

**Concerned Airport Neighborhoods (C.A.N.)**

www.concernedairportneighborhoods.com

May 15, 2001

Mr. Colby Cameron  
Chairman of the Board  
Rhode Island Airport Corporation  
Cameron & Mittleman, LLP  
56 Exchange Terrace  
Providence, RI 02903

Dear Colby:

At our May meeting, C.A.N.'s Board and present members unanimously authorized me to respectfully request the removal of Landrum & Brown from their leadership role in the S.R.C. process. This request is based upon the biased performance of Landrum & Brown in their role as RIAC's consultant for the Part 150 Study and the current 20 Year Plan process. This bias culminated in the recent "oversight" of "omitting", from the original presentation material at the first Study Resouce Committee (SRC) meeting, an overwhelming amount of predominantly critical documentation that represents and supports the citizens' voices and positions.

Mark Perryman's "apology" is categorically unaccepted. From our perspective, his "oversight" of omitting the citizen documentation can only be interpreted as either:

- 1) Omissions erroneously left out, or;
- 2) Omissions purposefully left out.

For case 1: this constitutes an apparent inability of the consulting firm to perform the task of developing a 20 year plan in the professional manner required by their contract.

For case 2: this indicates a blatant bias towards skewing the 20 year plan toward the expansion of the Airport. It represents a message of a preconceived position of RIAC regardless of the local neighborhoods' concerns.

"Together we C.A.N. have a Responsible Airport at Green."

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In either case, this incident, the latest obvious indication of the inability of Landrum and Brown to perform the function of an **unbiased party**, raises fundamental concerns. In keeping with the statements of the RIAC Executive Director, Mike Cheston, that cooperation between RIAC and the neighborhoods is a priority... and that **TRUST WILL BE A PRIMARY GOAL OF THIS COMMISSION...** This incident cannot be accepted or excused. Trust can never be expected to develop in an environment where the "leader" is allowed to make "oversights" and "omissions" of this magnitude.

**CONCLUSION: RIAC must replace Landrum and Brown with an impartial organization if it truly wishes to build trust with the neighborhoods.**

We have to believe there are many firms that can conduct this task in an impartial manner. The RIAC Board needs to clearly understand what we have already conveyed to RIAC's management (Wayne Schuster / Mike Cheston) in previous discussions of this topic in December & January: that the continued use of Landrum and Brown will be interpreted by the neighborhoods as an attempt by RIAC to come to an obvious predetermined conclusion in favor of continued growth and expansion though the manipulation - "spinning", if you will - of the facts. This latest incident, occurring after our clearly expressed displeasure with Landrum & Brown's performance during last Fall's "Charade" experience - and after RIAC's decision to go ahead and renew Landrum & Brown's contract despite our valid expressed concerns - has only widened the chasm Trust must overcome between RIAC and the neighborhoods at a point in time when trust is paramount.

As RIAC's actual leader, we turn to you for intervention in this matter.

Regrettably and Sincerely,



Raleigh M. Jenkins, on behalf of Concerned Airport Neighborhoods (C.A.N.)