



Rhode Island Airport Corporation

February 27, 2002

Mr. Vincent A. Scarano
Manager, Airports Division
Federal Aviation Administration
New England Region
12 New England Executive Park
Burlington, MA 01803

Dear Vince:

Thank you for your time on the phone today regarding runway 16/34. As you know, that runway is severely constrained on either end by a major intersection that lies within 200 feet of pavement end (Rt. 1/Post Road and Airport Road), and an urban wetland immediately off the south end of the runway. In its current configuration, it does not meet the FAA safety standard for runway safety overrun areas. The runway is approaching its useful pavement life and will require a major rehabilitation within the next several years. It is my understanding that any long-term rehabilitation of 16/34 shall require it to meet the existing FAA safety standards for runway overrun areas.

The Rhode Island Airport Corporation (RIAC) is expected to testify before the Rhode Island General Assembly on an issue of wetlands legislation, related to the wetlands adjacent to 16/34. In that discussion I intend to emphasize the issue before us with 16/34 as one of safety and not of capacity. Indeed, I have been led to believe that the FAA would not allow simultaneous operations on our intersecting runways, which would therefore frame any proposed enhancement to runway 16/34 as one of safety, and not of capacity.

I would greatly appreciate you clarifying this issue for me as soon as possible, as I expect to be called to testify within the next few weeks. Again, thank you for your time and continued support of aviation in Rhode Island.

Sincerely,

Michael G. Cheston
Executive Director