

5.4 INDUCED SOCIOECONOMIC IMPACTS

For airport development proposals and operational actions, there is the potential for induced or secondary impacts on surrounding communities. When such potential exists, the EIS shall describe in detail such factors such as shifts in patterns of population movement and growth, public service demands, and changes in business and economic activity to the extent influenced by the airport.

FAA Order 1050.1D and 5050.4A were consulted in determining whether or not socioeconomic impacts were to be expected. As stated in 5050.4A, when an assessment indicates substantial induced or secondary effects directly attributable to the Proposed Action, a detailed analysis of such effects shall be included in the environmental impact statement. According to FAA Order 1050.1D, the factors to consider are extensive relocation of residents, extensive relocation of businesses, disruptions of local traffic patterns, public service demands changes in business or economic activity, and a substantial loss in community tax base. None of the aforementioned factors were found to exist as a result of the Proposed Action or other alternatives in this analysis.

Since the alternatives analyzed are comprised only of air traffic actions, there would not be new economic impacts from the airport, and there would not be any population growth or movement. Thus, there would be no induced socioeconomic impacts from the implementation of any of the alternatives. The other NCP mitigation measures discussed in this document, such as home acquisitions or sound insulation, are more likely to have socioeconomic impacts. RIAC and the city of Warwick are considering those impacts. Implementation of those measures has not begun, but most likely will prior to the year 2001.