



Rhode Island Airport Corporation

February 4, 2002

The Honorable Scott Avedisian
Mayor
City of Warwick
3275 Post Road
Warwick, Rhode Island 02886

Dear Mayor:

Thank you for your letter of January 24th concerning various issues surrounding the Master Planning Process and future growth at T.F. Green Airport. The Rhode Island Airport Corporation has long enjoyed a cooperative working relationship with you and members of your Administration, and we certainly welcome a continued open and honest dialogue with you on these or any other issues of concern.

Your letter essentially asked us to respond to six key issues, which I will endeavor to respond to in the order presented.

Events of September 11th

As you are well aware, the tragic events of September 11th placed on temporary hold the activities of the Study Resource Committee (SRC) and the Master Planning Process. As the entire nation began to come to grips with the traumatic events of that day, we at RIAC immediately began implementing a series of security measures designed to make Green Airport as safe as it could possibly be, and we did so at considerable expense. The cost of the increased security measures, combined with the decrease in passengers, will likely amount to a \$1 million budget shortfall. Moreover, enhanced safety and security measures will continue to be of primary concern to us, further impacting our finances.

We do believe, however, that the Master Planning Process is too critical to be delayed any longer and with that in mind, we re-commenced SRC activities last week. One of the primary objectives of last week's SRC meeting was to share the forecasting information developed by Landrum & Brown. The process of developing such material began long before the September 11th tragedy. However, in recognition of the fact that the events of that day may have a lasting impact on air travel throughout the country, we announced at the SRC meeting that we had also directed Landrum & Brown to review the forecast projections that take into account that very real possibility, as well as the last three months of aviation traffic numbers for T. F. Green and the latest economic data.

This review will determine what changes to the long-term forecast are warranted. All of the possibilities you mentioned in your letter (simulation of demand, changes in market share,

and the financial health of the airline) are being considered in this review. The short-term effects of September 11 will be analyzed and the potential long-term effects will be estimated. This report will be presented at the March 5th SRC meeting.

Runway Extension Proposal

I thank you for reiterating your position on possible runway extension at T. F. Green, and rest assured that we have never misinterpreted your position on this matter.

One of the major objectives of the Master Planning Process is to define the range of demand for air travel at T. F. Green, and then determine what, if any, facility upgrades are required. Final forecast numbers, including aircraft activity levels and fleet mix, will help us determine what our facility needs are. At that time, the next step would be the consideration of physical development options at which time we will make a final determination on the need for further developments, including a runway extension.

That said, at our meeting last week and at the request of SRC members, we did address the potential effects that could result from constraints, including those to the airfield facilities such as Runway 16-34. Our consultants reported that most of the demand that is likely to occur at Green will materialize with or without runway expansion. If RIAC were to chose not to provide those facilities identified as needed to maintain an acceptable level of safety and service, high levels of congestion and delay will result.

We wish to underscore that RIAC is primarily interested in possible crosswind runway expansion for safety reasons, not to increase air field capacity. Clearly, safety is a common theme here at Green, particularly in light of September 11th. And, as you are well aware, we have been advised by the FAA that the crosswind runway (16/34) is woefully inadequate and does not conform to current safety standards.

However, we are sensitive to the surrounding neighborhood and wish to mitigate community impacts whenever and wherever possible. To that end, I have directed our consultants to explore all options that would postpone the need for runway expansion, including improving the efficiency and capacity of the taxiway system, or using capacity enhancing technology.

Define Maximum Boundaries Around Airport – Master Plan Build-out Map

The City has requested that a Master Plan Build-out Map be developed. One of the products of our Master Plan is a 20-year Airport Layout Plan (ALP), which is similar to the build-out map described in your letter. An ALP provides a graphical summary of the planned 20-year development plan for the airport. It shows any property that would need to be acquired for the proposed development, as well as the location of future airport facilities.

The ALP for T. F. Green will depict the build-out expected at the airport over the next 20 years. However, it is simply not possible for RIAC to define the maximum build-out of the

airport because there is no way to reasonably anticipate what the maximum demand for air travel will be beyond the 20-year horizon.

Typically, ALP's are updated every five years and we anticipate undertaking such updates within that period of time.

I hope you agree that we have gone to great lengths to garner community insight and input into the Master Plan process, as evidenced by the SRC. The City has a strong voice on that committee and will continue to play an active role in our deliberations. Final acceptance of the Master Plan, however, will rest with the seven members of the Airport Corporation Board of Directors, four of whom reside in Warwick, including your appointment to the board.

With respect to your request that the City be notified in advance of any and all land acquisitions, please know that we will continue to comply with the State approval process concerning the purchase of property.

Airport Environs Elements of Comprehensive Plan

I applaud the proactive approach, that you and your Administration –are taking in the development of a Compatible Land Use Plan for property surrounding the Airport. The Master Plan will provide you with a 20-year development plan and the EIS will assess those projects identified in the Master Plan that will likely be implemented in the next five years or so. The City of Warwick is participating in both of these efforts, which will be extremely useful to you and your staff in the development of a Comprehensive Plan, and we will be delighted to share any related data collected for these studies.

We regret, however, that our current budget situation does not allow us to fund any or all of the Warwick Comprehensive Plan. However, just as RIAC has identified resources during these financially challenging times to conclude the Master Plan Process, we are confident that City can do the same to undertake a project of equal magnitude.

Neighborhood Impact Map

In your letter, you request a Neighborhood Impact Map that would detail communities and the issues of concern to each community. Some of that information will be produced and analyzed in the EIS and provided to the City for its use. Geographically, the EIS will only look at areas in the study defined by the projects that come out of the planning effort. The size of the area is not yet known, but it is unlikely to include the entire city of Warwick.

The EIS will include a grid point analysis. The grid, overlaid on a map, will be keyed to tables that include information such as emission concentrations, DNL and the single event noise levels. Another exhibit in the document will depict property acquisition areas. Potential impacts of the proposed Project will be assessed in the surface transportation section of the EIS. Much of this information should prove very useful to the City.

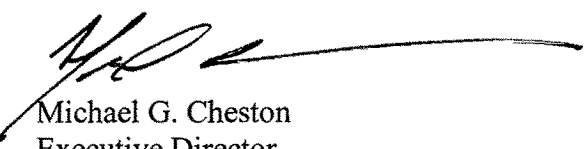
Many of the impact categories referenced in your letter, including noise, air quality, socioeconomics and roadway traffic will in fact be analyzed in the EIS, not the Master Plan. Specifically, the analysis in the EIS will be conducted in accordance with FAA Order 5050.4A, Airport Environmental Handbook, and FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts. As you are well aware, in contrast to the Master Plan, the EIS is an FAA document.

Create Airport Ombudsman

We share your enthusiasm for the creation of an Airport Ombudsman and would welcome the opportunity to speak with you further about the role this individual would play in the Master Plan Process. Please note, however, that RIAC has had in effect a hiring freeze since September 11, 2001, and budget constraints preclude us from committing to funding this position at this time. I have every confidence that the members of my staff can supply requested information to your constituents and stand ready to provide assistance.

Maintaining a positive relationship with you, members of your Administration, and the City is of paramount importance to all of us at RIAC, particularly during such challenging and often difficult times. We hope to continue to work closely with the City on the Master Plan, the EIS, and other important issues, and I pledge our continued cooperation and assistance. On some issues, we may simply have to agree to disagree, but please know that it is always our intent to be as responsive to you as possible. To that end, please don't hesitate to call me if I may be of further assistance on these matters.

Sincerely



Michael G. Cheston
Executive Director