule and budget,
- Be a focal point to ensure technical work is complete,
- Insure information is distributed effectively,
- Review and comment on reports in a timely manner,
- Insure coordination with the public officials and stakeholders is responsive, and
- Develop a set of study expectations.

To support the PMT, RIAC will:

- Develop and maintain a communication plan that: Identifies who should receive information, the type of information they need, how to transmit information, and how to be responsive.

To support the PMT, LBG will:

- Manage the AMP through close oversight with RIAC and FAA. Frequent communication will occur through telephone conferences or meetings to discuss issues related to project management. A written record of these calls will be provided by LBG.
- Prepare a Project Notebook that will include such things as the scope of services, Airport Advisory Committee (AAC) membership, contact list, project schedule, and organizational chart and updated periodically to incorporate study papers and record of AAC and public meeting.
- Provide documentation requiring RIAC and FAA review at least 7 days prior to the meeting and/or identify a date for response if it is critical to maintain project milestones.

Task 1.2 Management of the Project Schedule

Objective:
The task includes management of the project schedule to ensure that the deliverables, meetings and reviews are provided in accordance with the schedule.

Description:
LBG will be responsible for the overall management of the progress schedule and will

- Maintain a schedule.
- Provide progress reports (if requested) or conference calls (Task 1.2) to discuss the schedule.
- Identify how to modify the schedule if critical milestones are not achieved.

Task 1.0 Deliverables:

- An approved Scope of Work (To be completed by Berger and RIAC).
- A Project Schedule and procedures to report and monitor progress (To be completed by RIAC).
- A proposed Airport Advisory Committee (AAC) membership with roles and responsibilities (To be completed by RIAC).

- An Organizational Chart of the Consultant Team with the relationship the PMT and AAC (To be completed by Berger).
- A Draft Communication Plan to coordinate the AMP with the AAC and other stakeholders (To be completed by RIAC).
- A Draft outline of Study Expectations (To be completed by RIAC).
- A Project Notebook (To be completed and maintained by Berger).

II. AMP – PUBLIC COORDINATION PROGRAM

Task 2.0 Establish a Public Coordination Program

Objective:
The task is to develop a communication program to keep the stakeholders informed and involved so they can make constructive contributions throughout the development of the Plan.

Description:
Airport planning in New England, and Rhode Island specifically, has provided the experience to know that all interested parties, public officials, agencies, users and the public need an opportunity to receive information and to provide input in the planning process. To meet this challenge a mechanism must be established to achieve effective communication and coordination.

It is proposed that the outreach program for this Master Plan consist of four elements:

2.1 An "Airport Advisory Committee" (AAC) will be established to discuss and provide comments on technical reports and recommendations developed during the planning process. Information will be provided at least 7 days prior to the meeting. Memos of all meetings will be prepared by LBG and sent to the members.

a. Members will represent airport users, local business, the community and planning agencies.
b. It is anticipated there will be about to 10 – 12 members selected.
c. It is anticipated that the committee will meet up to six (6) times over the course of the Plan.

2.2 Conduct general public information meetings to provide the stakeholders an opportunity to learn about the study and to provide input into the planning process.

a. To accomplish this, a general information meeting will be held early in the planning process and at the later stages.
b. A record of the public meetings will be prepared after each meeting.
c. Two (2) meetings are included for this purpose.

2.3 Briefing local officials to apprise them on the progress of the planning process. These meetings will be lead by RIAC.

a. Up to four (4) briefings meetings are included.

2.4 Establish a project website to provide:

a. Project status
b. Information on technical papers. Up to five (5) papers" will be prepared. Topics may include: description of the AMP planning process, Inventory data, Forecasts, Facility Requirements Analysis, Alternative Analysis and ALP.
c. Draft reports, meeting notices.

d. An e-mail address for study comments.

Task 2.0 Deliverables:

- A Final membership of the Airport Advisory Committee (AAC) with roles and responsibilities identified (To be completed by RIAC).
- A Final Communication Plan to reflect how coordination of the AMP will occur with the advisory committee and other stakeholders throughout the planning process. This plan will be in concert with RIAC's established communication plan (To be completed by RIAC).
- An outline of the study objectives and expectations (To be completed by RIAC with Berger input).
- A Project Notebook for all members of the Airport Advisory Committee (To be maintained by Berger).

III. AMP - INVENTORY

Task 3.0 Airport Master Plan - Inventory

Objective:
To perform an inventory of airport facilities and services, and prepare an airport facilities plan.

Description:
It is anticipated that a majority of this information will be obtained from the recently completed RI/ASP and field observations made by LBG. This AMP effort will make maximum use of existing information to minimize costs. Wherever possible the inventory data will be provided in graphs, charts and tables. Specific work elements are outlined below.

Task 3.1 Inventory of Airfield Conditions

Description:
In this task, LBG will do a complete inventory of the pavement, electrical systems, approach aids, support equipment and buildings on the airport. The inventory items and work is described below.

***Airfield Pavement*:**

- Perform a visual inspection of airport pavements
- Discuss pavement conditions with airport management, RIAC and FAA engineering staffBerger will utilize a recent PAVER study completed by RIAC and the FAA.
- Review of existing drawings and data.
- Based on data obtained develop a drawing to show:
    - Pavement history,
    - General condition as visually observed in the field.
    - Dates pavement installed and source of funding.

***Lighting and Navaids*:**

- Perform a visual inspection of all airport runway and taxiway lighting, Navaids, visual aids, and automated weather reporting systems.
- Discuss electrical system conditions with airport, RIAC and FAA engineering staff.
- Review existing drawings and data.
- Based on data obtained develop a drawing to show:
    - Lighting and NAVAID history,
    - General condition as visually observed in the field.
    - Dates systems installed and source of funding.

***Airport Terminal and Structures*:**

- Perform a visual inspection, of all buildings and structures (drainage systems).
- Discuss building conditions with airport, RIAC and FAA engineering staff.

- Review of existing data and drawings.
- Tabulate the physical and functional condition and adequacy of airport structures. (A detailed structural analysis will not be performed in this task.)

***Airport Access and Parking*:**
- Review the condition of on airport access roads and parking facilities.

***Airport Equipment*:**
- Perform a visual inspection of all emergency and snow removal equipment, as well as ancillary equipment owned by RIAC for the purpose of operating and maintaining the airport.
- Discuss equipment conditions with airport, RIAC and FAA operational staff
- Tabulate of the condition and date of purchase (if available).

***Airspace and Approaches*:**
- Utilize existing data provided by RIAC (no new field surveys will be performed) update the status of all runway approaches and imaginary approach surfaces.

Task 3.2 Inventory of Operational Activity

Description:
In this task, LBG will gather historical data on airport operations. It is assumed that information on the Airport's study area; regional transportation and infrastructure network; regional economic development; and socioeconomic data is available from the RI/ASP. RI/ASP data will be updated as appropriate for the study and/or tailored to the specific needs of UUU.

The inventory items and work is described below and it includes:

- Total annual number of operations, peak levels of operations, local vs. itinerant split, and military operations, seasonal fluctuations and aircraft operations mix. Historical and current data on based and transient aircraft shall also be obtained.
- Data sources will include: RIAC records, the RI/ASP and previous AMP and other studies, FAA records, including statewide and regional activity statistics, Terminal Area Forecasts Airport Operator and Tenants.
- Discussion with local officials to gain a sense of how the region is changing economically and where its leadership intends to bring it in the future. It is anticipated that this information will be obtained from local economic development officials and the recently completed Rhode Island State Airport System Plan (RI/ASP) Update and Economic Impact reports.

Task 3.3 Inventory of Environmental Conditions

Description:
Future airport development is closely linked to local environmental conditions. In addition to the environmental overview a special effort will be made in the form of an environmental inventory. The baseline environmental conditions will be reviewed and documented making

maximum use of existing data and studies. The environmental inventory will provide the background to make reasonable judgments in determining the feasibility of alternative development scenarios.

The inventory will include:

- Topography, Geology, & Soils (latest USGS, DOA Soils inventory, etc.), Water Resources & Wetlands (a wetlands delineation will not be performed), Air Quality, Flora and Fauna, Historic and Cultural Resources, Parks, Recreation Areas, and Open Space Hazardous Waste, and Petroleum Products.
- The LBG inventory will include field observations by environmental scientists. Environmental conditions on and adjacent to the airport will be documented through:
    - Limited field verification,
    - Literature search, and
    - Discussions with appropriate agencies.
- An environmental and land use base plan will be developed using existing plans. CAD or GIS-based plans will be prepared and used for:
    - Analysis of environmental and land use impacts,
    - For graphical purposes.
- The inventory work will identify environmental permit requirements for typical capital projects.
- Obtain current land use and zoning from Middletown and insert on the new base plan.
- Collect information about existing noise abatement practices, survey airport management and users about the flight tracks, determine the percent runway use and identify any noise issues.

Based on the above inventory, LBG shall define a set of potential environmental constraints that could impact future airport development. These constraints could include wetland or water resource areas, sensitive environmental or land use resources, existing facilities, or other factors.

Task 3.4 Inventory of Economic Conditions

Description:
The task is to broadly estimate the airport's current economic contribution to the Town of Middletown and the Aquidneck Island region. It will be an overview of the airport's current financial information and its economic impact to the region. Information from the Airport's Business Plan and RIAC's recently completed Economic Impact report will be utilized.

The inventory will include:

- Review and compile airport financial data. The inventory includes Information on:
    - Airport revenues and expenditures for capital improvements and O&M.
    - Existing leases through discussions with RIAC.
- The data will be used for the financial planning to develop the airport Capital Improvement Plan (CIP).

- RIAC will provide the recently completed economic impact information for the Airport. This data will include direct and indirect expenditures and also induced effect. The data received from RIAC will be included in this study.

A working draft of the Inventory will be prepared and distributed to PMT and the AAC for review and comment.

Task 3.0 Deliverables

- Working Paper #1- *"Baseline Conditions"*.
- Existing Airport Facilities Plan
- Pavement History and Condition Plan
- Environmental and Land Use Base Plan
- AMP Inventory Chapter (Part of Final Report)

IV. AMP - FORECAST

Task 4.0 Airport Master Plan - Forecast

Objective:
To develop a set of forecasts that can depict a meaningful level of activity for the short range (0 – 5 year) period and also provide a broad outlook of the long range (20 year) prospects for the Airport.

Description:
In this task the forecasts of future airport activity will be developed. The results of the forecast activity are instrumental in developing future airport requirements. Typically, forecasts are developed for the short (0-5 years), mid-term (5-10 years) and long term (10-20 years) period. It is also important to recognize that aviation forecasting is dependent on many variables, such as economic conditions. Because of these variables, good forecasts are also dependent on good judgments based on expertise and experience.

The recently completed RI/ASP established forecasts for all the airports in the RI airport system. The ASP forecasts provide a basis for typical airport development at an airport of this size. However, there are some unique requirements at UUU that warrant testing the sensitivity of the RI/ASP forecasts before adopting to justify short term development at UUU. Particularly critical are any elements of forecasting that would suggest a change in the character (role) of the airport.

This planning process will take advantage of that forecasting work. The activity planned in this task is to review those forecasts and based on data collected in the Inventory task. Based on that review, judgments will be made on whether the RI/ASP is a reasonable basis for developing facility requirements for the UUU/AMP. It should be noted that these are forecasts of future airport demand, not necessarily of actual future airport activity. Forecasts of demand are developed without considering potential airport capacity constraints. In later tasks, however, the impact of potential capacity constraints to airport activity are assessed, as well as outside factors such as environmental concerns.

In performing the forecast work element, LBG shall perform the tasks outlined below:

Task 4.1 Airport Role

Description:
The RI/ASP has defined the role of UUU as a General Aviation (B-II) airport. It is understood that this role may be modified as part of the AMP. The forecast activity by LBG shall review the previous work and if appropriate make the changes that evolve.

At the end of this task LBG will include:

- An airport classification using FAA's AC 150-5300 definition.
- A description of the type of services provided to be projected for UUU.
- A definition of the critical or design aircraft – current and projected. This element is critical to any airport improvement alternatives analysis. Therefore, it is essential to develop and document supportable information.

Task 4.2 Demand Factors

Description:
Future airport demand is driven by many factors, including the local and regional economy, competing airports, and new technology. In this subtask, these elements will be identified and evaluated relative to their effect on activity at UUU. LBG shall analyze the characteristics of current airport users to determine who uses the airport, how they use it, where they come from, and what their future plans are.

This shall be accomplished as outlined below:

- ***Based Aircraft Owner Survey*:** LBG shall survey based aircraft owners using a mail-in or electronic web survey. It will obtain information on passenger origin, destination, access, trip purpose, frequency of travel, and use of airport services. LBG will develop, distribute, collect and tabulate the results of the survey.
- ***Business and Military Use Review*:** A limited number of major businesses in the region will be contacted to determine how they use the airport, and how that use might change in the future. Military users will be contacted to determine future plans for airport use. This information will be tabulated and analyzed to identify frequent destination patterns, and services used to determine the potential for facility and service improvements.
- ***Identification of Outside Influences*:** Actual demand at an airport can be influenced by many factors outside of the airport of the service area, such as:
    - Other airports with greater services; and
    - New technology aircraft with less demanding performance requirements (very light jets).

Task 4.3 Forecast Scenarios and Methodologies

Description:
LBG shall define alternative forecast scenarios that will be used to develop demand forecasts. These alternative scenarios will be derived through an analysis of a variety of factors, including:

- Airport Market Area and User Travel Patterns (developed above)
- Regional economic development trends (Task 3)
- Environmental constraints to airport development (Task 3)
- Outside influences (developed above)

These forecast scenarios will be developed, in part, through PMT discussions and other interested parties.

Some of the alternative forecast methodologies are:

- Standard statistical modeling techniques;
- Market share analysis;
- Socioeconomic analysis;
- Modification of existing forecasts;
- Modification of FAA Terminal Area or National Aviation Forecasts;
- Qualitative/judgment forecasts; and
- Combined statistical modeling/judgment forecasts

In selecting the forecasting methodology, the LBG shall consider the factors expected to impact aviation demand, particularly aviation growth trends and characteristics. Forecast techniques will be kept as simple and straightforward as possible. Before adopting any forecasting methodology the LBG shall obtain concurrence from the PMT.

Task 4.4 Activity Forecasts

Description:
Once the forecast methodologies have been determined, LBG shall develop forecasts for the activity classifications defined above. Up to 3 forecast scenarios will be defined for this AMP. Throughout the forecasting effort, LBG shall keep in mind the sensitivity of the parameter being forecasted, and will reflect this in the procedures used.

The draft forecasts will be presented to the PMT for review and comment. Based on the PMT review LBG, will develop a set of revised forecasts. The revised forecasts will be distributed to the AAC for their review and comment. Before developing the final forecasts LBG will consider comments provided by the AAC. Work on subsequent tasks will not proceed until FAA has approved the forecasts.

Task 4.0 Deliverables

- Working Paper #2: *"Airport Role and Forecasts"*
- AMP Forecast Chapter (Part of Final Report)

V. AMP – FACILITY REQUIREMENTS

Task 5.0 Airport Master Plan – Facility Requirements

Objective:
To determine the facilities that (a) are necessary to support the forecast, (b) are necessary to meet current FAA design standards, or (c) need to be replaced or rehabilitated because they exceeded their useful life.

Description:
The facility requirements will be completed consistent with the guidelines and standards established in FAA Advisory Circulars. The task is conducted without consideration of any constraints, that is, to understand the requirements under an ideal situation. The physical, financial, and environmental impacts that may ultimately constrain achieving the requirements are considered in the Alternative Analysis Chapter.

Task 5.1 Runway and Taxiway System Analysis

Description:
LBG will evaluate the ability of the existing airport runways and taxiways to meet forecast demand, and will determine future facility requirements. The LBG work includes:

- ***Design Aircraft*:** Using the forecast, the appropriate design aircraft and the corresponding Airplane Design Group shall be identified.
- ***Airfield Capacity*:** Make a determination of the peak and annual capacities of the existing runway and taxiway system using the techniques outlined in FAA AC 150/5060-5, "Airport Capacity and Delay".
- ***Wind Coverage*:** This effort will utilize existing wind roses for UUU.
- ***Airfield Requirements*:** Based on the capacity and wind coverage analyses, forecasts, and inventory work determine the runway and taxiway improvements needed.
- ***Navaids*:** Airport navigational requirements will be analyzed through discussions with RIAC, airport users, and FAA. This analysis will utilize FAA AC 150/5300-2D, "Airport Design Standards - Site Requirements for Terminal Navigational Facilities", and FAA Order 7031.2C, "Airway Planning Standard Number One - Terminal Air Navigational Facilities".

Task 5.2 General Aviation (GA) and Support Facilities Analysis

Description:
LBG shall determine current and future facility requirements for GA. This analysis will address:

- GA Terminal / Administrative /Maintenance Building
- Apron and tiedown space requirements

- Hangar space requirements (T-Hangar and FBO)
- Fuel Storage Facility
- Airport Rescue and Firefighting (ARFF) Equipment and Garage
- Airport Utilities (water, sewer, electric, etc.)

Task 5.3 Access Road and Automobile Parking Analysis

Description:
LBG will discuss future road access and parking requirements.

Task 5.0 Deliverables

- Working Paper #3: *"Facilities Analysis"*
- AMP Facility Requirements Chapter (Part of Final Report)

VI. AMP – ALTERNATIVES ANALYSIS

Task 6.0 Airport Master Plan – Alternatives Analysis

Objective:
To evaluate the proposed facility requirements developed in the previous section considering factors that influence the difference between "requirements" and "implementation". The results are to create a realistic and achievable plan that can be depicted on the ALP.

Description:
The primary factors that impact a capital improvement program include engineering feasibility, operational efficiency, environmental impacts, and fiscal responsibility. The improvements that are ultimately adopted become part of the recommended airfield configuration shown on the ALP. LBG will develop a set of reasonable alternatives that can be evaluated in this stage of the planning. Input by the PMT and AAC is an essential element of this work.

LBG is currently under contract to RIAC to prepare an airport business plan for UUU. This task will include coordination with the results of the Airport's business plan to satisfy potential development options for hangars and pilot/user amenities. These options will be considered in the alternatives analysis and development recommendations of the AMP.

Task 6.1 Development of Alternatives

Description:
LBG shall develop potential alternatives in consultation with RIAC, FAA, and the AAC after consideration of the factors noted above. Alternatives will be identified and evaluated for the runway and taxiway system, runway approach requirements and support buildings and equipment. Approximately five, but no more than 8 alternatives will be evaluated in this AMP. Alternatives will be developed for the areas determined in the facility requirements sections above. Some alternatives may be linked to the development of other facilities at UUU and therefore may be linked together as a result.

Task 6.2 Evaluation of Alternatives

Description:
Once a set of alternative concepts are developed, they shall be evaluated in terms of the following criteria:

- ***Operational Efficiency and Safety*:** How well it functions from an airport operations and safety standpoint.
- ***Engineering Feasibility*:** To ensure that the concepts can satisfy FAA design standards and are practical from an engineering and construction standpoint.

- ***Environmental Impacts*:** Each alternative will be broadly evaluated to identify potentially damaging environmental impacts that must be assessed in detail in a subsequent environmental study. Key factors for consideration will include sensitive land use on Aquidneck Island, noise mitigation potential and wildlife management.
- ***Land Use Impacts*:** Property acquisition or easement requirements, and potential land use or zoning changes shall be identified. Information from the Airport's Business Plan will be utilized for this task. Possible alternative uses of available land include Industrial Use, Business/Corporate Development, Commercial Use, and Recreational Use.

Task 6.3 On-Airport Land Use Alternatives

Description:
Once the airport layout has been developed, airport land not used for aviation purposes will be identified and evaluated in close concert with the PMT and local officials. This will provide potential opportunities for other compatible development.

Task 6.4 Recommended Airport Layout

Description:
The "preferred alternative" chosen from this evaluation should reflect an appropriate balance between engineering feasibility, aeronautically safe and practical, have minimal environmental impacts, and is financially responsible. Based on the evaluation of these primary factors LBG, in consultation with RIAC and FAA will identify the preferred conceptual alternative. The outcome of this work is the Draft ALP. It will be prepared for review by RAIC, FAA and AAC.

Task 6.5 Airport Performance

Description:
The RI/ASP identified a methodology for assessing "airport performance". This AMP will provide an analysis for UUU that defines current and future airport performance based on the recommended improvements.

Task 6.0 Deliverables
- Working Paper #4: *"Alternative Analysis"*
- Draft ALP
- AMP Alternative Analysis and ALP Chapter (Part of Final Report)

VII. AMP – ENVIRONMENTAL REVIEW

Task 7.0 Airport Master Plan Environmental Review

Objective:
To conduct a general assessment of the environmental affects of the preferred alternative and to define the potential extent of future environmental analyses and regulatory issues that is needed to implement the airfield improvements shown on the ALP.

Description:
Although this study is a not a formal environmental assessment (EA) it will consider the environmental elements described in FAA Advisory Circular 150/5070-6A and FAA Order 5050.4A, Airport Environmental Handbook, and relevant State of Rhode Island regulations and procedures. It will also define the "Categorically Exempt" improvements as defined by FAA Order 5050.4A. When appropriate, the Consultant may identify possible mitigation measures or modifications to the Draft ALP to avoid, minimize or mitigate environmental impacts. These recommendations will be incorporated into the final version of the airport plan for more detailed consideration in a subsequent environmental study to implement the improvements.

Protection of open space on Aquidneck Island is becoming increasingly important as development continues on the Island. The intent here is identifying potential environmental factors that would need to be addressed as part of future airport environmental studies. Proposed development that is defined by FAA as categorically exempted actions will be identified.

Task 7.1 Environmental Review

Description:
LBG will consider the following elements normally identified with an EA and described in the FAA Environmental Handbook when conducting an environmental review.

- Noise Impacts
- Social Impacts
- Induced Socioeconomic Impacts
- Water Quality
- Endangered and Threatened Species of Flora and Fauna
- Wetlands
- Coastal Zone Management Program
- Wild and Scenic Rivers
- Energy Supply and Natural Resources
- Solid Waste Impact
- Biotic Communities
- Compatible Land Use
- Air Quality
- DOT 4(f) Lands
- Historic, Architectural, Archaeological, and Cultural Resources
- Floodplains
- Coastal Barriers
- Farmland
- Light Emissions
- Construction Impacts

Task 7.2 Noise Review

Description:
LBG shall review current noise abatement practices. Based on the preferred airport alternative LBG will determine whether any proposed projects could reasonably be expected to create community noise impacts. If it is determined that additional impacts are possible, recommendations will be made to address further review.

Task 7.0 Deliverables

- Working Paper #5: *"Environmental Study"*
- AMP Environmental Review Chapter (Part of Final Report)

VIII. AMP – AIRPORT LAYOUT PLAN

Task 8.0 AMP – Airport Layout Plan

Objective:
To develop an ALP that can be accepted by the RIAC and submitted to FAA for approval. Ultimately, this is the objective of the airport master planning process.

Description:
The ALP is used as a guide to all future airport development. Moreover, the ALP can also be used by communities in considering their land use plans for nearby development.

The results of the previous tasks will be summarized and used for preparation of the ALP plans. Aerial photogrammetry mapping provided by RIAC will be used to develop accurate base maps for the plans. The ALP set will be produced in a format and scale consistent with FAA requirements and will be prepared using AutoCAD.

Data will be delivered in hard copy, AutoCAD and PDF format as specified by RIAC. The RIAC seed file, layer assignments, line weights, styles, colors, and other drawing conventions will be used for all files.

The ALP set will consist of the following sheets:

- ***Title Sheet:*** Includes Location and Vicinity Maps, Pl an Index, and related information.
- ***Existing Airport Facilities:*** Using aerial photogrammetry as a base, it will show existing airport facilities, airport property boundaries, airport imaginary surfaces, existing airside and groundside facilities, and data tables.
- ***Airport Layout Plan (ALP):*** This plan depicts the recommended airport improvements for airfield facilities. It is the key plan in the set of drawings and the only one approved by FAA. It will identify recommended facilities adopted as a result of the alternative analysis and coordination process. The facilities include the runway and taxiway system, apron and hangars, airport administrative and support buildings, navigational and visual aids, airport boundaries, land purchases and easements, airport restriction lines and imaginary surfaces, non-aviation compatible land-use, data tables.
- ***Runway Plans and Profiles:*** It will show the plan and profile of the airport's runways, the approach surfaces with major obstructions. Obstruction data will be provided by RIAC in a usable format.
- ***FAR Part 77 Surfaces Plan:*** It shows the airport FAR Part 77 surfaces on a plan, USGS map base with latitude/longitude grid.
- ***Terminal Area Plan:*** It shows existing and proposed terminal development concepts. It features such items as the existing and proposed airport buildings, auto access and parking, and apron and hangar area development.

- ***Land Use and Access Plan:*** It shows existing and proposed land uses within and proximate to the airport, based on the work of previous tasks. This plan will include land use recommendations for non-aviation development on the airport.

Task 8.0 Deliverables

- ALP Plan Set of Drawings - Draft plans will be submitted to the Sponsor and the FAA for review and approval, up to five (5) sets of draft drawings will be provided. The ALP will be developed on AutoCAD, using the aerial photogrammetry developed by the Sponsor.

IX. AMP – AIRPORT IMPLEMENTATION PLAN

Task 9.0 AMP – Implementation Plan

Objective:
To identify a plan of actions to implement the recommendations of the AMP/ ALP.

Description:
The results of the AMP/ALP will serve as the basis for the development of the Capital Improvement Plan (CIP) for UUU.

Task 9.1 Capital Improvement Plan (CIP)

Description:
Based on coordination with RIAC and FAA, LBG will:

-
- Prepare "order of magnitude" cost estimates.
- The results will be combined to present a comprehensive and meaningful airport CIP for the 5, 10, and 20-year planning horizons. The 5-year plan will be of sufficient detail for submission to the FAA for budgeting purposes.

Task 9.2 Financial Plan

Description:
A financial plan will be developed based on the recommended improvement projects. The recommendations from the Airport's Business Plan will be utilized as input to this task. Methods for financing airfield improvements shall be provided and a revenue-expenses and cash flow analysis will be performed or updated as needed.

Task 9.0 Deliverables

- Draft Airport Master Plan – hard copy and PDF format
- Final Airport Master Plan - The final products of this Master Plan to be submitted by the LBG includes:
    - Executive Summary AMP - 15 hard copies (brochure format suitable for wide distribution) – a PDF file will also be developed.
    - Airport Master Plan Technical Report - 15 hard copies and a PDF file.
    - Airport Layout Plan drawings - 5 black line prints, a PDF file, and one set of AutoCAD files on disk.
- Final payment and FAA Project Report

****

WELCOME

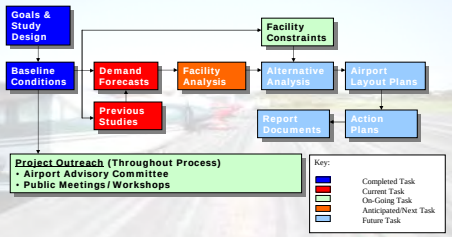
to the 1st
Public Information Meeting
April 4th, 2007 – 7:00PM
for the
Newport State Airport
Master Plan Update

Agenda
7:00PM – Review Project Scope
7:20PM – Review Work to Date
7:30PM – Next Steps, Discussion, Questions and Answers

Representatives from the Rhode Island Airport Corporation and the Louis Berger Group are available after to discuss your questions or concerns.

Thank You for Attending!

Project Overview



- **Project Management Team**
  - Federal Aviation Administration – **Gail Lattrell**
  - Rhode Island Airport Corporation – **Vincent Scarano**
  - The Louis Berger Group, Inc. – **Marc Champigny**
- **Airport Advisory Council**

Local and State Officials
1. Aquidneck Island Planning Commission – **Tina Dolen**
2. Aquidneck Land Trust – **Andrew Arkway**
3. Rhode Island Statewide Planning – **Katherine Trapani**
4. Rhode Island Economic Development Corp. – **Mike Walker**
5. Town of Middletown – **Ron Wolanski**
6. Town of Newport – **Alan Goodwin**
7. Town of Portsmouth – **Robert Gilstein**

Local Residents
8. Airport Neighborhood – **Ray Alexander**
9. Airport Neighborhood – **Roberta Duffy**

Airport Businesses and Chamber
10. Airport Business – **Heather Corson**
11. Airport Business – **Guillaume de Ramel**
12. Landmark Aviation – **Steve Tibbetts**
13. Newport County Chamber of Commerce – **Jody Sullivan**

Work Scope

- **Inventory**
  - Document Existing Facilities and Activity Levels
- **Forecasts & Airport Role**
  - Determines Anticipated Activity for the Airport
  - And Airport Role and Design Aircraft
- **Facility Requirements**
  - Determines the Needed Facilities to Meet the Forecasted Demand
  - Unconstrained View – Not Necessarily What is Recommended
- **Alternatives Analysis**
  - Analyses Development Options to Meet Facility Requirements (or defines what is limited by constraints)

Work Scope, cont'd

- **Environmental Review**
  - Identifies Potential Environmental Impacts
  - Subsequent EA Will Provide More in Depth Analysis
- **Implementation Plan**
  - Sets Projects in Priority and Identifies Funding Sources
  - Only Implemented if Activity Levels Reach the Projected Levels

Work Scope, cont'd

- **Draft Master Plan Report**
  - Will be Made Available to Public for Review
  - Prior to Next Public Information Meeting
- **Final Master Plan Report**
  - Incorporate Public Comments
- **Airport Layout Plan (ALP) Drawing Set**
  - ALP is the Drawing Approved by the FAA
  - Not a Guarantee of Funding but a Prerequisite to Apply for Funds.
  - Maintained on Record and Updated as Necessary (recommended at least every 5 years)

Work-to-Date

(Available on website – www.pvdairport.com)

Inventory
- Draft Working Paper – January 2007

Forecasts
- Draft Working Paper – March 2007

Facility Requirements
- In-Progress – Working Paper Anticipated May 2007

Remaining Project Schedule

Alt. Analysis & Environmental Review – July 2007
Airport Advisory Council Meeting
ALP and Implementation Plan – August 2007
Airport Advisory Council Meeting
Draft Master Plan Report – September 2007
Airport Advisory Council Meeting
Public Information Meeting
Final Master Plan Report – October 2007

Questions and Answers

Rhode Island Airport Corporation

Newport State Airport Master Plan

Public Information Meeting Sign-In Sheet

	Name	Address	Phone	E-mail
1	Marc Champigny	The Louis Berger Group	518-432-9545	mchampigny@louisberger.com
2	Nick Stefaniak	The Louis Berger Group	518-432-9545	NSTEFANIAK@LOUISBERGER.COM
3	Vince Scarano	RIAC	401-737-4000 x482	Vscarano@pvdairport.com
4	Douglas Ganey	The Louis Berger Group	401 521 5980	dganey@louisberger.com
	Louis DiPalma	Middletown Town Council	(401) 847-8540	Louis_DiPalma@yahoo.com
	M. Theresa Santos	Middletown Council	401 846 9030	SISTERTHERESA@aol.com
	RAY ALEXANDER JR	COGGESHALL CR	401-640-7291	RAYALEXANDER@AOL.COM
	Jay Miranda	3 Coggeshall Cir	401 849 6554	jay.miranda@cox.net
	Warren Blakeley	8 Coggeshall Cir	847-2379	WarrenBlakeley@aol.com
	Audrey Littlefield	376 Forest Ave	846-4499	
	Kevin Hansen	246 Island Dr	847-1876	hansen212@aol.com
	Roberta Duffy	280 Forest Ave	846-1985	bbsma@cox.net
	Richard Adams	240 Island Dr	846-7582	rpadams423@aol.com

Rhode Island Airport Corporation

Newport State Airport Master Plan

Public Information Meeting Sign-In Sheet

Name	Address	Phone	E-mail
Ron Wolanski	Town of Middletown	849-4027	rwolanski@middletownri.com
Bill Murphy	4 Coggeshall Circle	849-2205	wmurphy317@cox.net
Gail Underwood	308 Forest Ave	848-5119	FORESTAVEGANG@AOL.COM
Alan Perry	East Main Rd	848 2497	
David Kilroy	600 Paradise ave Midd	849-4863	
Ian Scott	1259 W. Main Rd.	846-0916	
Bill Medeiros	240 Forest Ave	8468371	

2008 APR 28

NEWPORT STATE AIRPORT
COLONEL ROBERT F. WOOD **AIRPARK**

AIRPORT MASTER PLAN PUBLIC INFORMATION MEETING
April 4, 2007 – 7pm
Middletown Town Hall

PARTICIPANT FEEDBACK FORM

The Rhode Island Airport Corporation has engaged The Louis Berger Group, Inc. to complete an Airport Master Plan for the Newport State Airport. Your input is critical to the plan's success. You are invited to share your thoughts and ideas to help the master plan team identify critical issues.

PLEASE GIVE THIS FORM TO A TEAM MEMBER BEFORE YOU LEAVE TODAY, OR MAIL YOUR COMMENTS TO THE FOLLOWING ADDRESS BY APRIL 18TH, 2007:

The Louis Berger Group, Inc.
Marc Champigny, Project Manager
Attn: **Newport** Airport Master Plan Study
20 Corporate Woods Blvd.
Albany, NY 12211

THANK YOU FOR YOUR PARTICIPATION!

Please provide your **input/feedback:**

- Appreciate the Public Forum being conducted.

- Please see to it that this plan gets submitted, approved and appropriately implemented.

Thanks
Lou DiPalma

Project Information is posted at: www.pvdairport.com under General Aviation and **Newport**

Please provide contact information so the Team can follow-up if necessary:

Name: Lou DiPalma – Middletown Town Council
Address: 24 Sail Ct., M.D., RI 02842

Telephone: (401) 847-8540

THE Louis Berger Group, INC.

Rhode Island Airport Corporation

Memorandum

THE Louis Berger Group, INC.
Aviation Services Group - Albany Office
20 Corporate Woods Boulevard
Albany, NY 12211-2370
Tel 518.432.9545 Fax 518.432.9571

TO: UUU Airport Master Plan Advisory Committee

FROM: Project Management Team

DATE: April 18, 2007

SUBJECT: Notes from the April 4, 2007 Public Information Meeting

The first Newport State Airport Master Plan Public Information Meeting (PIM) was held at the Middletown Town Hall in Middletown RI. The meeting began at 7:00 p.m. The meeting was open to the general public and was advertised in the Newport Daily News and Providence Journal. The objective of the meeting was to inform the public of the Master Plan process, report the progress of the project to date, field questions and address specific concerns of the community.

Project Management Team Members who were present at the meeting are listed below:

1. Vince Scarano – Project Manager, Rhode Island Airport Corporation (RIAC)
2. Marc Champigny – Project Manager, The Louis Berger Group (LBG)
3. Nick Stefaniak– Aviation Planner, The Louis Berger Group (LBG)
4. Doug Ganey – Senior Environmental Scientist, The Louis Berger Group (LBG)

Project Management Team Members who were unable to attend include:

Danielle DelBalso – Assistant Project Manager, The Louis Berger Group (LBG)
Gail Lattrell – Planner, Federal Aviation Administration (FAA)

Attendees to the PIM, exclusive of the Project Team numbered about 20. The inclement weather may have been a factor to the low attendance. Two members of the Airport Advisory Council were in attendance. A copy of the sign-in sheet is attached. A copy of the presentation is also attached.

The meeting began with an introduction to the project team and the reason behind conducting an Airport Master Plan Update. Project Manger Scarano explained that the last Master Plan for the Newport State Airport was completed and approved in 1966 and an update was completed in 1988 but never submitted by the RI Aeronautics for approval by the FAA.

The meeting agenda included:

- A review of the project scope;
- A review of the work to date;
- Next project tasks; and
- Questions and answers.

Following the description and explanation of the project scope and the work completed to date, a chart showing the next steps in the process was outlined. The bulk of this presentation was brief so as to allot most of the time to the question and answer session that followed. The question and answer session primarily raised questions pertaining to specific steps in the Master Plan process. There were however two attendees who questioned the need for the airport and further investments in the facility. The questions can be broken down into general areas which include:

- Forecasts
- Proposed Development
- Alternatives Analysis
- Jet Traffic
- Constraints
- Instrument Procedures
- Obstruction Analysis

Question: If the forecast and development is demand driven, how would you expand the airport given its current boundaries? What drives the unconstrained analysis?

Champigny and Scarano combined to respond to the question. They explained that the Forecast and Facility Requirements are unconstrained, meaning that they do not take into consideration any constraints of the airfield or the property it encompasses. The FAA airport design criterion is the guidance that defines the needs of each individual facility. They further explained; this is basically an unconstrained list of improvements which result after comparing what exists versus what should exist. It is by no means what will be developed in the final analysis. This criterion, established by the FAA in Advisory Circular 150/5300-13 "Airport Design" along with existing constraints, determines what is ultimately "doable" at Newport Airport. The Alternatives Analysis work task considers many factors such as engineering , environmental features, land use, financial resources, and other constraints to analyze what actual development may occur and where. Moreover, they made it clear that actual implementation would be considered only when and if the projected demand is likely to occur based on the circumstances in the future. In considering any forecast, the near term (0 – 5 years) is the most "accurate" scenario. In the out years the FAA recommends that it is reasonable to evaluate the planning every 5 years.

Question: Concerning analysis, is the whole State of Rhode Island looked at as an alternative for general aviation development?

Scarano explained that justification for airport development does in fact take into account the services and facilities available at nearby airports. The example of Quonset versus Newport was cited. A corporate jet owner currently has the opportunity to utilize Quonset's longer (7,000 foot)

runway if they wanted access to the Newport area. It was pointed out that ground accessibility from Quonset to Newport was a reasonable distance. In addition, RIAC recently completed the Rhode Island State Aviation System Plan that looked at the individual role of each airport in the State and how each of those airports operates within the system.

Question: It sounds like the current size of the runways will not change, is that a fair assumption?

Scarano explained that the forecasts indicate the aircraft (single engine and light twins) currently using the airport is expected to remain the same through the planning period. The role of the airport in the RI system is not expected to change either. Further analysis of the runway length will be accomplished in the Facility Requirements task. Again using the FAA design criteria the requirements will be assessed to evaluate the capability of the existing runway to service the single and twin engine aircraft using the airport.

Question: As an airport user, I see that non-aviation businesses are encroaching on airport property, should I be concerned?

The Project Team explained that a major component of the planning in this project is to assess the Terminal Area requirements as well as opportunities for aviation related business opportunities. That includes evaluating existing land uses. The objective of the Master Plan process is to make the best use of airport land for airport related facilities. This policy will be maintained throughout the planning process.

Question: Are there plans to improve instrument procedures at the airport to allow for more activity in Instrument Meteorological Conditions (IMC)?

Scarano explained that the airport does in fact have an instrument approach; however, current operations by FAA qualification standards do not support the installation of a precision instrument approach landing system by the FAA. Champigny added that there are a lot of factors that contribute to installing a precision approach such as the amount of time the airport is under IMC, obstructions in the approach paths, and installation and maintenance cost. There may exist the potential to augment current approaches with GPS guidance.

Question: You mentioned expanding the current aircraft parking apron. Is there any other proposed development?

Preliminary development ideas include aircraft hangar development and terminal area development.

Question: Will the airport be changing its current approach lighting system?

The project team sees no reason to have to do so.

Question: Will the airport be building an air traffic control tower?

No, we do not envision the Airport or the FAA building a control tower. There are many airports without control towers that experience a higher volume of air traffic than Newport.

Question: Could jets operate at the airport? What would it take for the airport to provide jet fuel?

Small jets capable of taking off and landing on runways the size of Newport's can operate at the airport, however, there are nearby alternate airports that are more attractive to jet aircraft. A fuel truck providing Jet A is all that is really needed for the airport to sell jet fuel. It is important to note that runway length is not the only factor in consideration of flying a jet into Newport; other support services that relate to jet operations such as maintenance, fuel and oxygen supplies, and the infrastructure (aircraft parking and hangar space) to support jet operations must also be considered. The new micro jets that are expected to be in operation later this year like the Eclipse, can operate on a 3,000 foot runway like Newport's, but as mentioned earlier, there are additional considerations and needs in order to support the operation of these aircraft.

Question: If forecasts are made for 5, 10 and 20 year periods, why wouldn't the airport consider the 20 year projection and move the entire airport somewhere else because of the lack of developable land?

Scarano pointed out that moving the entire airport is a very unlikely option. Experience planning airports in the northeast has shown that the availability of space to do so is near to impossible. Moreover, the cost and environmental constraints add to the difficulty. From an FAA perspective it is essential to maintain the balance of the existing national airport system. The recently completed RI/ASP and this master plan process supports that approach.

Question: How will the Master Plan incorporate public comments? How can we make a difference in the process? How are our comments weighed in?

Public outreach is a very important aspect of the entire Master Plan process, and that is why the public information meetings are held. The Project Team will continue to work closely with the Airport Advisory Council and will incorporate the public's concerns throughout the master planning process as much as practicable. Two members of the Airport Advisory Council represent airport neighbors. And appropriate changes will be made based on the input received from all involved interests.

Question: Twenty years ago the Master Plan was never submitted for FAA approval. What commitment is there to complete this Master Plan and ultimately get it approved by the FAA?

The previous master plan effort was under the direction of the Rhode Island Department of Transportation. Now that the Airport is under the control of RIAC, they are leading this Master Plan. They completed airport master plans for the other airports and are committed to completing this one. The Project Team is on schedule with the process and expects to have the final Master Plan completed and approved by October 2007.

Question: Will Phase II of the obstruction analysis be included in this Master Plan?

Yes. The work to update the data was completed by another consultant. They are analyzing the data and the entire product will be incorporated into this airport master plan.

Question: What will happen if the current airport configuration reaches its capacity?

Champigny explained that the existing airfield configuration is capable of handling upwards of 200,000 operations annually. The forecasted number of operations throughout the planning period does not expect to reach anywhere near that number of total operations. On the other hand issues such as aircraft parking, building space are capacity issues that do need to be addressed.

The formal meeting adjourned at approximately 8:30 p.m. After the meeting, members of the Project Management Team were available and responded to questions from meeting attendees until approximately 9:00 p.m.

Notwithstanding the limited attendance it was the opinion of the Project Team that the PIM provided a useful forum for discussing and responding to questions.

###

April 11, 2007

81 Col. Christopher Greene Rd
Portsmouth, RI
02871

Dear Mr. Champigny,

In response to asking for pubic input my main overriding concern is to keep the entire tract of land on the west side of Aquidneck Island i.e. "The Burma Road" as natural and unspoiled as possible.

Middletown particularly, is inclined to pollute the landscape with unattractive buildings. Dunkin Doughnuts comes to mind.

Thank you for your concern.

Sincerely

Natalie L. Johnson

189 Tuckerman Ave
Middletown, RI
April 28, 2007

Dear Marc Champigny:

Just returned home, and I noticed in Npt Daily News, Apr. 5, there's been talk about "improvements at Npt Airport" — I was fortunate enough to take advantage of the flights available from Prov. airport to Newport — perhaps in the mid 70's that was really great (especially since it was my first flight in such a small plane!) We were so sorry when it was discontinued.

Did the neighbors in the area complain? — I'm sure it's a different story for them — But apparently this service isn't possible anymore — good luck with everything regarding the airport —

Sincerely
Dorothy Stedman

WELCOME

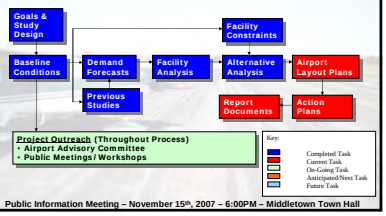
to the 2nd
Public Information Meeting
November 15th, 2007 – 6:00PM
for the
Newport State Airport
Master Plan Update

Agenda
6:00PM – Welcome & Stations
6:30PM – Master Plan Overview
6:45PM – Open House & Board Discussion

Representatives from the Rhode Island Airport Corporation and the Louis Berger Group are available after to discuss your questions or concerns.

Thank You for Attending!

Project Overview



Task 1: Baseline Conditions

- Airport Inventory
- Airfield Conditions
- Operational Activity
- Environmental Review
- Economic Conditions

40 Based Aircraft

Task 2: Airport Role & Forecasts

Airport Reference Code (ARC) of B II

Potential Demand Up to 87 Based Aircraft by 2026

Facilities Only Expanded When Demand Exists

Airport Role to Remain Unchanged

Task 3: Facility Requirements

- Runway Length Considerations
- Runway, Taxiway and Apron Rehabilitations
- Taxiway A Realignment and 16/34 Parallel
- RPZ Non-Standard Issues
- Runway 4 Runway Safety Area Drainage
- Part 77 Approach Surface Clearing (Pending Study Approval)
- Apron Expansion
- T-Hangar Development
- Terminal Facility / Conventional Hangar
- Perimeter Fencing Improvements

Task 4 – Alternatives Analysis

Alternatives Analysis Approach
- Determine Realistic Facilities
- Develop up to 3 Alternatives
- Assess Alternatives

Airport Performance
- Performance Goals Based on RI/ASP
- Improvements Allow UUU to Meet Most Objectives

Preferred Alternative Airport Layout Plan

Task 5 – Environmental Review

- General assessment of the environmental effects in 21 impact categories of the **preferred alternative**
- An Environmental Assessment will be conducted after FAA approval of the ALP for those projects identified in the short-term (Phase I) planning period
- Potential Issues: Drainage; Wetlands; Cultural Resources

Task 6 – Airport Layout Plan

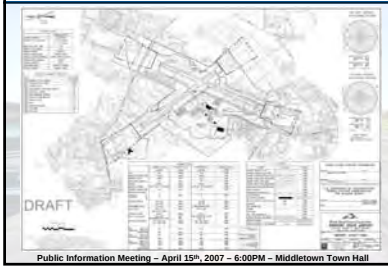
- The ALP depicts the development of the airport proposed over the twenty-year planning period.
  - Phase I: Capital Improvement Plan and Environmental Assessment
  - Phase II: Projects Most Likely to be Considered Based on Demand
  - Phase III: Long-Range, Reassessed in 10 years
- The ALP is intended to serve as the framework for future development and growth for Newport State Airport.
- The ALP must be supplemented by an annual evaluation of airport needs, upon which scheduling and project development presented in the ALP occurs.
- Updating the ALP and the master plan should occur every five years.

Task 7 – Implementation Plan

#	Project Description	Est. Total	FAA	RIAC	Other
1	Environmental Assessment (EA)	$540,000	$540,000	$7,500	$0
2	Drainage Evaluation Study	85,000	81,750	3,250	0
3	Drainage Improvements	885,000	837,000	55,500	0
4	Rehabilitation & Expansion of Based Aircraft Apron and Lighting	1,650,000	1,520,000	80,000	0
5	Rehabilitation of Runway 16-34, Intersection, Lighting & PAPI	2,500,000	2,375,000	125,000	0
6	Obstruction Easements & Removal (Off-Airport)	2,300,000	2,300,000	115,000	0
7	Construction of Partial Parallel Taxiway to Runway 16-34	1,675,000	1,593,250	81,750	0
8	10-Unit T-Hangars	800,000	0	0	800,000
9	Purchase of Updated Snow Removal Equipment (SRE)	350,000	180,000	10,000	0
	Phase I Total	$9,490,000	$9,007,000	$482,000	$800,000
10	Rehabilitation of Runway 4-22, Lighting and new MALSR	$2,780,000	$2,640,000	$139,000	$0
11	Expand Transient Apron (Phase 1 & 2)	650,000	585,000	32,500	0
12	Perimeter Fencing Improvements	350,000	297,500	52,500	0
13	10-Unit T-Hangars	800,000	0	0	800,000
14	Airport Layout Plan Update	150,000	142,500	7,500	0
15	Purchase of Updated Snow Removal Equipment (SRE)	350,000	180,000	10,000	0
	Phase II Total	$4,280,000	$3,845,000	$241,500	$800,000
16	Expansion of Based Aircraft Apron (Phase 2 and 3)	$1,470,000	$1,400,500	$78,500	$0
17	New Terminal Area Facility (Admin, Comm, & Electrical Upgrades)	4,800,000	0	4,800,000	0
18	Realignment/Rehabilitation of Taxiway A	885,000	818,750	66,250	0
19	Purchase of Updated Snow Removal Equipment (SRE)	350,000	180,000	10,000	0
	Phase III Total	$7,505,000	$2,399,250	$4,954,750	$0
	Phase I, II and III Total	$21,185,000	$14,710,750	$5,274,250	$1,600,000

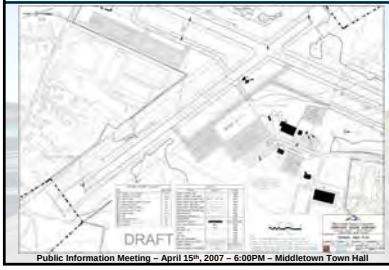
Note: These are preliminary estimates for each project. Once the Environmental Assessment and Drainage Study are completed more accurate estimates will be developed.

Newport State Airport Master Plan



Public Information Meeting – April 15th, 2007 – 6:00PM – Middletown Town Hall

Newport State Airport Master Plan



Public Information Meeting – April 15th, 2007 – 6:00PM – Middletown Town Hall

Newport State Airport Master Plan

WE VALUE YOUR INPUT

Please fill out a comment sheet and leave it here.

If you prefer to bring the sheet with you to fill out at home, please return it by November 29th.

Written correspondence can be addressed to:

The Louis Berger Group
Attn: Marc Champigny
20 Corporate Woods Blvd
Albany, NY 12211
mchampigny@louisberger.com

Public Information Meeting – November 15th, 2007 – 6:00PM – Middletown Town Hall

Newport State Airport Master Plan

THANK YOU!

On behalf of the Rhode Island Airport Corporation and the Louis Berger Group, the Project Team is grateful for your time and valuable input on this project

Newport State Airport Master Plan

Runway Alternatives

Newport State Airport Master Plan

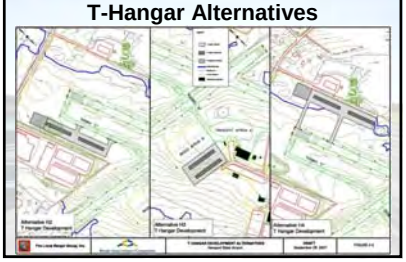
Taxiway Alternatives

Newport State Airport Master Plan

Apron Alternatives

Newport State Airport Master Plan

T-Hangar Alternatives



Newport State Airport Master Plan

Terminal Alternatives

Rhode Island Airport Corporation

Newport State Airport Master Plan

Public Information Meeting Sign-In Sheet
November 15,2007

Name	Address	Phone	E-mail
RAY ALEXANDER JR	6 COGGESHALL CT.	855-1234	RAYALEXANDER@AOL.COM
Bob Matose	41 Brookdale Rd	847-6096	
CARY FRANKLIN	195 FRANCES AVE CRANSTON	4676454	CFRANKLIN@THIELSCH.COM
WM & SUSAN MURPHY	4 COGGESHALL CIR	849-2205	
MICHAEL WIGGINS	42 ATLANTIC DRIVE	—	MICHAELWIGGINS@COX.NET
Carol Borsch	301 Oliphant Ln	847-0077	CCHborsch@hotmail.com
Bill Medeiros	290 Forest Ave	846-8371	
Mark Chamberlain	Louis Berger	518-432-8545	
George + Jeanette Ridenti	7 Coggeshall Way	849-3140	
Ron Wolanski	Town of Middletown	849-4027	rwolanski@middletownri.com
Dick Adams	240 Island Dr Mctwn	846-7582	rpadams423@aol.com
Alan Perry	729 E. Main Rd.	8482417	
Robert Cliff	280 Forest Ave	846-1985	
Ann Breen	484 East Main Rd	846-0498	
Richard Breen	"	"	

Rhode Island Airport Corporation

Newport State Airport Master Plan

Public Information Meeting Sign-In Sheet
November 15,2007

Name	Address	Phone	E-mail
Jeff Williams	131 Taylor Rd Portsmouth	846-8185	
Gerry Kempen	350 E. Main Rd Middleton	849-2898	GKempen@middletownri.com
Randy Gee	Portsmouth	849 1484	PilotI@AOL.com
Danielle DelBalso	The Louis Berger Group		
Doug Garvey	The Louis Berger Group		

Town of Middletown
Planning Department

350 East Main Rd., Middletown RI 02842 (401) 849-4027

November 26, 2007

Marc C. Champigny
Project Manager
The Louis Berger Group, Inc.
20 Corporate Woods Boulevard
Albany, NY 12211-2370

Re: Newport State Airport – Draft Master Plan

Dear Mr. Champigny:

I have reviewed the draft Airport Master Plan (dated October 26, 2007) prepared by your office on behalf of the Rhode Island Airport Corporation (RIAC). It appears that many of the comments and concerns I have raised through the course of the Airport Advisory Council process have been addressed. I offer the following comments and remaining areas of concern for your consideration:

1. As discussed at recent meetings, the plans for recommended obstruction removal on airport and abutting properties have yet to be presented. As suggested by RIAC staff at the November 15th public meeting, though not a part of this master plan process, it is important that Town officials, abutters and other affected property owners be kept informed of the results of the ongoing study. I request that additional public meetings be held to allow discussion of any plans for obstruction removal prior to RIAC proceeding with implementation. All proposed vegetation removal should be kept to the minimum required to address necessary safety concerns.

2. Stormwater runoff control and treatment should employ the best available practices to mitigate potential adverse impacts on wetlands on the airport property and abutting properties, and to prevent increased downstream flooding and protect the public drinking water supply. This is particularly important with the proposed increases in impervious surfaces and alteration of existing drainage patterns which would result from implementation of the preferred options.

3. In order to limit adverse aesthetic and noise impacts on Oliphant Lane and adjacent residential areas, careful consideration should be given to the proposed preferred location of t-hangers. The potential for locating hangers adjacent to the existing airport facilities, with access from Forest Ave, should be fully evaluated. This would help maintain the existing situation regarding airport impacts on abutting properties, rather than creating new impacts. There is concern that increased activities such as running of engines and increased taxiing activities near the end of runway 22, where there is currently limited airport activity, would adversely impact nearby residential areas. Additionally, the aesthetic impacts of proposed buildings and lighting should be considered. The Town has recently adopted design standards for new commercial buildings. To the extent possible, given the highly visible location of the preferred alternative, the design of hanger

buildings should be consistent with these standards. Feel free to contact me regarding specific design standards.

4. Any new lighting, including security and approach lighting, should be designed and located to limit impacts on abutting properties and on night-sky light pollution to the extent possible. This is an import issue for the residents of Middletown. All existing and new exterior security/area lighting should be shielded to direct light to the ground and to screen the lighting elements from view.
5. Regarding the preferred options presented in the plan, and the process required prior to implementation of each, I request that the Town be given every opportunity to be involved in future review processes, including review of any environmental and other documents that are produced.
6. Section 1.2.3.2 Fuel Storage - Reference is made to figure 1.1 for identification of fuel storage locations. It appears that the reference should be to figure 1.2 which includes this information.
7. Figure 1.12: Stormwater Drainage Plan – As presented this map does not convey the relationship of the airport drainage system to its surroundings. It would be helpful if the map included topography in order to show the direction of runoff from the various drainage basins, and how runoff is discharged from the property. The Town has 2-foot contours and aerial photography available. Please contact me if that information would be helpful to you.

Thank you for the opportunity to serve on the Airport Advisory Council, and for your continued efforts to address the Town's concerns. Feel free to contact me with any questions regarding these comments at (401) 849-4027.

Sincerely,

Ronald M. Wolanski, AICP
Town Planner

Cc: Town Administrator
Vince Scarano, RIAC

NEWPORT STATE AIRPORT
COLONEL ROBERT F. WOOD AIRPARK

AIRPORT MASTER PLAN PUBLIC INFORMATION MEETING

November 15, 2007 – 6pm
Middletown Town Hall

PARTICIPANT FEEDBACK FORM

The Rhode Island Airport Corporation has engaged The Louis Berger Group, Inc. to complete an Airport Master Plan for the Newport State Airport. Your input is critical to the plan's success. You are invited to share your thoughts and ideas to help the master plan team identify critical issues.

PLEASE GIVE THIS FORM TO A TEAM MEMBER BEFORE YOU LEAVE TODAY, OR MAIL YOUR COMMENTS TO THE FOLLOWING ADDRESS BY November 29TH, 2007:

The Louis Berger Group, Inc.
Marc Champigny, Project Manager
Attn: Newport Airport Master Plan Study
20 Corporate Woods Blvd.
Albany, NY 12211

THANK YOU FOR YOUR PARTICIPATION!

Please provide your input/feedback:

MY MAIN CONCERN IS THE OBSTRUCTION REMOVAL AS IT RELATES TO THE SLOPE RATIO A FROM 1:20 TO 1:34. IF THE AIRCRAFT PROFILE IS REMAINING THE SAME THERE WOULD BE NO NEED FOR A SHALLOWER APPROACH. SINCE THE REMOVAL OF THE FOREST AT THE END OF COGGESHALL CIRCLE WITH NO PUBLIC INPUT OR DISCUSSION, I HAVE A VERY JAUNDICED VIEW OF THE "OPEN" DISCUSSION PROCESS.

Project Information is posted at: www.pvdairport.com under General Aviation and Newport

Please provide contact information so the Team can follow-up if necessary:

Name: WM MURPHY
Address: 4 COGGESHALL CIR.
MIDD. RI 02842
Telephone: 401. 8492205

THE Louis Berger Group, INC.

Rhode Island Airport Corporation

NEWPORT STATE AIRPORT
COLONEL ROBERT F. WOOD AIRPARK

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The Louis Berger Group, Inc.
Marc Champigny, Project Manager
Attn: Newport Airport Master Plan Study
20 Corporate Woods Blvd.
Albany, NY 12211

THANK YOU FOR YOUR PARTICIPATION!

Please provide your input/feedback:

Please insert a section in Chapter 1, after the introduction called Planning Process.

1. State Airport System:
   a. UUU is part of State Airport System.
   b. State Airport Plan is element of State Guide Plan
   c. Master Plan is consistent with State Guide Plan (SGP)
   d. Future updates of the AMP should include a review of the SGP. if a change in role is proposed, coordination with Statewide Planning is required and an amendment may be necessary.

2. Future Planning Efforts - commitment to ongoing public part.
   a. Hazard Zoning (as required by State Law)
   b. Compatibility Planning (as recommended by SGP)
   c. Environmental Assessment for Phase I

Project Information is posted at: www.pvdairport.com under General Aviation and Newport

Please provide contact information so the Team can follow-up if necessary:

Name: Katherine Trapani
Address: Statewide Planning
One Capitol Hill Providence RI 02908
Telephone: 401-222-6479

THE Louis Berger Group, INC.

Rhode Island Airport Corporation

NEWPORT STATE AIRPORT
COLONEL ROBERT F. WOOD AIRPARK

AIRPORT MASTER PLAN PUBLIC INFORMATION MEETING

November 15, 2007 – 6pm
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The Louis Berger Group, Inc.
Marc Champigny, Project Manager
Attn: Newport Airport Master Plan Study
20 Corporate Woods Blvd.
Albany, NY 12211

THANK YOU FOR YOUR PARTICIPATION!

Please provide your input/feedback: We are concerned about the flooding which occurs on the airport's Southern boundary and our northern boundary as a result of an overgrown swale. Work was done on the swale in 1981, at which time the length of the swale was shortened. Prior to this work, the electrical boxes of the approach lights would go under water. Since then the trees have been clear cut, with some trees left across the brook, causing blockage during rain storms. Additionally, the swale has not been cleaned out since the work was done in 1981. We would appreciate this problem being addressed, researched, and rectified in coordination with your master plan. Should you need more information, i.e. Site plans and photos of flooding, please contact us. P.S. - Another issue of concern is that security fence does not surround the whole property.

Project Information is posted at: www.pvdairport.com under General Aviation and Newport

Please provide contact information so the Team can follow-up if necessary:

Name: Richard Breen of Rita Breen
Address: 464 East Main Rd and
2 Fagan Court
Telephone: 848-0498 (Richard Breen) 847-3487 Rita Breen

THE Louis Berger Group, INC.

Rhode Island Airport Corporation

NEWPORT STATE AIRPORT
COLONEL ROBERT F. WOOD AIRPARK

AIRPORT MASTER PLAN PUBLIC INFORMATION MEETING

November 15, 2007 – 6pm
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The Louis Berger Group, Inc.
Marc Champigny, Project Manager
Attn: Newport Airport Master Plan Study
20 Corporate Woods Blvd.
Albany, NY 12211

THANK YOU FOR YOUR PARTICIPATION!

Please provide your input/feedback:

* I am a Private Pilot, and have been Flying out of NPT Airport for 20 yrs.
* I would like to see both runways "EXTENDED" as much as possible within the airport confines.
* +- Hangers, * A taxiway for RWY 16 + 34,
* a Brighter rotating Beacon * the grounds kept up better * the terminal remodled and the existg Hanger "EXPANDED"

* More Precise approaches to all the runways.
* Charter and or Scheduled Services to the Islands.

I would like the people who explicative about the airport and or Noise, "SHUT up" the airport has been there 60 years, long before these explicative came around, they knew it was there when they moved here so — they should "SHUT up and put up!!!!

Project Information is posted at: www.pvdairport.com under General Aviation and Newport

Please provide contact information so the Team can follow-up if necessary:

Name: Bob Matosse
Address: 41 Brookdale Rd, Middletown, RI 02842

Telephone: 401 - 847 - 6096

THE Louis Berger Group, INC.

Rhode Island Airport Corporation

DelBalso, Danielle

From: Champigny, Marc
Sent: Wednesday, December 19, 2007 9:44 AM
To: 'ddelbalso@louisberger.com'
Subject: FW: Master Plan comment
Attachments: masterplancomment.doc

Marc

From: The Duffy Family [mailto:bbsma@cox.net]
Sent: Wednesday, November 28, 2007 6:05 PM
To: Champigny, Marc
Subject: Master Plan comment

Hi Marc,
I have attached my comments for the Master Plan. Thanks for all your help.
Roberta Duffy

As a homeowner and an airport neighbor I would like to comment on a few aspects of the Master Plan. Most of my concerns are environmental and the impact of the airport on my family's quality of life. Chapter 5.0 Environmental Review makes the statement that none of the proposed projects will result in significant or potential impacts to noise, air quality, drinking water, light emissions and biotic communities with potential impacts to wetlands, drainage, sediment erosion and noise due to preferred T-hanger alternative. I am concerned about the method of the determination to designate a project as non-significant impact. My property abuts the airport on Forest Ave at the end of Runway 4. When ever there is a major rainstorm the area turns into a pond and my backyard is flooded. It is imperative that a drainage study be done for the entire airport to correct or alleviate these problems. The study also says that this drainage problem attracts wildlife and birds. Last December, as part of the airport's wild life mitigation program, there was a deer shot by shotgun at 5pm at night on airport property but well within 500 feet of my property. There wasn't any notification by airport personnel and the potential danger to me and my family has me quite alarmed, therefore correcting the drainage problem will solve many hazards.

Bailey Brook is one of our main drinking water sources on Aquidneck Island. Any project must be done with the utmost care to preserve, improve and alleviate potential impacts to this invaluable source of water. As a homeowner who has a well, I am concerned about the quantity and quality of my drinking water due to the proposed projects.

The last obstruction removal project in 2005, had a large impact on my property. I currently have a 10 foot fence in my backyard where there used to be a 6 foot fence. The new fence was placed further on to the airport property, which left a 6 to 7 foot path of unmanageable growth in my backyard. My view from my kitchen window now includes a 30 foot obstruction light pole. Clearing on airport property has left a wide-open view of airport lights and increased airport noise. My neighbors and I are concerned about the impact of the second phase of obstruction removal will have on our property.

I was surprised to see an inclusion of the Lighting and new MALSR in Phase II for runway 4-22 as this was not discussed in our draft working paper #7 on September 12, 2007. As explained at the public meeting this new lighting will greatly impact residents on Oliphant Lane and needs greater explanation and investigation before becoming a part of the Master Plan.

I look forward to viewing the Environment Assessment and also the Phase II obstruction removal plan and any impacts these will have for the airport neighbors.

As a member of the Newport Advisory Committee, I would like to thank the Project Management Team Members Vince Scarano, Marc Champigny, Danielle DelBalso and Doug Ganey for graciously answering all of the my questions and taking the time to explain aspects of airports and aviation to a non-aviator.

Roberta Duffy
280 Forest Ave
Middletown, RI 02842
1-401-846-1985

APPENDIX C
SUMMARY OF TELEPHONE COMMENT RECEIVED FROM MR. JOHN BROWN, THPO NARRAGANSETT TRIBE

This section reflects the comments received via a telephone message on the Final Draft Airport Master Plan Report dated October 26, 2007 left by Mr. John Brown, Tribal Historic Preservation Officer of the Narragansett Tribe on Friday, November 30, 2007 at 4:17 pm. The Project Team response to Mr. Brown's comments can be found in the Comment Response portion of this Appendix under Environmental Impacts. Additionally, telephone contact was attempted to respond to Mr. Brown's comments directly on Friday, November 30 at 4:45 pm, however Mr. Brown was unavailable. Subsequent telephone calls were also made, however Mr. Brown continued to be unavailable.

Mr. Brown's message stated his concern that input from the Narragansett tribe was not solicited for the master planning effort at Newport, and Mr. Brown requested a return telephone call to discuss the matter.

Memorandum

THE Louis Berger Group, INC.
Aviation Services Group - Albany Office
20 Corporate Woods Boulevard
Albany, NY 12211-2370
Tel 518.432.9545 Fax 518.432.9571

TO: UUU Airport Master Plan Advisory Committee

FROM: Project Management Team

DATE: November 19, 2007

SUBJECT: Notes from the November 15, 2007 Public Information Meeting

The second Newport State Airport Master Plan Public Information Meeting (PIM) was held at the Middletown Town Hall in Middletown RI. The meeting began at 6:00 p.m. The meeting was open to the general public and was advertised in the Newport Daily News, Sakkonet Times and the Providence Journal. This meeting provided the public the opportunity to comment on the draft airport master plan, ask questions, and present concerns of the community.

Project Management Team Members who were present at the meeting are listed below:

1. Vince Scarano – Project Manager, Rhode Island Airport Corporation (RIAC)
2. Marc Champigny – Project Manager, The Louis Berger Group (LBG)
3. Danielle DelBalso– Assistant Project Manager, The Louis Berger Group (LBG)
4. Doug Ganey – Senior Environmental Scientist, The Louis Berger Group (LBG)

Others from RIAC included Michael Mini, Manager of Planning and Patti Goldstein, Vice President, Public Affairs.

Attendees to the PIM, exclusive of the Project Team numbered about 25. A copy of the sign-in sheet is attached. A copy of the presentation is also attached.

Prior to the presentation the public was afforded an opportunity to review the project boards displaying large scale drawings of the Existing Airport Facilities, Draft Airport Layout Plan (ALP), Airport Terminal Area Plan and Aerial Photo of the Airport. Marc Champigny and Vince Scarano responded to questions while members of the public viewed the boards. For the most part questions were directed at the runway and the obstruction removal requirements. With respect to the latter they were advised that the meeting was not directed at that issue but in fact would be the subject of a separate public information meeting.

The meeting began with a brief welcome and introduction to the project team. As noted above, many attendees to the meeting expressed concern regarding the current obstruction study. Vince Scarano made the point to the audience that discussion of that item would be the subject of a separate meeting. He pointed out that tonight's meeting is about planning for the airport. The obstruction issue is an engineering analysis for which RIAC is developing a draft

implementation plan to address obstructions. It is a separate study from the Master Plan Update and the public will be given the opportunity to comment on that study in a another public information meeting on that subject.

Project Manger Scarano then handed over the meeting to Project Manager Champigny for the presentation portion of the meeting.

The presentation began with an overview of the project schedule and work completed to date. After the initial overview, each chapter of the master plan was reviewed in terms of the findings for each. The presentation was brief and time was allotted to respond to questions and discussion as the presentation of each chapter proceeded. The question and answer session primarily raised questions pertaining to environmental impacts, the ability of the airport to effectively service its current and anticipated operational needs, and the available options for development and funding of projects. The questions can be broken down by report chapters, which include:

- Baseline Conditions
- Forecasts
- Facility Requirements
- Alternatives Analysis
- Environmental Review
- Airport Layout Plan
- Implementation Plan

Question: What could be considered an average number of operations on a daily basis? Can you give the percentage of operations for each month over an average year?

Currently, Newport Airport experiences an average of 50-60 operations per day. During the peak month of August, the historical peak day is approximately 70 operations. The percentage of operations for each month over an average year can be found in Chapter 2 of the report.

Question: What drives demand at an airport?

There are several options available to determine the demand at an airport. Based aircraft rates are one example, fuel sales are another. The best source of demand information are traffic counts maintained at airports with an air traffic control, however, since Newport is a non-towered airport this information is unavailable. The information in this master plan relied strongly on based aircraft and fuel sale trends.

Question: If the high demand forecasted number of operations are achieved, would there be an impact on the flight operations at T.F. Green Airport?

No, there is no impact on the traffic at T.F. Green, since the design of airspace in the U.S. is such that there is no overlay between T.F. Green and Newport's airspace. Most operations at Newport fly under T.F. Green airspace. A graphic of Newport's airspace is shown in Chapter 1.

Comment: As a resident who lives near the airport, it is my observation that the operations at Newport are predominantly based aircraft and training operations. After a while you become very familiar with the specific identity and sound of the local aircraft.

Based on the work completed in this master plan, up to 86% of the traffic was found to confirm

this comment.

Question: Where is the location of the pond on the airport property? It is not identified on the maps.

The project team will look at the records to determine the location of the pond and ensure that it is properly identified on the appropriate figures in the master plan.

Question: Is it okay to impede into wetlands if you want to for development purposes?

If there are no other development options available and the development is necessary, then wetlands can be impeded upon. However, there are stringent mitigation requirements that go along with that impediment,. These mitigation requirements would be developed prior to advancing the project for environmental approval.

Question: Is a runway extension likely if the high growth scenario is met?

No, it is not anticipated that the runway extension would be necessary during the planning period. A runway extension was identified in the Master Plan as a goal for the airport to meet 100% of the aircraft that use the airport, however, given the significant impacts that are associated with the extension of the runway it is unlikely that it would be developed. The alternative analysis valuated this potential extensively in Chapter 4 of the Master Plan report.

Question: What is the size of the waiting list for aircraft parking, and will the expansion of the based aircraft apron effectively accommodate the entire demand?

There are approximately 20 people on the waiting list for based aircraft parking space. The rehabilitation and expansion of the based aircraft apron will be built to ease that demand, however, facilities are not built on the theory that "if you build it they will come".

Question: Please describe the layout and design of T-hangars. What kind of T-Hangars are envisioned for Newport?

There are several layouts that are available to developers for T-hangars. The most popular, and the one most likely to be developed at Newport are nested T-hangars. Utilizing this layout minimizes the footprint required for the hangars. In terms of the outward appearance of the T-Hangars, they generally follow the same appearance as a conventional hangar with a metal exterior.

Question: Would the T-hangars be developed privately or by RIAC?

The T-hangars would be privately developed, with the land leased by RIAC to the developer.

Question: What are the average rental rates for T-hangar space?

Rental rates for T-hangars vary largely based on several factors, including the size of the hangar, the demand at the airport, and the average rate at similar airports. For an airport the size of Newport, the average rental rate could be estimated at $600 - $800 per month for an individual hangar space.

Comment: As an aircraft owner who uses their aircraft for business, I feel hindered by the lack of runway length, the lack of an instrument approach, terminal facilities that are in poor shape, and the general aesthetics of the access road. The airport would be better served to have the terminal as a higher priority. Research should be done on general aviation airports in the Massachusetts area for terminal improvements.

Comment was noted by the Project Team.

Question: How many aircraft are affected by the inability to drop off passengers in front of the terminal?

It is difficult to develop an exact number of aircraft that are affected by this problem. Much of it depends on the number of transient aircraft at the airport in a given day and the impact of based aircraft parked on the transient apron due to a lack of space on the current based aircraft apron. The based aircraft expansion would help to alleviate the need to park based aircraft on the transient ramp, therefore allowing better use of the transient ramp for its intended purpose.

Question: How do the terminal facilities at Newport compare with the facilities at Westerly State Airport?

The facilities at Westerly, primarily the terminal facility, are much newer than those at Newport. However, it should be noted that other projects at Newport that deal with the safe operation of aircraft, such as rehabilitation of the runway and apron pavement, take priority over the development of a new terminal.

Question: If a private developer wanted to build a new terminal, would it happen sooner than forecasted in the master plan?

Yes, a new terminal could be developed any time after the Airport Layout Plan is approved If a private developer was to approach RIAC to develop a new terminal in the immediate future that development would have to wait until an Environmental Assessment were completed. The terminal project is recommended in Phase III (10 – 20 Year) of the Implementation Plan and will not be evaluated under the proposed Environmental Assessment in Phase I.

Question: Will all the improvements at Newport be funded by private development?

No, most of the funding for projects at Newport would come from the FAA in the form of Airport Improvement Program (AIP) grants. The point was made that the costs noted in the Implementation Plan were not a commitment of FAA funds but an indication of what is considered eligible for FAA funds

Question: Could the current terminal just be rehabilitated to meet the airport's needs or is it necessary to build a new one?

Yes, it is possible to rehabilitate the current facility, however, maintaining the current facility means that the airport loses the ability to make other improvements, such as expanding and improving the transient aircraft parking apron.

Question: What would happen to the existing terminal once a new terminal facility is built?

That is up to the discretion of RIAC, however, it is feasible that it could be rehabilitated and leased out to increase the revenue produced for the airport. Again, as with maintaining the facility as the terminal, there are improvements that are lost in the process.

Question: Can you define cultural resources?

Cultural Resources are those resources that are considered historically significant, including Native American artifacts and historical architecture that are looked at to be preserved and documented accordingly.

Question: When was the last time that the airport cleaned the swales? They are clogged and cause flooding on private property outside of the airport boundaries.

That information was not made available to the Project Team. However, on-airport swale drainage issues will be addressed during the drainage evaluation study that will be performed during the Environmental Assessment. It has been proposed to work with the Town of Middletown during this evaluation since the drainage issue is not entirely a result of airport activity and development.

Question: Can you define a swale?

A swale is defined as a low place in a tract of land that is usually wet in nature and creates a direction of flow for the stormwater drainage.

Question: There are so many problems with drainage in and around the airport. Can you identify whose responsibility it is to mitigate those problems?

Individual responsibility for the drainage issues will be identified during the drainage evaluation study to be performed during the Environmental Assessment, as well as recommendations to mitigate the flooding issues.

Question: In terms of the scheduling of the Environmental Assessment and development at the airport, will the T-hangars be developed prior to the EA?

No. Development will not occur until after the Environmental Assessment has been completed and a Finding of No Significant Impact (FONSI) is issued by the FAA.

Question: Will the obstructions be assessed as a part of the EA?

Any obstructions that are identified for removal will be evaluated for environmental impact. That determination will be made as part of any obstruction removal program before it is implemented

Question: Can you clarify the difference between funding eligibility and guaranteed funds?

There are no guaranteed funds that are available for airport improvements. Projects are eligible for funding by the FAA based upon priority projects, with those projects reducing/eliminating safety hazards taking the highest priority. Additional funding information is available in Chapter 7 of the master plan.

Question: When can we expect the T-hangars to be developed? As a private aircraft owner I

have to store my plane out of state due to the lack of hangar storage at Newport.

T-hangars are considered a priority project by RIAC. A request for bids will be announced after the completion of the Environmental Assessment. Once a suitable proposal for T-hangar development has been received and accepted by RIAC, development can begin at once.

Question: Are State taxes used to fund development projects at the Airport?

No federal, state or local taxes are used to fund development projects at the airport. Most funding for development projects come from the FAA Airport Improvement Program (AIP). The AIP is part of a Trust fund that draws revenues from aviation user fees. Similarly RIAC airport revenue sources also come from revenue and bonds based on the operation of the RI airport system, such as those identified in Chapter 7 of the master plan.

Question: Is the Airport profitable?

At this time, the airport is not profitable. However, RIAC has recently completed a study to identify ways in which to make the Airport self-sustaining. As a rule of thumb, a general aviation airport is considered financially successful if it breaks even, which is the primary goal of the business plan developed for Newport. The RI airport system as a whole is able to support itself primarily from the revenue generated by T.F.Green and the GA airports.

Question: How is revenue generated at Newport?

Revenue for Newport is generated through leases with businesses and based aircraft owners at the airport, fuel sales, and landing fees for transient aircraft.

Question: Why are there separate line items for the Snow Removal Equipment in all three phases?

It is anticipated that as Snow Removal Equipment ages during the period covered by this master plan that this equipment will have to periodically be replaced. Therefore, funding is identified for each phase to ensure that these purchases are identified as priority projects.

Question: When can we expect the previous airport terminal and Air Traffic Control Tower to be demolished? They are an eyesore.

The previous airport terminal is currently leased by a marine storage and maintenance company. Should RIAC determine that it will not renew the lease with that firm at the end of the current lease's term, it is possible that these facilities could be demolished. Again, as with other improvement projects, this cannot occur until proper environmental review is completed and any cultural resource significance of the facility is properly documented.

Question: Can you please clarify the MALS/F lighting and where it will be located?

The MALS/F lighting system is an approach lighting system that provides guidance to arriving aircraft in inclement weather. In the case of MALS/F, the final two light bars have flashing lights on them. The siting of an MALS/F would be determined by the FAA during the design process. It was acknowledged that this facility was based on FAA planning criteria. RIAC will follow-up to see if in fact there are any budgetary plans for installation of this visual aid in the

near future. Clearly if planned for it would require still further clearing to protect the approach lighting surface. Absent any FAA plans to install the MALS/F it will be removed from the AMP/ALP.

Comment: Please check the historical records, as Runway 4 previously had a MALS

Comment noted by the Project Team.

Comment: It is my (pilot in audience) opinion that the MALS/F should be given a higher priority as it relates to the safe operation of aircraft at the airport (See comment above)

Comment noted by the Project Team.

Question: Do any of the improvements identified in the airport master plan change the approach slopes for the Airport?

No improvements identified in the airport master plan change any of the approach slopes at the Airport. (The MALS/F would)

Question: Can you please identify the remaining project deadlines and what the average turnaround timeframe for the approved ALP by FAA is?

Public comments on the draft master plan will be accepted until November 29th. It is anticipated that those comments will be reviewed and incorporated into the draft master plan which will then be finalized and submitted to the FAA for approval, currently targeted for the second week of December. The FAA generally takes 30-45 days to review and approve an ALP, at which time it becomes the primary document used for all projects performed at the airport.

The formal meeting adjourned at approximately 7:45 p.m., at which time the project team expressed their gratitude to everyone for attending the meeting. After the meeting, members of the Project Management Team were available and responded to questions from meeting attendees until approximately 8:15 p.m.

###

APPENDIX C
RESPONSE TO PUBLIC COMMENTS

This section reflects the comments received on the Final Draft Airport Master Plan Report dated October 26, 2007 from both the Airport Advisory Council members and interested parties attending the Public Information Meeting on November 15, 2007. These comments were reviewed and summarized below[1].

Issue: Obstruction Clearing Requirements

Comments:

- *It is important that Town officials, abutters and other affected property owners be kept informed of the results of the ongoing studies.*
- *Request for additional public meetings be held to allow discussion of any plans for obstruction removal prior to proceeding to RIAC proceeding with implementation.*
- *All proposed vegetation removal should be kept to the minimum required to address necessary safety concerns.*
- *My main concern is the obstruction removal as it relates to the slope ratio change from 20:1 to 34:1. If the aircraft remain the same there is no need for a shallower approach.*
- *The last obstruction removal project in 2005 had a large impact on my property.*
- *My neighbors and I are concerned about the impact of the second phase of obstruction removal will have on our property.*
- *I look forward to viewing the EA and also the Phase II obstruction removal plan.*

Response:

The Rhode Island Airport Corporation (RIAC) recognized that this issue was a major concern since the beginning of the master plan study. It is the primary reason they developed an independent task that included new aerial photography, to update the previous data. That task was undertaken in a separate contract to Stantec Consulting Services, Inc. The intent of the analysis was to supercede a previous (2001) FAA Airspace Determination.

The new analysis was conducted, and submitted to Federal Aviation Administration (FAA) for approval. It incorporated options that would minimize the clearing requirements from the previous FAA Determination. The FAA did approve the RIAC recommendations and ultimately issued a new Airspace Determination dated October 29, 2007. The RIAC request for a new determination, the FAA Airspace Determination and Vegetation Management Plan are all incorporated in Appendix E. It is anticipated that the Plan will be presented to the public by RIAC in late February to early March 2008.That meeting is in response to the commitment made by RIAC at the Airport Advisory Council meeting on November 14, 2007 and reiterated to the audience who attended the Public Information Meeting on November 15, 2007.

Issue: Airport Drainage

Comments:

- *Stormwater runoff control and treatment should employ the best available practices to mitigate potential adverse impacts on wetlands on the airport property and abutting properties, and to prevent increased downstream flooding and protect the public drinking supply. This is important with the increases in impervious services and alteration of existing drainage patterns resulting from implementation of the preferred options.*

[1] The comments noted do not necessarily reflect the complete written comment as presented by the individual.

- *We are concerned with the flooding that occurs on the Airport's southern boundaries and our northern boundary as a result of an over grown swale. We would appreciate this problem being addressed in your master plan.*
- *Figure 1.12 Stormwater Drainage Plan does not convey the relationship of the airport drainage system to its surroundings.*

Response:

The airport noted the issue in

a. Chapter 4.0, Alternative Analysis, 4.6.1 *Improve Drainage R/W 4* "…Drainage is a persistent issue at UUU, in part due to the natural landscape, but also due to development that has occurred off airport." It further states that …"A drainage study is recommended for the entire airport due to continual drainage problems…"
b. Chapter 5.0, Environmental Review, Section 5.4.1 *Water Quality* and recommended a drainage study for the entire airport.

Chapter 7.0, Implementation Plan, Table 7.1 *Estimated Project Costs and Priority*, includes a line item, Priority 2 Drainage Evaluation Study to respond to the drainage issues highlighted above as well as those impacting on the Runway Safety Area (RSA) for Runway 4. It is the intent of RIAC to submit a request for FAA funding for the drainage study and environmental assessment as a follow on effort to this master palm.

Issue: Environmental Impacts

Comments:

- *Careful consideration should be given to the proposed preferred location of the T-Hangars to limit the adverse impact of residential areas.*
- *There is a concern that increased activities near the end of R/W 22 would adversely impact nearby residential areas.*
- *The aesthetic impact of proposed buildings and lighting should be considered.*
- *The design of T-Hangars should consider the recently adopted standards for commercial buildings`*
- *The potential for locating T-Hangars adjacent to existing airport facilities should be carefully evaluated.*
- *Any new lighting should be designed and located to minimize impacts on abutting properties.*
- *The Town (Middletown) should be given every opportunity to be involved in the future review process, including environmental documents that are produced.*
- *Chapter 5.0 Environmental Review makes a statement that none of the proposed projects will result in significant or potential impacts to noise, air quality, etc. As a neighbor I am concerned about the method of determination to designate a project as "non-significant" impact.*
- *Participation was not solicited for Native American tribes, specifically the Narragansett tribe, for this project*

Response:

It is understood that Chapter 1.0, *Inventory,* is only an overview of the environmental conditions currently existing and Chapter 5.0, *Environmental Review,* highlights the potential for impact based on a preliminary analysis. It provides a fore runner of the issues that need to be considered in the subsequent environmental study. The true assessment of environmental impacts, significant or non-significant will come about as a result of the analysis conducted in Environmental Assessment (EA) process. The EA and Drainage work will be the follow-on action to this airport master planning process. The EA will comply with the full requirements of FAA Order 5050.4B – National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects. During that process the impact highlighted in the comments paraphrased above will be

addressed. Moreover the Order provides instruction and recognized standards for the specific environmental categories to be analyzed. RIAC will submit an application to FAA to conduct an EA on the work elements described in Phase I of the master plan as well as the Drainage Study.

Tribal participation is an important part of any effort to evaluate the potential cultural resource impacts of recommended improvements at the airport. Therefore tribal participation will be actively solicited during the Environmental Assessment, where a more detailed evaluation of potential project impacts will occur.

Issue: Airport Improvements

Comments:

- *I would to see both runways extended as much as possible within the airport confines.*
- *I would like to see T-Hangars, taxiway for R/W 16-34, brighter rotating beacon, terminal building remodeled and existing hangar expanded..*
- *Grounds kept better*

Response:

The airport noted the issue in Chapter 4.0, Alternative Analysis. Basically any effort to provide a longer runway "within airport confines" is too limited to make the change practical at this time. The option for about a 500 foot pavement would impose other requirements (runway safety area and obstruction clearing) well off airport property. Lesser distances don't provide a reasonable alternative either. It is discussed in detail in Chapter 4.0. The funds needed are better spent on other airport improvements, some of which are identified in the second bullet.

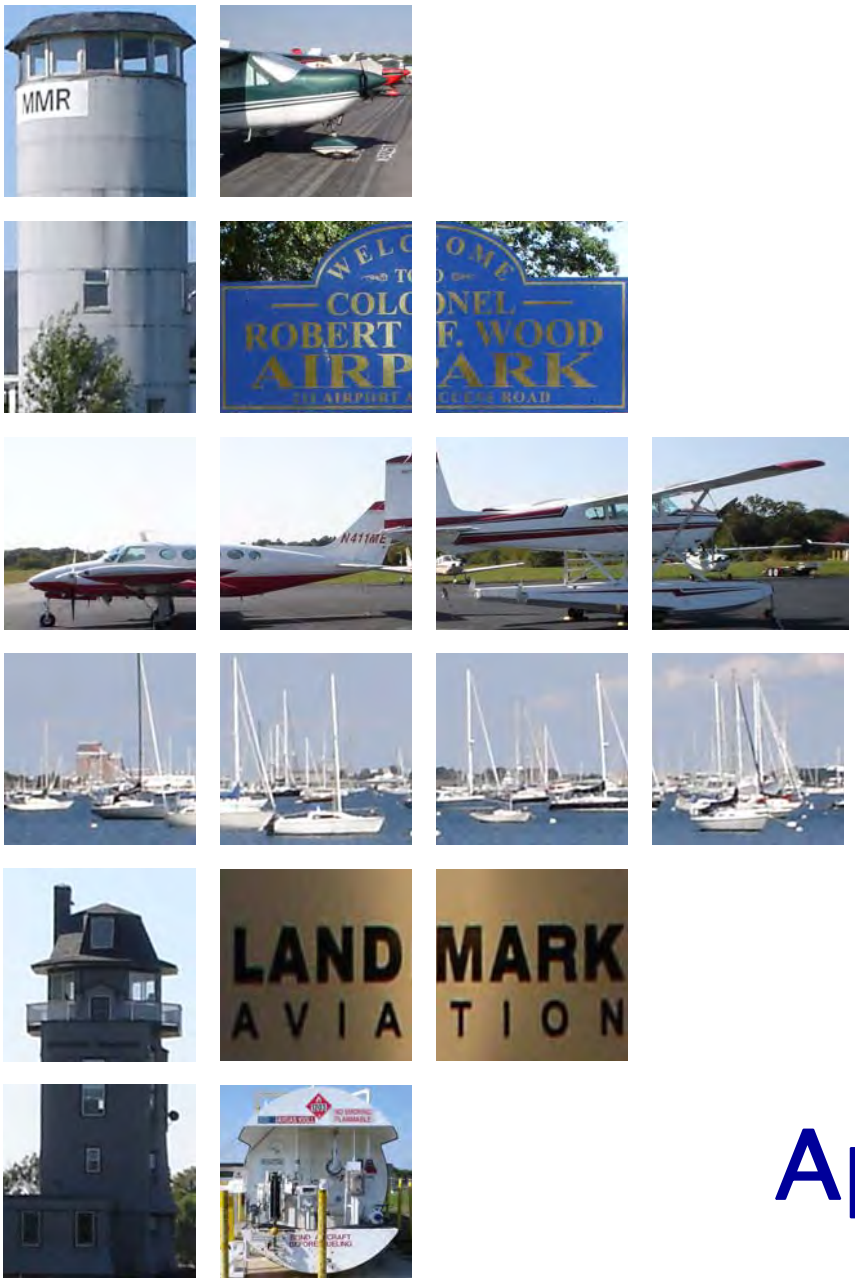
Issue: Statewide System Planning Requirements

Comments:

- *Insert a section in Chapter 1.0 (after the Introduction) called State Airport System Plan*
  1. *State Airport System Plan*
     a. *UUU is part of Airport System Plan*
     b. *State Airport Plan is an element of the State Guide Plan (SPG)*
     c. *Airport Master Plan (AMP) is consistent with SPG*
     d. *Future Updates of the AMP should include a review of the SGP. If a change in role is proposed, coordination with Statewide Planning is required and an amendment to the SGP may be necessary.*
  2. *Future Planning Efforts – commitment to ongoing public participation*
     a. *Hazard zoning (as required by State law)*
     b. *Compatibility Planning (as recommended by SGP)*
     c. *Environmental Assessment for Phase I*

Response:

The comment is noted and information will be incorporated in the AMP final report.



Appendix D

Public Advertisements and Articles

The Newport (R.I.) Daily News Monday, March 26, 2007 B9

PUBLIC NOTICE
NEWPORT STATE AIRPORT (Robert F. Wood Airpark)
MASTER PLAN STUDY

Public notice is hereby given that a Public Information Meeting will be held for the Newport State Airport (Robert F. Wood Airpark) Airport Master Plan Study on Wednesday, April 4th at 7 p.m. in the Middletown Town Hall. The purpose of this meeting is to introduce the project to the public and solicit any comments from the public.. Comments and questions may also be submitted to the project manager, Mr. Marc Champigny, The Louis Berger Group, 20 Corporate Woods Blvd., Albany, NY 12211

The Newport (R.I.) Daily News Wednesday, March 28, 2007

PUBLIC NOTICE
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The Newport (R.I.) Daily News Monday, March 5, 2007 B7

PUBLIC NOTICE
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The Newport (R.I.) Daily News Wednesday, March 7, 2007

PUBLIC NOTICE
NEWPORT STATE AIRPORT (Robert F. Wood Airpark)
MASTER PLAN STUDY

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The Newport (R.I.) Daily News Wednesday, November 14, 2007

NEWPORT STATE AIRPORT

(COLONEL ROBERT F. WOOD AIRPARK)

AIRPORT MASTER PLAN STUDY

DRAFT AIRPORT MASTER PLAN

The Public Information Meeting for the Newport State Airport (Robert F. Wood Airpark) Airport Master Plan will be held this Thursday, November 15, 2007 from 6 pm – 8 pm in the Middletown Town Hall. Copies of the Draft Airport Master Plan are available for review in the Reference Sections of the Middletown, Newport and Portsmouth Public Libraries; Middletown, Newport, and Portsmouth Town Halls; the Airport Terminal Building; and on the airport's webpage at www.pvdairport.com. For more information or to send written comments, please contact The Louis Berger Group, c/o Mr. Marc Champigny at 20 Corporate Woods Blvd, Albany, NY 12211 or call 518.432.9545. Comments will be received until November 29, 2007

Announcements

NEWPORT STATE AIRPORT: The public is invited to review the Draft Airport Master Plan for the Newport State Airport (Colonel Robert F. Wood Airpark) prior to the Public Information Meeting, to be held on Thursday, November 15, 2007 from 6 pm â?? 8 pm in the Middletown Town Hall. Copies of the Draft Airport Master Plan will be available the week of October 29th in the Reference Sections of the Middletown, Newport and Portsmouth Public Libraries; Middletown, Newport, and Portsmouth Town Halls; the Airport Terminal Building; and on the airportâ??s webpage at www.pvdairport.com. For more information or to send written comments, please contact The Louis Berger Group, c/o Mr. Marc Champigny at 20 Corporate Woods Blvd, Albany, NY 12211 or call 518.432.9545. Comments will be received until November 29, 2007.

The Newport (R.I.) Daily News Tuesday, November 13, 2007

NEWPORT STATE AIRPORT

(COLONEL ROBERT F. WOOD AIRPARK)

AIRPORT MASTER PLAN STUDY

DRAFT AIRPORT MASTER PLAN

The Public Information Meeting for the Newport State Airport (Robert F. Wood Airpark) Airport Master Plan will be held this Thursday, November 15, 2007 from 6 pm – 8 pm in the Middletown Town Hall. Copies of the Draft Airport Master Plan are available for review in the Reference Sections of the Middletown, Newport and Portsmouth Public Libraries; Middletown, Newport, and Portsmouth Town Halls; the Airport Terminal Building; and on the airport's webpage at www.pvdairport.com. For more information or to send written comments, please contact The Louis Berger Group, c/o Mr. Marc Champigny at 20 Corporate Woods Blvd, Albany, NY 12211 or call 518.432.9545. Comments will be received until November 29, 2007

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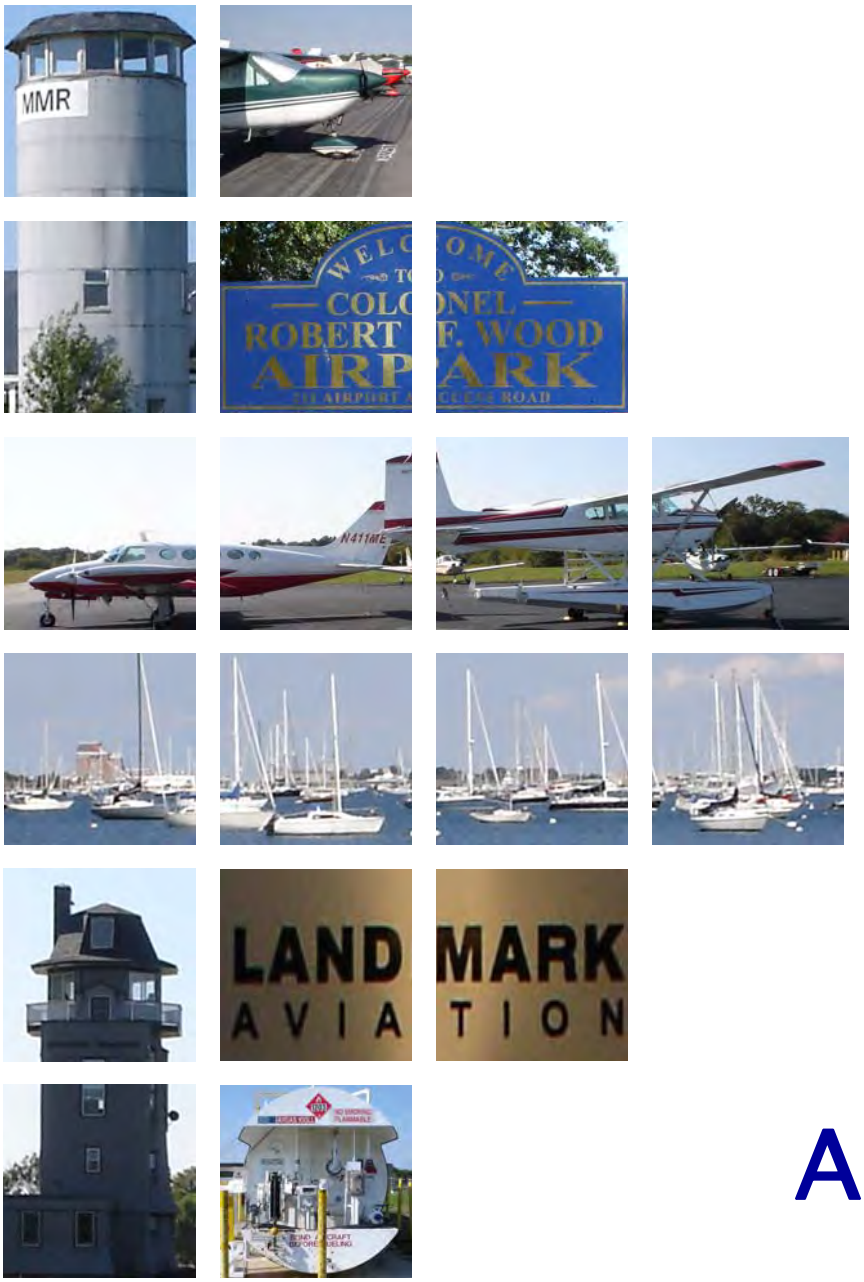


Appendix E

Stantec Part 77

Obstruction Report

Rhode Island Airport Corporation

August 21, 2007
Ms. Gail Lattrell
Federal Aviation Administration
New England Region, Airports Division
12 New England Executive Park
Burlington, MA 01803-5299

Reference: **AIP 3-44-0002-14-2006, Airspace Obstruction Analysis and Request for Aeronautical Study - Newport Airport**

Dear Ms. Lattrell:

The Rhode Island Airport Corporation (RIAC) is formally requesting the Federal Aviation Administration to conduct an aeronautical study to review the status of obstructions identified at the Newport Airport. This request includes the analysis and recommendations on proposed obstruction clearing and lighting.[1] RIAC is asking FAA to review and approve a combination of clearing and lighting recommendations that address FAA criteria. If the recommendations are approved it will substantially minimize costs associated with obtaining avigation easements and clearing, and will minimize environmental impacts. This revised plan is another significant step in our goal to bring Newport Airport into compliance with applicable airspace clearance requirements. As was the case at Westerly Airport, the RIAC efforts to acquire easements have been impeded by refusals on the part of property owners who oppose any clearing on their property. You are familiar with the unsuccessful efforts we have made to procure easements to clear the appropriate surfaces for both these airports.

The following information is provided to assist the FAA with determining which obstructions must be removed or lighted and which obstructions are not hazards to air navigation. We have enclosed two copies each of:

- A set of detailed obstruction plans depicting the location and extent of obstructions
- A data table booklet providing detailed height and penetration information on all identified obstructions and potential obstructions within 15 ft. of identified protected airspace surfaces
- An overall vegetative obstruction removal and lighting plan depicting proposed easements to be obtained, obstructions that are proposed to remain and those that are to be removed or lighted. (Refer to the color coded legend on the Vegetative Obstruction Removal and Lighting Plan for an understanding of the information presented.)

The airspace surfaces that were analyzed in this obstruction study include:

- Existing FAR Part 77 Surfaces (Part 77)
- TERPS Visual Area Assessment Surfaces (VAAR) Re: "*Terminal Instrument Procedures FAA Order 8260.3B, Change 19*" (TERPS)
- Threshold Siting Approach Surfaces. Re: "*Advisory Circular 150-5300-13 Airport Design Appendix 2*"
- Precision Approach Path Indicator Obstacle Clearance Surfaces (PAPI/OCS).
- Visual Approach Slope Indicator Obstacle Clearance Surface (VASI/OCS).

All the protected surfaces and dimensions are summarized in Table 1 below.

[1] The information is a result of data and drawings compiled by Stantec Consulting Services in 2006 under FAA AIP grant No. 3-44-0002-14-2006

The analysis is based on the current:

- Airport Layout Plan (ALP).
- FAA Instrument Approach Procedure Charts.
- Settings Visual Glide Slope Indicators (VGSI).

TABLE 1 NEWPORT AIRPORT PROTECTED AIRSPACE CRITERIA

PART 77	APPROACH TYPE	INNER WIDTH (ft.)	OUTER WIDTH (ft.)	LENGTH (ft.)	SLOPE
RWY 4	Visual	500	1,250	5,000	20:1
RWY 22	Non-Precision	500	2,000	5,000	20:1
RWY 16	Non-Precision	500	2,000	5,000	20:1
RWY 34	Visual	500	1,250	5,000	20:1
TERPS	**APPROACH TYPE**	**INNER WIDTH (ft.)**	**OUTER WIDTH (ft.)**	**LENGTH (ft.)**	**SLOPE**
RWY 4	Visual (Circle to Land)	400	3,400	10,000	20:1
RWY 22	Non-Precision	800	+/- 3,560	+/- 10,000	34:1 & 20:1
RWY 16	Non-Precision (Offset)	800	+/- 5,515	+/- 10,000	34:1 & 20:1
RWY 34	Visual (Circle to Land)	400	3,400	10,000	20:1
THRESHOLD SITING	**RUNWAY TYPE**	**INNER WIDTH (ft.)**	**OUTER WIDTH (ft.)**	**LENGTH (ft.)**	**SLOPE**
RWY 4	4	400	3,400	+/- 10,000	20:1
RWY 22	6	400	3,800	+/- 10,000	20:1
RWY 16	6 (Offset)	1200	+/- 5,640	+/- 10,000	20:1
RWY 34	4	400	3,400	+/- 10,000	20:1
VASI	**APPROACH TYPE**	**INNER WIDTH (ft.)**	**OUTER WIDTH (ft.)**	**LENGTH (ft.)**	**SLOPE**
RWY 4	N/A	0	8,571	24,304	4.0° GS 2.5° OCS
RWY 22	N/A	0	8,571	24,304	2.5° GS 1.0° OCS
RWY 16	N/A	0	8,571	24,304	3.75° GS 2.25° OCS

BACKGROUND

An FAA Aeronautical Determination for Newport Airport was issued in 2001. That determination was based on aerial photogrammetric data obtained in 1996.

As you might expect, since 2001 there have been numerous changes at the airport. Airport improvements have been implemented, including an on-airport vegetative obstruction removal and lighting project completed in 2006. However, vegetation has grown and FAA has made changes to airspace criteria. Additionally, there is strong public opposition to the implementation of some of the previous recommendations and RIAC efforts to obtain easements for clearing have been met with owner resistance. All these factors have contributed to the RIAC decision to revisit the issue of obstruction removal.

NEW OBJECTIVE

This initiative focuses on opportunities and alternatives to continue efforts to improve the airport surfaces but at the same time learn from our previous attempts. With that end in mind, our new objective is to move forward with feasible and prudent improvements but remain cognizant of the impacts on airport abutters associated with clearing and/or lighting requirements. As a result, some of the recommendations in this request are different than those proposed in the previous Aeronautical Determination.

Moreover, this aeronautical study utilizes aerial photogrammetric data obtained in August 2006. The discussion which follows should be read in conjunction with the detailed analysis plans provided with this request.

The information below outlines the Analysis of "obstructions" and "near obstructions"[2] and the Recommendations discuss whether the various management alternatives including clearing or lighting these obstructions. It presents the information by "runway end" and "applicable airport surfaces".

RUNWAY 4-22 PRIMARY AND PRIMARY TRANSITIONAL SURFACES

I. Analysis

a. Runway Primary Surface

The clearing and lighting project completed in 2006 was designed to clear all on-airport primary surface penetrations.

The current analysis indicates that:

- Numerous penetrations/near penetrations to the Runway 4-22 Primary Surface exist on the east side of Runway 4. These penetrations extend from the Runway 4 End to near the intersection of Runway 34.
- In addition, a few penetrations/near penetrations are located on the west side of the Runway 4 End adjacent to the taxiway.
  - This vegetation is recent re-growth of saplings and shrubs located in the wetland areas that were previously cleared in 2006.
- The same is true for the near penetrations regenerating in the small wetland area located to the east of Runway 22.
  - Enhanced vegetative management practices are expected to preclude these near penetrations from becoming penetrations.
  - This area is periodically maintained by airport personnel and it is likely that these have already been or will soon be removed.

b. Primary Transitional Surface

The on-airport clearing and lighting project completed in 2006 resulted in the installation of four pole-mounted L-810 obstruction lights along the easterly edge of the Runway 4-22 Primary Transitional

[2] A "Near Obstruction" is defined as an obstruction within 5' of the protected surface and is expected to grow to become a penetration in 5 years if not removed.

Surface to mark the penetrations/near penetrations as recommended in the previous aeronautical request. Current analysis indicates that:

- Numerous penetrations/near penetrations to the Runway 4-22 Primary Transitional Surface exist on the east side of Runway 4-22.
  They are marked by the previously installed obstruction lights.
  It should be noted that the obstruction lights located along the Left Approach Transitional Surface and nearest to the primary transitional surface were installed per the 2006 clearing project to illuminate the penetrations/near penetrations located in the Primary Transitional Surface The 2001 Aeronautical Determination was the basis for the lighting plan.
- Finally, a limited number of penetration/near penetrations have been identified on the bedrock knob located just west of the Runway 22 end.
  This area is periodically maintained by airport personnel and it is expected that these have already been or will soon be removed.

II. Recommendations

The recommendations for these surfaces remain essentially the same as the 2001 Aeronautical study.

- All Primary Surface penetrations should be removed. To do so an easement is proposed (Proposed Easement No. 11) to allow clearing of primary surface penetrations which are off airport property in the vicinity of Existing Obstruction Light No. 8.
- Primary Transitional Surface penetrations should be removed along the west side of Runway 22. This has been or will be accomplished through routine vegetative management.
- Primary Transitional Surface penetrations can remain along the east side of Runway 4-22 since they are marked by the existing obstruction lights (Existing Light Nos. 6, 7, and 8)
- Primary Transitional Surface penetrations can remain along the west side of Runway 4 since they are now marked by the existing obstruction light (Existing Light No. 9).

RUNWAY 4 APPROACH SURFACES

I. Analysis

A review of the updated analysis for the Runway 4 approach confirms many of the findings of the 2001 Aeronautical Determination. However, additional penetrations/near penetrations have occurred due to normal growth of trees and shrubs during the 11 years since last photogrammetry was prepared. Partial implementation of the previous aeronautical study recommendations was accomplished in 2006 through on-airport clearing and the installation of 2 on-airport pole-mounted L-810 obstruction lights to mark off-airport obstructions in the Left Approach Transitional Surface.

a. <u>FAR Part 77 Approach Surface and Approach Transitional Surfaces</u>

Virtually all penetrations/near penetrations to the 20:1 FAR Part 77 Approach Surface and Approach Transitional Surfaces fall outside of airport property on a residential area of abutting properties.

The only exceptions are the areas of small saplings and shrubs that are close in proximity to the runway end and at the start of the Approach and Approach Transitional Surfaces.

Many of the on-airport penetrations/near penetrations are within wetland areas that were cleared during the 2006 project but have re-grown.

Approximately 21 off-airport parcels are shown to have penetrations or near penetrations to the Approach and Approach Transitional Surfaces.

b. <u>20:1 TERPS VAAR Surface and Threshold Siting Approach Surface</u>

- The TERPS Visual Area Surface and the Threshold Siting Surface have identical dimensions and also have a 20:1 slope.
- As a result, the Runway 4 TERPS VAAR/Threshold Surface has many of the same penetrations/near penetrations as the Part 77 Approach Surface.

- Again, virtually all penetrations/near penetrations, with the exception of those located close to the runway end, fall outside of airport property on approximately 15 abutting properties.
- Because there are no transitional surfaces associated with the TERPS VAAR/Threshold Siting Surfaces, fewer abutting properties are affected than with the Part 77 surfaces.

c. Obstacle Clearance Surface (For 4-box VASI with 4 degree glide path)

The analysis identifies two near penetrations to the obstacle clearance surface located off-airport property and several trees, which are between 10 and 15 feet below the OCS surface.

- The near penetrations are two trees located just off airport property
- They are on 2 or 3 separate abutter properties (In vicinity Parcels 1, 2, and 3).
- The close proximity of the vegetation to abutter property lines makes it difficult to determine with certainty on which parcel the vegetation actually exists.

d. Obstacle Clearance Surface (For 4-box VASI with 3 degree glide path)

At the request of FAA, a second analysis was prepared using the optimal glide path angle of 3 degrees for this VASI.

The results showed numerous penetrations/near penetrations to the VASI OCS,
All are off airport property on up to twenty residential and commercial properties.

II. Recommendations

It is not feasible to clear all the obstructions to Part 77 Approach and Approach Transitional Surfaces. Our opinion is based on the:

- Extent of clearing required
- Location of the penetrations in the established residential area.
- Difficulty in obtaining the required easements.

- The 2006 on-airport clearing and lighting project marked off-airport obstructions in the Left Approach Transitional Surface with obstruction lights (Existing Light Nos. 9 and 10).

Two alternatives have been developed to address the remaining obstructions to the Runway 4 approach.

Alternative No. 1

- Continue with the process of obtaining easements and removing or lighting vegetative obstructions on those parcels that have obstructions to the TERPS VAAR/Threshold Siting Surface. This would likely involve a combination of:
  - Obtaining up to 15 easements (20 with 3 degree VASI) to allow removal of some vegetation (Previous appraisals by O.R. Colan estimated easements/parcel in this area at $50,000.00 each).
  - The strategic placement of obstruction lights along public rights-of-way within the residential areas to light other vegetation.
- Lighting or removing these obstructions would meet the requirements of TERPS and AC 150/5300-13 and
- Allow existing minimums and operational capabilities of Runway 4 to be maintained at their current levels.

Alternative No. 2

- Utilize the exceptions listed in TERPS Paragraph 251(b)(4) and AC 150/5300-13 Table A2-1 Footnote 1. Both references list an exception to the requirement for removal or lighting of obstacles to the 20:1 TERPS VAAR and the 20:1 Threshold Siting Surface by using a Visual Glide Slope Indicator (VGSI) set at an angle greater than or equal to 3 degrees.
- The Obstacle clearance surface (OCS) associated with the unit must be free of penetrations.

In the case of Runway 4, a VGSI in the form of a 4-box VASI exists with a glide path angle of 4 degrees. This meets the requirements.

The 4 degree angle is the maximum allowed by the FAA, while a 3 degree glide path is considered optimal.

The current 4 degree setting shows no current penetrations to VASI OCS
There are two trees which appear to be within 5 feet of penetrating the VASI OCS.

- Given these near penetrations, obtain up to three easements (Parcels 1, 2, and 3) with the goal of protecting the obstacle clearance surface for the existing 4 degree VASI glide path from future penetrations.
- Attempting to reset the VASI to the ideal 3 degrees would result in numerous penetrations to the OCS and could require obtaining up to 20 easements.
- Obtain an easement over the large, relatively undeveloped, parcel on the east side of the Runway 4 approach (Proposed Easement No. 11).
  - It would help protect the approach from future development and
  - It would allow obstructions to the primary surface, primary transitional surface, and approach surfaces near the Runway 4 end to be cleared.

We are recommending:
That Alternative No. 2 be implemented and

- Up to four easements (Proposed Easement Nos. 1, 2, 3 and 11) are obtained to ensure that the current 4 degree glide path angle for the VASI and a significant area under the approach can be protected into the foreseeable future.
- This should allow minimums and operational capabilities, including nighttime operations, for Runway 4 to be maintained at their current levels with minimal disruption to abutters.

RUNWAY 22 APPROACH SURFACES

I. Analysis

a. FAR Part 77 Approach Surface and Approach Transitional Surfaces

The 20:1 Part 77 Approach and Approach Transitional Surfaces were found to be relatively clear of penetrations.
Only 2 actual penetrations both of which were less than 1.5 feet.
Several near penetrations (within 5 feet of the surface) were found.
Virtually all of the penetrations/near penetrations appear to be located on airport property but they are located within previously identified wetland areas.
One off airport near penetration is located in the Left Approach Transitional Surface to the northeast of the Runway 22 End and adjacent to Oliphant Lane.

b. 34:1 TERPS VAAR Surface

The analysis for the 34:1 surface indicates a very large number of actual penetrations as well as near penetrations to the surface. While the majority of these penetrations occur on airport property and within wetland areas, there is a significant number that are located off airport property in the adjacent residential neighborhood located to the east side of the extended runway centerline.
In order to remove the off-airport penetrations it would require obtaining approximately 12 easements.

c. 20:1 TERPS VAAR Surface

- The analysis of the 20:1 VAAR surface indicates several penetrations near the east edge of the surface with some near penetrations. All of the penetrations/near penetrations appear to fall on airport property except for one near penetration located in the residential neighborhood. Two additional near penetrations may or may not be on airport property depending on the exact location of the property line.

d. 20:1 Threshold Siting Approach Surface

- This surface while very similar is not identical to the 20:1 VAAR Surface because it splays at slightly wider angle. As a result virtually all of the penetrations to the Siting Surface are the same as found for the 20:1 VAAR except at the extreme eastern edge of the Siting Surface where two additional penetrations were identified.

e. Obstacle Clearance Surface (For VASI with 2.5 degree glide path)

- The current FAA Facility Directory states that the VASI is currently set at an angle of 2.5 degrees. This is an unusually shallow angle.
- The ideal angle is typically not less than 3 degrees. The result of the analysis for this angle revealed:

  A large number of penetrations/near penetrations of which several are located off airport property.

  Four of the identified off-airport penetrations are homes which penetrate between approximately 0.5 ft. and 2.5 ft.

f. Obstacle Clearance Surface (For VASI with 3.5 degree and 3.75 degree glide paths)

- Analysis of the glide path set at 3.75 degrees shows:
  - No penetrations or near penetrations to VASI OCS.

- Analysis of the glide path set at 3.5 degrees shows
  - Several trees between 5 and 15 feet below the surface Most if not all the obstructions with 10 ft. of the 3.5 degree VASI OCS would be removed if the recommendations for clearing Part 77 are done.

II. Recommendations

Recommendations for addressing the Part 77 penetrations at the Runway 22 End are similar to those suggested under the 2001 Aeronautical Study request.

- Clear most on-airport penetrations/near penetrations to PART 77 approach and approach transitional surfaces. Due to the close proximity of one residence to the airport property line, and the potential for visual impacts to this property from clearing, it is recommended that

  Only remove actual penetrations near this home through the use of selective clearing and/or topping. This would:
  - Maintain a visual buffer to remain between the homeowner and airport
  - Provide a balance between aircraft safety and abutter concerns.

Two possible alternatives are available to address the remaining obstructions for the Runway 22 TERPS, Threshold Siting, and VASI clearance surfaces.

Alternative No. 1

It is not feasible to clear all the obstructions to the 34:1 TERPS VAAR surface Part 77 Approach and Approach Transitional Surfaces. Our opinion is based on the:

- Extent of clearing required with the wetland
- The cost of acquiring the 12 easements.
- Difficulty in obtaining the required easements.

Allowing 34:1 TERPS penetration/near penetrations to remain, will not have a negative impact on current operational capabilities of the runway,

- Because visibility minimums are already set at 1 mile or above for all aircraft categories.

It would be feasible to remove all on and off-airport penetrations/near penetrations to the 20:1 TERPS VAAR and 20:1Threshold Siting Surface.

It would require obtaining approximately two easements located in the adjacent residential neighborhood.

The existing VASI would be reset to a glide path angle of 3.5 degrees to provide for clear VASI obstacle clearance surface. Most if not all of the obstructions within 10 feet of the OCS would be removed when recommended on-airport Part 77 is done.

Alternative No. 2

- Utilize the exceptions listed in TERPS Paragraph 251(b)(4) and AC 150/5300-13 Table A2-1 Footnote 1. Both references list an exception to the requirement for removal or lighting of obstacles to the 20:1 TERPS VAAR and the 20:1 Threshold Siting Surface by using a Visual Glide Slope Indicator (VGSI) set at an angle greater than or equal to 3 degrees. The Obstacle clearance surface (OCS) associated with the unit must be free of penetrations.
  - In the case of Runway 22, a VGSI (2-box VASI) is currently installed with a glide path angle of 2.5 degrees. The 2.5 degree angle is not the typical angle recommended by the FAA.
  - As previously described above, a setting of 3.5 degrees shows no penetrations within 5 feet of VASI OCS and under this alternative the VASI would be reset to a 3.5 degree glide path. Most if not all of the obstructions with 10 feet of the OCS surface would be removed when recommended on-airport Part 77 clearing is accomplished.

  Under this alternative, penetrations to both the 34:1 and 20:1 VAAR surface would remain.

We recommend that Alternative No. 2 be implemented to address both the TERPS 20:1/Threshold Siting Surface penetrations and the VASI obstacle clearance surface penetrations

This alternative would:

Avoid the need to obtain any easements, which have proven to be difficult and expensive,

Minimize clearing costs,

Allow minimums and operational capabilities, including nighttime operations, for Runway 22 to be maintained at their current levels.

Continue to have penetrations to both the 34:1 and 20:1 VAAR surfaces.

RUNWAY 16-34 PRIMARY AND PRIMARY TRANSITIONAL SURFACES

I. Analysis

a. Runway Primary Surface

The on-airport clearing and lighting project completed in 2006 resulted in the clearing of a majority primary surface penetrations. The 2007 survey and analysis indicate that penetrations/near penetrations occur in several locations along and within the Runway 16-34 Primary Surface.

- A majority of the vegetation is attributed to the recent re-growth of saplings and shrubs located in the wetland areas that were previously cleared in 2006.
- These areas are maintained on a periodic basis by airport maintenance personnel and these penetrations have already been or will soon be removed.
- A number of penetrations along the easterly edge of the Primary Surface at the Runway 16 End and similarly at the Runway 34 End remain because a small portion of the Primary Surface in these locations appears to extend over the airport property boundary line on non-airport property.
- To clear and maintain these small slivers of non-owned primary surface a minimum of four easements would be required along the northern edge of the airport property (Proposed Easement Nos. 4, 5, 6, and 8).

b. Primary Transitional Surface

Numerous penetrations/near penetrations occur within the Primary Transitional Surface located both on the east and the west of Runway 16 End.

- These penetrations/near penetrations are off airport property.
- On the west side of runway 16 the penetrations/near penetrations are in a wetland area. They are characterized as shrubs and saplings.

- On the east side obstructions tend to be more isolated, mature trees.
- The on-airport clearing and lighting project completed in 2006 resulted in the installation of two pole-mounted L-810 obstruction lights along the easterly edge of the Runway 16-34 Primary Transitional Surface (Existing Obstruction Light Nos. 4 and 5) and
- Along the westerly edge of the Runway 34 Primary Transitional Surface there is one obstruction light (Existing Obstruction Light No. 6) to mark some of penetrations/near penetrations as recommended in the 2001 Aeronautical Study request

II. Recommendations

Two possible alternatives exist for addressing the Runway 16-34 Primary and Primary transitional surfaces penetrations

a. Alternative No. 1

- Acquire up to four avigation easements (Proposed Easement Nos. 4, 5, 6, and 8).
- Within those easements:

Remove obstructions along the easterly edge of the Primary Surface at the Runway 16 End and Runway 34 End.

Install an obstruction light (Proposed Obstruction Light No. 1) outside of the primary surface which would light remaining Primary Transitional Surface penetrations.

Remove all Primary Surface penetrations.

Buy easements which would allow us to clear all the penetrations to the primary surface.

The primary transitional surface what would still have penetrations and would be marked with obstruction lights.

- Install a minimum of two additional obstruction lights (Proposed Obstruction Light Nos. 1 and 2) along the easterly edge of the Primary Surface at the Runway 16 End and just outside of the approach surface at the Runway 34 End to mark remaining penetrations to the Primary Transitional Surface.
- Acquire an avigation easement over the undeveloped parcel west of the Runway 16 End (Proposed Easement No. 7)
- Within this easement:

- Remove penetrations/near penetrations to the Primary Transitional Surface in this area.

b. Alternative No. 2

- Under this alternative consideration is given to obtaining only one of these easements (Proposed Easement No. 6). This is because the areas of primary surface that appear to fall outside of the primary surface (a) are limited to relatively small "slices" along the property line and (b) more importantly efforts to obtain easements will be costly and controversial and most likely, as previous attempts have proven, unsuccessful.
- On that easement install one obstruction light at the Runway 16 End (Proposed Obstruction Light No. 1). This light would be utilized to light both the remaining penetrations within the Primary Surface and the Primary Transitional Surface along the east edge at the Runway 16 End.
- Similarly, under this Alternative No. 2, Proposed Easement No. 8 would not be obtained. Instead, Existing Obstruction Light No. 5 and Proposed Obstruction Light No. 2 (to be installed on airport property) would be utilized to light the remaining penetrations to the Primary Surface and Primary Transitional Surface on the east edge at the Runway 34 End.

Based on the above, we recommend that Alternative No. 2 to address Runway 16-34 Primary and Primary Transitional Surface penetrations/near penetrations. This alternative would:

- Minimize the need to obtain easements, which have proven to be difficult and expensive,
- Minimize clearing costs.
- Provide an equivalent level of safety by lighting the remaining penetrations.

RUNWAY 16 APPROACH SURFACES

I. ANALYSIS

a. FAR Part 77 Approach Surface and Approach Transitional Surfaces

- The 20:1 Part 77 Approach and Approach Transitional Surfaces were found to be relatively clear of on-airport actual penetrations.
  This is due to the partial implementation of the 2001 Aeronautical Determination recommendations, specifically on-airport tree clearing in 2006.
  One penetration and several near penetrations are identified within the Approach on Airport property.
- The remaining off-airport penetrations located in the Approach and the Approach Transitional surfaces were also identified in the previous aeronautical study.
  - These penetrations have not been removed.
  - RIAC has been unable to obtain the easements.
- Approximately 5 off-airport parcels are shown to have penetrations or near penetrations to the Approach and Approach Transitional Surfaces.
  Two of the penetrations located in the Left Approach Transitional Surface are homes.

b. 34:1 TERPS VAAR Surface (Offset)

- The analysis for the VAAR 34:1 surface indicates a very large number of actual penetrations as well as near penetrations to the surface.
- Approximately 36 off-airport parcels are shown to have penetrations or near penetrations
- Approximately 13 buildings, mostly homes, and several utility poles were found to penetrate the VAAR 34:1 surface.

c. 20:1 TERPS VAAR Surface (Offset)

- The analysis for the VAAR 20:1 surface indicates a large number of actual penetrations as well as near penetrations to the surface.
- Approximately 15 off-airport parcels are shown to have penetrations or near penetrations.
- Three of the penetrations are buildings.

d. 20:1 Threshold Siting Approach Surface (Offset)

- This surface while similar is not identical to the 20:1 VAAR Surface. It has the same slope, but the off-set on the east edge of the surface is much wider because the inner width on this side is increased by 400 feet in accordance with AC 150/5300-13, Fig. A2-2.
  - The surface includes a significant number of additional penetrations and near penetrations over and above those found for the 20:1 TERPS VAAR, including several additional buildings.

  Approximately 28 off-airport parcels are shown to have penetrations or near penetrations to this surface.
  - Approximately 14 buildings, mostly homes, and several utility poles are shown to be penetrations to this surface.

e. Obstacle Clearance Surface (OCS) (4 Box VASI with 3.75 degree glide path)

- Analysis of the VASI, currently set at a glide path angle of 3.75 degrees, found no penetrations to the OCS.
  - However, two trees on a single off-airport parcel were found to be between 5 ft. and 10 ft. below the surface.
  - There were 12 other trees which were found to be between 10 ft. and 15 ft. below the surface. Most of these were on airport property.

II. Recommendations

a. In our opinion it is not feasible to clear the 34:1 TERPS VAAR surface because of the cost and opposition to acquiring approximately 36 easements and also requiring demolition of several houses.
   - Allowing 34:1 TERPS penetration/near penetrations to remain will have no negative impact on current operational capabilities of the runway, because visibility minimums are already set at 1 mile or above for all aircraft categories.

   Therefore, we recommend that no action be taken to clear the 34:1 TERPS VAAR surface.

b. In our opinion it is not feasible to clear the 20:1 TERPS VAAR Surface and the 20:1 Offset Threshold Siting Surface because of the (a) cost, (b) opposition to acquiring easements (c) clearing required and (d) negative impact on the abutting parcels.

   The attempts to obtain the easements for clearing and lighting are likely to generate a very large public outcry, similar to that experienced at Westerly Airport. In short it would make the purchase of easements extremely difficult if not impossible.

c. Because it is not feasible to clear/light the 20:1 TERPS/Threshold Siting Surfaces it makes attempts to clear or light the less critical off-airport Part 77 surface penetrations ineffectual. Doing so will provide no practical benefit from either a safety or operations standpoint.

Based on the above discussion our recommendations for the Runway 16 Approach are as follows:

- Remove all remaining **on-airport** penetrations/near penetrations to the FAR Part 77 approach , 20:1 TERPS VAAR and 20:1Threshold Siting Surface.
- Remove on-airport penetrations/near penetrations to the 34:1 TERPS VAAR which are located in uplands only.
  - This will improve the safety of the approach for both landings and takeoffs since these obstructions are closer in to the runway end and are near to the extended runway centerline while minimizing wetland impacts.
- Utilize the exceptions listed in TERPS, Paragraph 251(b)(4) and AC 150/5300-13, Table A2-1 Footnote 1. Both references list an exception to the requirement for removal or lighting of obstacles to the 20:1 TERPS VAAR and the 20:1 Threshold Siting Surface by (a) using a Visual Glide Slope Indicator (VGSI) set at an angle greater than or equal to 3 degrees. And (b) the OCS associated with the unit must be free of penetrations.
- In the case of Runway 16, a VGSI in the form of a 4-box VASI is currently installed with a glide path angle of 3.75 degrees. As previously described above, a setting of 3.75 degrees shows no penetrations to VASI OCS.
- Obtain one off-airport easement to protect the existing VASI 3.75 degree glide path angle (Proposed Easement No. 9) and its associated obstacle clearance surface from potential future growth of vegetation.
- Clear all **on-airport** penetrations within 15 feet of the existing VASI obstacle clearance surface.

Implementation of the above recommendations will minimize the impacts to abutting property owners and hopefully moderate the public opposition to the project. It will avoid the significant costs and the time it will consume associated with obtaining multiple easements and clearing and or lighting of obstructions. And most importantly this option should allow minimums and operational capabilities, including nighttime operations, for Runway 16 to be maintained at their current levels into the foreseeable future.

RUNWAY 34 APPROACH SURFACES

I. ANALYSIS

A review of the updated analysis for the Runway 34 approach confirms many of the findings of the 2001 Aeronautical Determination. However, some additional penetrations/near penetrations have occurred due to normal growth of trees and shrubs during the 11-year period since the previous data collection.

a. FAR Part 77 Approach Surface and Approach Transitional Surfaces

- The 2007 analysis identified a significant number of penetrations/near penetrations to the 20:1 FAR Part 77 Approach Surface and Approach Transitional Surfaces both on and off airport property.
  - Most of the on-airport property vegetative penetrations/near penetrations are located in the approach and are attributed to the recent re-growth of saplings and shrubs in the wetland areas. They were previously cleared in 2006.
  - The on-airport property penetrations/near penetrations are located in the Left Transitional Approach Surface in the wetlands.
  - Approximately 3 off-airport parcels are shown to have penetrations/ near penetrations to the Approach and Approach Transitional Surfaces. These parcels are either undeveloped wooded parcels or farm fields with no nearby homes or commercial buildings.

b. 20:1 TERPS VAAR Surface and Threshold Siting Approach Surface

- The TERPS Visual Area Surface and the Threshold Siting Surface have identical dimensions and also have a 20:1 slope. As a result, the Runway 34 TERPS VAAR/Threshold Surface has many of the same penetrations/near penetrations as the Part 77 Approach Surface.
  - Most of the on-airport property penetrations/near penetrations are located in the Approach and are attributed to the recent re-growth of saplings and shrubs in the wetland areas. They were previously cleared in 2006.
  - One off-airport parcel is shown to have penetrations/near penetrations to the surfaces. These penetrations are two isolated rows of trees located in the middle of farm fields.

II. Recommendations

Recommendations for the Runway 34 Approach are as follows:

- Clear all Part 77 Approach Surface and TERPS VAAR/Threshold Siting Surface penetrations/near penetrations.
- Acquire one easement (Proposed Easement No. 10) to remove the two rows of tree penetrations/near penetrations located off Airport property in the Part 77 Approach Surface and the TERPS VAAR/Threshold Siting Surface and the Right Transitional Approach Surface.
- Install an obstruction light (Proposed Light No. 2) in the Right Transitional Approach Surface on-airport property to mark remaining off-airport penetrations to the Right Transitional Approach Surface.
- Install an obstruction light (Proposed Light No. 3) in the Left Transitional Approach Surface to mark the penetrations/near penetrations that are located on airport property but are within wetlands.

Conclusions

In closing this request for an FAA Aeronautical Determination, we are asking you to keep in mind your own experiences with the efforts to improve the approaches at Newport Airport. You have witnessed the repeated efforts of RIAC to obtain easements and accomplish the recommendations identified in the 2001 Aeronautical Determination. It has become apparent that this analysis to revisit the situation calls for some new initiatives

As a result of the updated data analysis, we have been provided with some new opportunities to think about. The new analysis and recommendations will:

- Provide an equivalent level of safety by
  - Marking selected areas of obstructions with obstruction lighting in lieu of removal.
  - Or meeting the requirements of the latest FAA guidance.
    - AC 150/5300-13 *Airport Design*, Appendix 2
    - FAA Order 8260.3B *Terminal Instrument Procedures* Change 19.
- Minimize environmental impacts on the abutting neighborhood
- Reduced the financial costs associated with obtaining avigation easements and clearing obstructions.

The Rhode Island Airport Corporation is committed to making the airports under their control as safe and operationally capable as possible while minimizing negative impacts to the surrounding community. The FAA's determination, based on the recommendations outlined in this aeronautical study request, will be a critical factor in determining the direction RIAC takes in their efforts to accomplish these goals.

In finalizing this effort we are anxious to work with you to complete the finding and incorporate the results in the Newport State Airport Master Plan currently underway. It is scheduled to be completed December 2007. The recommendations can also be carried into the financial planning that will be completed into the master plan process. To the best of your ability we are therefore asking you to give this request a thorough and prompt review.

Please contact me if you have any questions, require further information, or would like to have a meeting at your offices regarding this matter.

Sincerely,

Mark Brewer, A.A.E.
President and CEO

Cc: Mr. James E. McLaughlin, P.E., Stantec
Mr. Vince Scarano - RIAC
Mr. Craig Bailey, FAA
Mr. Marc Champigny, Aviation Planning Director, LBG

Attachment: 2 sets Detailed Airspace Analysis Plans and Data Table Booklet Dated November 2006, Revised 12/20/06 (This information will be sent under separate cover)
2 copies of plan ", Vegetative Obstruction Removal and Lighting Plan for Aeronautical Study Request" dated June 2007, Revised 8/23/07

U.S. Department
of Transportation
Federal Aviation Administration

Federal Aviation Administration
New England Region

12 New England Executive Park
Burlington, MA 01803

October 29, 2007

Mr. Mark Brewer, A.A.E.
President and CEO
Rhode Island Airport Corporation
2000 Post Road
Warwick, RI 02886-1533

Dear Mr. Brewer:

Aeronautical Study Number
2007-ANE-114-NRA
AIP project number 3-44-0002-14-2006

**********Notice of Determination**********

In response to an August 2007 request from the Rhode Island Airport Corporation, the Federal Aviation Administration has concluded an aeronautical study concerning protected surfaces for four runways ends at the Newport State Airport. The obstructions at this time are vegetative, but this determination is applicable to all obstructions to the required protected surfaces listed as part of this determination.

We concur with the proposed actions to remove and mitigate obstructions to the runway surfaces at Newport as noted in your request dated August 21, 2007 and in accordance with the plan entitled "Vegetative and Obstruction Removal and Lighting Plan for Revised Aeronautical Study Request" dated June 2007 and revised October 25, 2007 with the following stipulations:

Runway 4 – The first priority is to obtain avigation easements numbered 1, 2, and 3 to clear and maintain free of penetrations the Obstacle Clearance Surface for the 4.0 degree VASI in order to insure the OCS remains free of obstructions. The additional easement number 11 should be obtained and maintained consistent with the attached October 25, 2007, request for an aeronautical study.

Runway 22 – Clear and maintain to FAR Part 77 approach surface on airport property. Clear and maintain the OCS for the 3.5-degree VASI, consistent with the clearing plan dated October 25, 2007. Certify and publish the accurate aiming angle for the VASI.

Runway 16 – First priority is to obtain an easement on parcel 6 and install and maintain an obstruction light. Obtain an easement on parcel 9 to ensure RIAC's ability to maintain the OCS for the 3.75-degree PAPI. .

Runway 34-First, obtain an easement on parcel 10 to clear and maintain threshold siting surface. Second, install obstruction lights numbered 2 and 3 as shown on the plan entitled "Vegetative and Obstruction Removal and Lighting Plan for Revised Aeronautical Study Request" dated June 2007 and revised October 25, 2007, prepared for RIAC by Stantec Consulting Services.

Visual aids in lieu of complete clearing require annual certification of a clear Obstacle Clearance Surface each year. If RIAC is unable to secure property interests, and as such, unable to accomplish the commitments listed, a new aeronautical study would need to be initiated. A Notice of Proposed Construction, FAA Form 7460 will need to be filed with the FAA for each obstruction light installation.

We endorse the expenditure of Federal Airport Improvement Program funds for the Rhode Island Airport Corporation to support easements and to accomplish the clearing, provided the surface was not already cleared using federal funding. The determination has been with respect to the safe and efficient use of airspace by aircraft and with respect to the safety of persons and property on the ground. In making this determination, the FAA has considered matters such as effects on existing airspace structure and projected programs of the FAA; the effects that existing or proposed man-made objects (on file with FAA) and known natural objects within the affected area would have on the proposal.

This determination in no way preempts or waives any ordinances, laws or regulations of any other governmental body or agency. This determination in not meant to imply the clearing or runway threshold relocation has been found to be environmentally acceptable in accordance with existing national environmental policies and objectives.

If you have any questions concerning this determination, please contact our office. This determination is valid for 24 months from the date of this letter.

Sincerely,

Gail Lattrell
Planner

LEGEND

- AIRPORT PROPERTY LINE SURVEYED BY BRYANT ASSOCIATES, INC
- PROPERTY LINE PROVIDED BY LOUIS FEDERICI \ AEROTECH CORPORATION
- NON-SURVEYED PROPERTY LINE
- FAR PART 77 AIRSPACE SURFACE
- TERPS AIRSPACE SURFACE
- THRESHOLD SITING SURFACE
- UPLAND OBSTRUCTIONS TO BE REMOVED (±5 ACRES)
- WETLAND OBSTRUCTIONS TO BE REMOVED (±14 ACRES)
- OBSTRUCTIONS TO REMAIN (±41 ACRES)
- WETLAND BOUNDARY
- PROPOSED EASEMENT
- EASEMENT CONSIDERED BUT NOT RECOMMENDED
- EXISTING OBSTRUCTION LIGHTS
- PROPOSED OBSTRUCTION LIGHTS

RESET EXISTING VASI TO 3.75° GLIDE PATH. MAINTAIN OBSTACLE CLEARANCE SURFACE FOR RUNWAY 16 VASI 3.75° GLIDEPATH FREE OF PENETRATIONS

MAINTAIN OBSTACLE CLEARANCE SURFACE FOR EXISTING RUNWAY 4 VASI 4° GLIDEPATH FREE OF PENETRATIONS

RESET EXISTING VASI TO 3.5° GLIDE PATH. MAINTAIN OBSTACLE CLEARANCE SURFACE FOR RUNWAY 22 VASI 3.5° GLIDEPATH FREE OF PENETRATIONS

FAR PART 77 APPROACH SURFACE

TERPS APPROACH SURFACE

THRESHOLD SITING SURFACE

TERPS APPROACH SURFACE & THRESHOLD SITING SURFACE

FAR PART 77 APPROACH SURFACE

300' 0 300' 600'

SCALE: 1" = 300'

REVISION NUMBER	REVISION DATE	DESCRIPTION
1	8/24/07	CHANGE RW 22 VASI GLIDE PATH TO 3.5°
2	10/25/07	REVISED PER FAA MEETING 10/24/07

Rhode Island Airport Corporation

NEWPORT AIRPORT

MIDDLETOWN, RHODE ISLAND

SHEET TITLE

VEGETATIVE OBSTRUCTION REMOVAL AND LIGHTING PLAN FOR REVISED AERONAUTICAL STUDY REQUEST

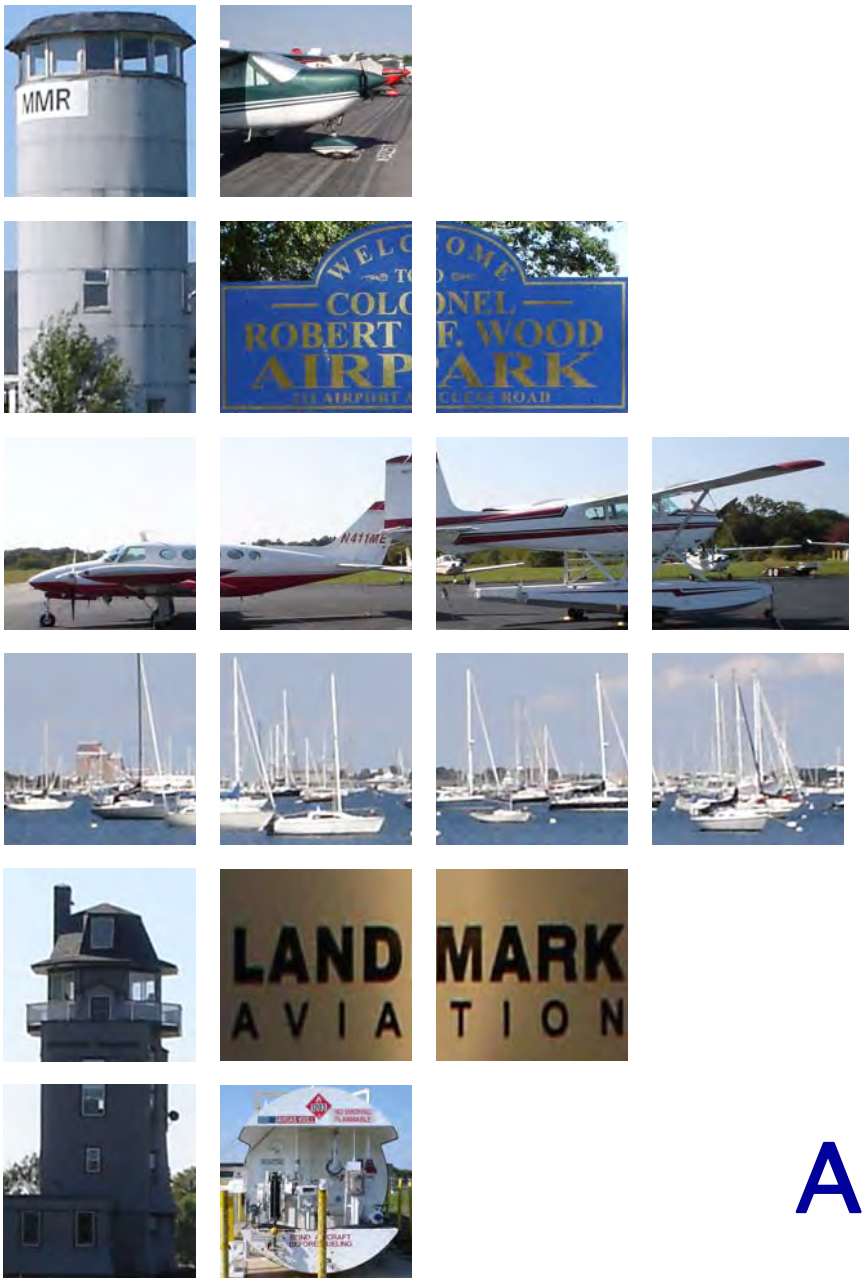
DESIGNED	DRAWN	CHECKED	APPROVED
JEM	LRK	JEM	JEM

Stantec Consulting Services Inc.
22 Free Street, Suite 205
Portland ME U.S.A.
04101-3900
Tel. 207.775.3211
Fax. 207.775.6434
www.stantec.com

PROJECT NO. 195210174

DATE: JUNE 2007

SHEET



Appendix F

Airport Surveys

Newport Airport - UUU
(Colonel Robert F. Wood Airpark)
Rhode Island Airport Corporation

Based Aircraft Owners Questionnaire

Please fill out the following questionnaire and **return in the enclosed self-addressed stamped envelope by November 3rd, 2006.** You may also fax your completed questionnaire to 518.432.9571. If you need additional room to provide your answers, please attach additional pages as needed. The Rhode Island Airport Corporation appreciates your help in planning the future of your airport.

1. What type/model of aircraft do you currently base at UUU? BEECH BARON BE58
2. What type of aircraft do you plan to base at UUU in the near future? SAME
3. Have you ever considered basing your aircraft at another airport? ☒ YES ☐ NO

   If yes, what other airport(s) have you considered using and why? I ALSO BASE AT 7J7 (BEAUFORT, SC) BECAUSE WE LIVE HERE 6 MONTHS OF THE YEAR
4. How many flight hours do you have? ☐ Under 200 ☐ 200 - 500 ☐ 500 – 1000 ☐ 1000 – 2000 ☒ 2000 +
5. What type of flying do you perform at UUU? ☒ Pleasure ☒ Business ☐ Training
6. What are your typical destination airports? ACK - MVY
7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.) ILS APPROACH
8. If the above limitations/deficiencies were improved, how would this affect your use of UUU? NONE
9. What do you like about UUU? LOCATION, SMALL, QUIET
10. Other Comments: _____

Again, thank you for taking the time to complete this questionnaire and please respond **by November 3rd.** If you have any questions, please feel free to contact Marc Champigny @ 518.432.9545 x9560.

The Louis Berger Group, Inc.
Attn: UUU Based Aircraft Owner Questionnaire
20 Corporate Woods Boulevard
Albany, NY 12211-2370

Newport Airport - UUU
(Colonel Robert F. Wood Airpark)
Rhode Island Airport Corporation

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1. What type/model of aircraft do you currently base at UUU? Piper, PA-28R-201T

2. What type of aircraft do you plan to base at UUU in the near future? NA

3. Have you ever considered basing your aircraft at another airport? ☐ YES ☑ NO

   If yes, what other airport(s) have you considered using and why?

4. How many flight hours do you have? ☐ Under 200 ☐ 200 - 500 ☐ 500 – 1000 ☐ 1000 – 2000 ☑ 2000 +

5. What type of flying do you perform at UUU? ☑ Pleasure ☐ Business ☐ Training

6. What are your typical destination airports? ACK, MVY, FYM, EWB, OCF

7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.) T-HANGARS, THERE ARE NONE FOR THOSE OF US WHO HAVE AIRCRAFT ON TIE DOWNS. CRACK/BUMP RUNS ACROSS RWY. 16/34.

8. If the above limitations/deficiencies were improved, how would this affect your use of UUU? I WOULD HANGAR MY AIRCRAFT, RATHER THAN KEEP IT OUTSIDE IN THE ELEMENTS YEAR ROUND.

9. What do you like about UUU? LOCATION, LOCATION, LOCATION. CHRIS AIRCRAFT FOR MAINTENANCE SELF-SERVICE GAS, FELLOW PILOT FRIENDS.

10. Other Comments: I fly from Maine to Florida and West to Denver. The FBO facilities that I have seen put Newport to shame. Other landmark FBO's offer modern conveniences, restaurants, pilot lounges etc. Check out ORF, OCF, CHS, CRE - outstanding facilities.

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1. What type/model of aircraft do you currently base at UUU? C-182, PA-31-350

2. What type of aircraft do you plan to base at UUU in the near future? SAME

3. Have you ever considered basing your aircraft at another airport? ☐ YES ☑ NO

   If yes, what other airport(s) have you considered using and why?

   _____

4. How many flight hours do you have? ☐ Under 200 ☐ 200 - 500 ☐ 500 – 1000 ☐ 1000 – 2000 ☑ 2000 +

5. What type of flying do you perform at UUU? ☑ Pleasure ☑ Business ☐ Training

6. What are your typical destination airports? SRQ, ILM, PVD

7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.) HANGAR SPACE

8. If the above limitations/deficiencies were improved, how would this affect your use of UUU? YES KEEP PA-31-350 IN PVD AT NORTHSTAR because of hangar space

9. What do you like about UUU? Convienent, good size, friendly

10. Other Comments: Consider Asthetics if put in hangars etc. Addition of GAS TANK & MAINTAINENCE facility were convienient but NOT landscaped so very much on exposure.

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1. What type/model of aircraft do you currently base at UUU? Cessna 172
2. What type of aircraft do you plan to base at UUU in the near future? Cessna 172
3. Have you ever considered basing your aircraft at another airport? ☐ YES ☒ NO

   If yes, what other airport(s) have you considered using and why?

   _____

4. How many flight hours do you have? ☐ Under 200 ☐ 200 - 500 ☐ 500 – 1000 ☐ 1000 – 2000 ☒ 2000 +
5. What type of flying do you perform at UUU? ☒ Pleasure ☐ Business ☐ Training
6. What are your typical destination airports? _____
7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.) We have a boating facilities and storage facilities at our airport; yet we have no private hangers. Does that make any sense?
8. If the above limitations/deficiencies were improved, how would this affect your use of UUU? sure who would not want to take care of their aircraft
9. What do you like about UUU? It is in one of the nicest areas on the East Coast.
10. Other Comments: Lets get private hangers.

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David Kilroy
600 Paradise ave
Midd. RI 02842

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1. What type/model of aircraft do you currently base at UUU? PIPER PA31-350

2. What type of aircraft do you plan to base at UUU in the near future? SAME

3. Have you ever considered basing your aircraft at another airport? ☑ YES ☐ NO

   If yes, what other airport(s) have you considered using and why?
   NORTHEAST PHILADELPHIA -- BUSINESS PROXIMITY

4. How many flight hours do you have? ☐ Under 200 ☐ 200 - 500 ☐ 500 – 1000 ☑ 1000 – 2000 ☐ 2000 +

5. What type of flying do you perform at UUU? ☑ Pleasure ☑ Business ☐ Training

6. What are your typical destination airports? PNE, FRG, ISP, PWM, FCI, CHA

7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.) LACK OF PRECISION APPROACH, LACK OF HANGARS

8. If the above limitations/deficiencies were improved, how would this affect your use of UUU? PRECISION APPROACH WOULD INCREASE UTILITY OF AIRPORT HANGARS WOULD GREATLY IMPROVE UUU AS BASE.

9. What do you like about UUU? PROXIMITY TO NEWPORT, MAINTENANCE FACILITY, AIRPORT STAFF

10. Other Comments: _____

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1. What type/model of aircraft do you currently base at UUU? 170-B Cessna (1952)
2. What type of aircraft do you plan to base at UUU in the near future? Same.
3. Have you ever considered basing your aircraft at another airport? ☐ YES ☐ NO

   If yes, what other airport(s) have you considered using and why?

   _____

4. How many flight hours do you have? ☐ Under 200 ☐ 200 - 500 ☑ 500 – 1000 ☐ 1000 – 2000 ☐ 2000 +
5. What type of flying do you perform at UUU? ☑ Pleasure ☐ Business ☐ Training
6. What are your typical destination airports? _____
7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.) Pilots, tend not to fly the pattern - they get on radio and try to get straight in approach - regardless of traffic in the pattern -
8. If the above limitations/deficiencies were improved, how would this affect your use of UUU? Make it safer
9. What do you like about UUU? Convienient to Home & Friendly accomadating people operating the airport.
10. Other Comments: _____

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1. What type/model of aircraft do you currently base at UUU? Einstom 280C
2. What type of aircraft do you plan to base at UUU in the near future? Robinson R-44
3. Have you ever considered basing your aircraft at another airport? ☐ YES ☒ NO

   If yes, what other airport(s) have you considered using and why?

   _____

4. How many flight hours do you have? ☐ Under 200 ☒ 200 - 500 ☐ 500 – 1000 ☐ 1000 – 2000 ☐ 2000 +
5. What type of flying do you perform at UUU? ☐ Pleasure ☒ Business ☐ Training
6. What are your typical destination airports? _____
7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.) Hanger, Parking area, Bathrooms, Hanger runways
8. If the above limitations/deficiencies were improved, how would this affect your use of UUU? Produce more business
9. What do you like about UUU? proximity to newport
10. Other Comments: _____

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1. What type/model of aircraft do you currently base at UUU? CESSNA 182 X2
2. What type of aircraft do you plan to base at UUU in the near future? 2.
3. Have you ever considered basing your aircraft at another airport? ☐ YES ☒ NO

   If yes, what other airport(s) have you considered using and why?

   _____

4. How many flight hours do you have? ☐ Under 200 ☐ 200 - 500 ☐ 500 – 1000 ☐ 1000 – 2000 ☐ 2000 +
5. What type of flying do you perform at UUU? ☐ Pleasure ☒ Business ☐ Training
6. What are your typical destination airports? _____
7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.) _____

   NEED HANGER SPACE
8. If the above limitations/deficiencies were improved, how would this affect your use of UUU? _____

   WOULD NOT CHANGE MY BUSINESS
9. What do you like about UUU? LOCATION
10. Other Comments: LANDMARK AVIATION IS A GAME MANAGEMENT CO.

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1. What type/model of aircraft do you currently base at UUU? Cessna 150

2. What type of aircraft do you plan to base at UUU in the near future? 172

3. Have you ever considered basing your aircraft at another airport? ☐ YES ☑ NO

   If yes, what other airport(s) have you considered using and why?

4. How many flight hours do you have? ☑ Under 200 ☐ 200 - 500 ☐ 500 – 1000 ☐ 1000 – 2000 ☐ 2000 +

5. What type of flying do you perform at UUU? ☐ Pleasure ☑ Business ☐ Training

6. What are your typical destination airports? MVY - ACK

7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.) NO HANGERS

8. If the above limitations/deficiencies were improved, how would this affect your use of UUU? More -

9. What do you like about UUU? Well Maintained

10. Other Comments: Build Hangers

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1. What type/model of aircraft do you currently base at UUU? Beechcraft, Sport
2. What type of aircraft do you plan to base at UUU in the near future? Same
3. Have you ever considered basing your aircraft at another airport? ☐ YES ☒ NO

   If yes, what other airport(s) have you considered using and why?

4. How many flight hours do you have? ☐ Under 200 ☐ 200 - 500 ☐ 500 – 1000 ☐ 1000 – 2000 ☒ 2000 +
5. What type of flying do you perform at UUU? ☒ Pleasure ☐ Business ☐ Training
6. What are your typical destination airports? Block Island (BID) and MVY
7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.) No Hangars and insufficient Tiedowns as well as runway conditions are getting rough.
8. If the above limitations/deficiencies were improved, how would this affect your use of UUU? Very
9. What do you like about UUU? Staff and convenience of location and maintenance
10. Other Comments: UUU is a great place for small civilian aircraft but could increase the communities economic base if improvements were made on Runways and the addition of an ILS

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1. What type/model of aircraft do you currently base at UUU? Cessna 182 RG
2. What type of aircraft do you plan to base at UUU in the near future? C 182-R
3. Have you ever considered basing your aircraft at another airport? ❑ YES ☑ NO

   If yes, what other airport(s) have you considered using and why?

4. How many flight hours do you have? ❑ Under 200 ❑ 200 - 500 ❑ 500 – 1000 ❑ 1000 – 2000 ☑ 2000 +
5. What type of flying do you perform at UUU? ☑ Pleasure ☑ Business ❑ Training
6. What are your typical destination airports? HPN - TEB - 57B
7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.)
   Parking limitation at all -
8. If the above limitations/deficiencies were improved, how would this affect your use of UUU?
   It would slightly improve it -
9. What do you like about UUU? 1. The helpfulness of the employees / 2. Having Chris Airport available to fix problems and doing excellent maintenance on my plane.
10. Other Comments: Location near my home.

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Charles Leighton

62697

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1. What type/model of aircraft do you currently base at UUU? C-140

2. What type of aircraft do you plan to base at UUU in the near future? ?

3. Have you ever considered basing your aircraft at another airport? ☒ YES ☐ NO

   If yes, what other airport(s) have you considered using and why? TAUNTON, NEW BEDFORD

4. How many flight hours do you have? ☐ Under 200 ☐ 200 - 500 ☐ 500 – 1000 ☒ 1000 – 2000 ☐ 2000 +

5. What type of flying do you perform at UUU? ☒ Pleasure ☐ Business ☐ Training

6. What are your typical destination airports? LOCAL 100 KT RULE RADIUS

7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.)
   1) NO HANGERS
   2) AUTO SHUT-OFF ON FUEL PUMP
   3) AIRPORT IS TOO COLD IN WINTER

8. If the above limitations/deficiencies were improved, how would this affect your use of UUU?
   I WOULD LIKE TO HAVE HANGER – BUT WOULD NOT PROMISE TO REST ONE

9. What do you like about UUU? CLEAN, FRIENDLY STAFF, CONVENIENT, NICE GROUP OF PILOTS

10. Other Comments: YOU REALLY HAVE TO SOLVE HANGER PROBLEM — ALL RI AIRPORTS HAVE HANGERS EXCEPT NEWPORT. THERE CAN BE NO GOOD REASON FOR A LACK OF HANGERS AT NEWPORT

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1. What type/model of aircraft do you currently base at UUU? C172 BE77

2. What type of aircraft do you plan to base at UUU in the near future? C172

3. Have you ever considered basing your aircraft at another airport? ☐ YES ☑ NO

   If yes, what other airport(s) have you considered using and why?

   _____

4. How many flight hours do you have? ☐ Under 200 ☐ 200 - 500 ☐ 500 – 1000 ☒ 1000 – 2000 ☐ 2000 +

5. What type of flying do you perform at UUU? ☒ Pleasure ☐ Business ☐ Training

6. What are your typical destination airports? THROUGHOUT N3W ENGLAND

7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.) THE DUNN AREAS ARE IN DEPLORABLE CONDITION AND THERE ARE NOT ENOUGH OF THEM. HANGER SPACE VERY INADEQUATE. PROBLEM SEEMS TO BE STATE POLICY WHICH DISSUADES INVESTORS. FUEL TANK IS POORLY LOCATED.

8. If the above limitations/deficiencies were improved, how would this affect your use of UUU? USE WOULD BE MUCH MORE AGREEABLE.

9. What do you like about UUU? GOOD THERE IS A FBO THERE. LANDMARK PERSONELLE AT UUU ARE HELPFUL + AGREEABLE.

10. Other Comments: VISIT COMPARABLE AIRPORTS IN MA TO SEE WHAT COULD BE DONE. MIGHT START IN PLYMOUTH, OR EVEN TAUNTON

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1. What type/model of aircraft do you currently base at UUU? Cessna 172
2. What type of aircraft do you plan to base at UUU in the near future? Same
3. Have you ever considered basing your aircraft at another airport? ☐ YES ☑ NO

   If yes, what other airport(s) have you considered using and why?

4. How many flight hours do you have? ☐ Under 200 ☐ 200 - 500 ☐ 500 – 1000 ☐ 1000 – 2000 ☑ 2000 +
5. What type of flying do you perform at UUU? ☑ Pleasure ☐ Business ☐ Training
6. What are your typical destination airports? Plymouth, Westerly, Block Isle
7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.) No "T" Hangers. Now could also manufacture more tie downs if you expanded into the field where the parachuting takes place.
8. If the above limitations/deficiencies were improved, how would this affect your use of UUU? If I could afford a "T" hangar, I would.
9. What do you like about UUU? I was based at "Green airport" for 10 years before it became too busy with Jet traffic and I came to UUU. I like Green because it was a controlled airport.
10. Other Comments: Chris Drago has brought a great deal of activity to Newport since he came here from Quonset. The airport was pretty inactive before he came here.

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1. What type/model of aircraft do you currently base at UUU? PIPER PA-28/180
2. What type of aircraft do you plan to base at UUU in the near future? SAMO
3. Have you ever considered basing your aircraft at another airport? ☑ YES ☐ NO

   If yes, what other airport(s) have you considered using and why?
   WST, EWB

4. How many flight hours do you have? ☐ Under 200 ☐ 200 - 500 ☐ 500 – 1000 ☑ 1000 – 2000 ☐ 2000 +
5. What type of flying do you perform at UUU? ☑ Pleasure ☐ Business ☐ Training
6. What are your typical destination airports? BED, MVY, ACK, PVM, PVC, 08R
7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.) LACK of TAXIWAYS on 16/34, NEED ILS, HANGARS, A LOT MORE MODERN & PROFESSIONAL TERMINAL, EXTED 4/22 ACROSS OLIPHANT LANE (TUNNEL UNDER RUNWAY EXTENSION) TO USE EXISTING STATE OWNED LAND
8. If the above limitations/deficiencies were improved, how would this affect your use of UUU? PROBABLY THINK OF A BIGGER A/C.
9. What do you like about UUU? LOCATION, LOCATION, LOCATION
10. Other Comments: YOU SHOULD BE TALKING TO AREA BUSINESSES, CHAMBER of COMMERCE, ECO. DEV CENTER, ETC. A 4000+ FOOT RUNWAY WOULD REALLY STIMULATE THE LOCAL ECONOMY

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20 Corporate Woods Boulevard
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Henry J. Allen
401 / 849-7466

PS: I hope this isn't just another exercise in futility!

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Rhode Island Airport Corporation

Based Aircraft Owners Questionnaire

Please fill out the following questionnaire and **return in the enclosed self-addressed stamped envelope by November 3rd, 2006**. You may also fax your completed questionnaire to 518.432.9571. If you need additional room to provide your answers, please attach additional pages as needed. The Rhode Island Airport Corporation appreciates your help in planning the future of your airport.

1. What type/model of aircraft do you currently base at UUU? Piper Arrow
2. What type of aircraft do you plan to base at UUU in the near future? Bonanza - IF hangar Built
3. Have you ever considered basing your aircraft at another airport? ☑ YES ☐ NO

   If yes, what other airport(s) have you considered using and why? EWB PVD

4. How many flight hours do you have? ☐ Under 200 ☑ 200 - 500 ☐ 500 – 1000 ☐ 1000 - 2000 ☐ 2000 +
5. What type of flying do you perform at UUU? ☑ Pleasure ☑ Business ☐ Training
6. What are your typical destination airports? All over The USA - Business
7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.) Hangers - None! Short Runway / NO ILS !
8. If the above limitations/deficiencies were improved, how would this affect your use of UUU? If I purchase a Bonanza I will have to hangar the aircraft. This means taking it out of the state.
9. What do you like about UUU? Easy Aircraft
10. Other Comments: The hanger and ILS has long not been addressed. Low State priority We lose business! Look at my area!

Again, thank you for taking the time to complete this questionnaire and please respond **by November 3rd**.
If you have any questions, please feel free to contact Marc Champigny @ 518.432.9545 x9560.

The Louis Berger Group, Inc.
Attn: UUU Based Aircraft Owner Questionnaire
20 Corporate Woods Boulevard
Albany, NY 12211-2370

Newport Airport - UUU
(Colonel Robert F. Wood Airpark)
Rhode Island Airport Corporation

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1. What type/model of aircraft do you currently base at UUU? Cessna 182 RG

2. What type of aircraft do you plan to base at UUU in the near future? Same

3. Have you ever considered basing your aircraft at another airport? ☐ YES ☒ NO

   If yes, what other airport(s) have you considered using and why?

4. How many flight hours do you have? ☐ Under 200 ☐ 200 - 500 ☐ 500 – 1000 ☒ 1000 – 2000 ☐ 2000 +

5. What type of flying do you perform at UUU? ☒ Pleasure ☐ Business ☐ Training

6. What are your typical destination airports? HPN, MVY, HYA, ISP, FRG, MMU

7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.)
   - Ramps need repaving
   - Fueling my plane is difficult for me but the staff has been very helpful
   - Hangar space might be nice

8. If the above limitations/deficiencies were improved, how would this affect your use of UUU?
   I'd buy more fuel there.
   I'd consider putting my plane in a hangar if it wasn't too costly.

9. What do you like about UUU? Convenience, Location, staff

10. Other Comments: I love the airport as it is. It's user-friendly (in as much as it can be post 9-11)

Again, thank you for taking the time to complete this questionnaire and please respond **by November 3rd**. If you have any questions, please feel free to contact Marc Champigny @ 518.432.9545 x9560.

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1. What type/model of aircraft do you currently base at UUU? Cirrus SR22-GTS (SINGLE)
2. What type of aircraft do you plan to base at UUU in the near future? SAME
3. Have you ever considered basing your aircraft at another airport? ☑ YES ☐ NO

   If yes, what other airport(s) have you considered using and why?
   NEW BEDFORD - FACILITIES @ UUU ARE POOR
4. How many flight hours do you have? ☐ Under 200 ☐ 200 - 500 ☐ 500 – 1000 ☐ 1000 – 2000 ☑ 2000 +
5. What type of flying do you perform at UUU? ☑ Pleasure ☑ Business ☐ Training
6. What are your typical destination airports? Mid-ATLANTIC
7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.)
   RAMP IS TOO SMALL - NEED MORE PARK, NEED HANGAR SPACE
   WAAS GPS APPROACHES
   LONGER RUNWAY - I would purchase JET FUEL BUSINESS PLANE
8. If the above limitations/deficiencies were improved, how would this affect your use of UUU?
   I would USE AIRPORT MORE OFTEN / START BUSINESS IN RI
9. What do you like about UUU? PERSONNEL W/ LANDMARK ARE VERY FRIENDLY
10. Other Comments: WITH BETTER MAINTENANCE FACILITY I would place a CIRRUS AUTHORIZED SERVICE CENTER ON THE FIELD - PLEASE CONTACT ME: REGIS DE RAMEL, CIRRUS DESIGN CORP 571-214-1022

Again, thank you for taking the time to complete this questionnaire and please respond by **November 3rd**. If you have any questions, please feel free to contact Marc Champigny @ 518.432.9545 x9560.

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1. What type/model of aircraft do you currently base at UUU? Cessna
2. What type of aircraft do you plan to base at UUU in the near future? same
3. Have you ever considered basing your aircraft at another airport? ☐ YES ☒ NO

   If yes, what other airport(s) have you considered using and why?
   ~~was @ Fall River until it closed~~
4. How many flight hours do you have? ☒ Under 200 ☐ 200 - 500 ☐ 500 – 1000 ☐ 1000 – 2000 ☐ 2000 +
5. What type of flying do you perform at UUU? ☒ Pleasure ☒ Business ☐ Training
6. What are your typical destination airports? Block Island / MV / NY / NTT
7. Please identify limitations/deficiencies at UUU. (These can include comments regarding the airfield, runways, parking areas, hangars, airspace, etc.)
   None
8. If the above limitations/deficiencies were improved, how would this affect your use of UUU? N/A
9. What do you like about UUU? Size, Accessibility, Staff
10. Other Comments:

Again, thank you for taking the time to complete this questionnaire and please respond **by November 3rd**. If you have any questions, please feel free to contact Marc Champigny @ 518.432.9545 x9560.

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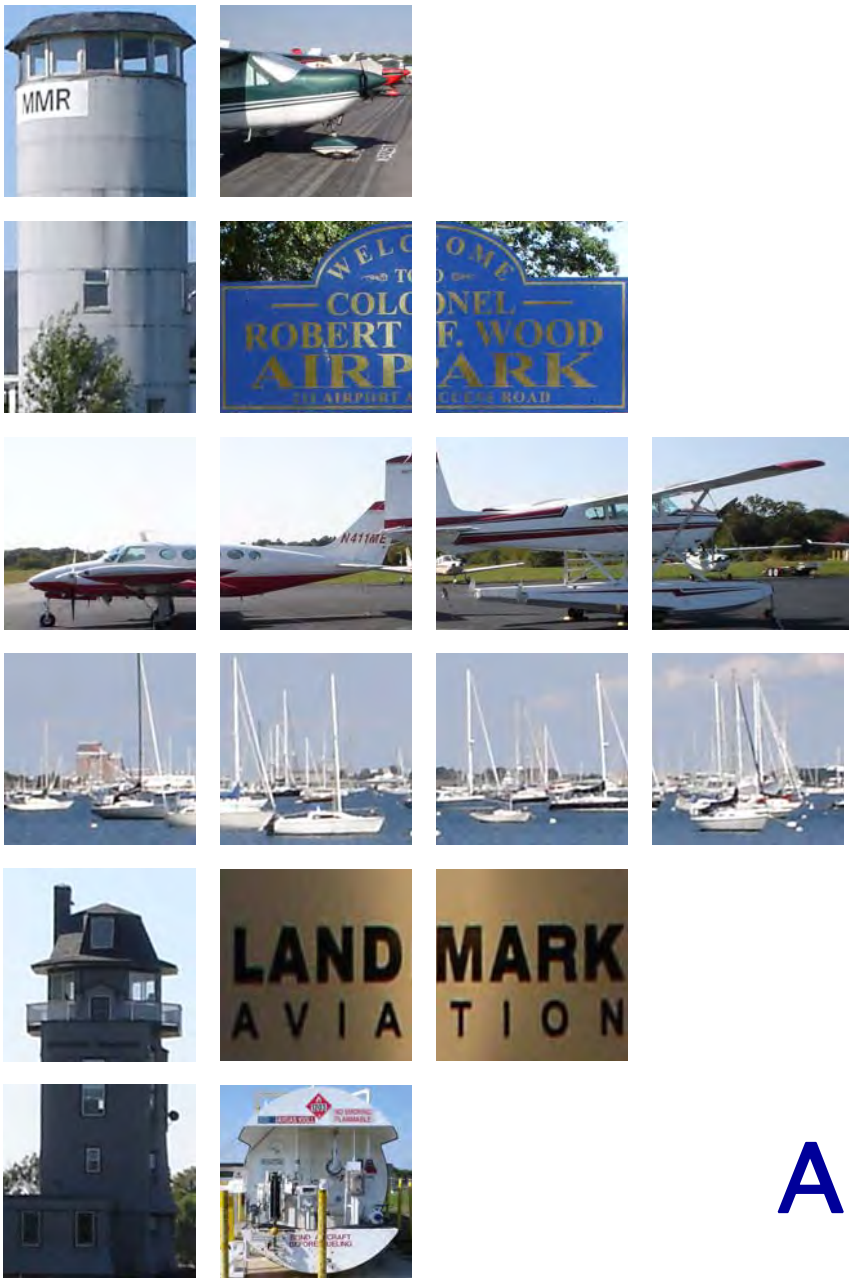

Appendix G

U.S. Fish & Wildlife Letter

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New England Field Office
70 Commercial Street, Suite 300
Concord, New Hampshire 03301-5087

December 8, 2006

Reference: Project: Airport Master Plan upgrade; Location: Middletown, RI

Douglas Ganey
The Louis Berger Group, Inc.
295 Promenade St.
Providence, RI 02908

Dear Mr. Ganey:

This responds to your recent correspondence requesting information on the presence of federally-listed and/or proposed endangered or threatened species in relation to the proposed activity(ies) referenced above.

Based on information currently available to us, no federally-listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service are known to occur in the project area(s). Preparation of a Biological Assessment or further consultation with us under Section 7 of the Endangered Species Act is not required.

This concludes our review of listed species and critical habitat in the project location(s) and environs referenced above. No further Endangered Species Act coordination of this type is necessary for a period of one year from the date of this letter, unless additional information on listed or proposed species becomes available.

Thank you for your coordination. Please contact us at 603-223-2541 if we can be of further assistance.

Sincerely yours,

Anthony P. Tur
Endangered Species Specialist
New England Field Office