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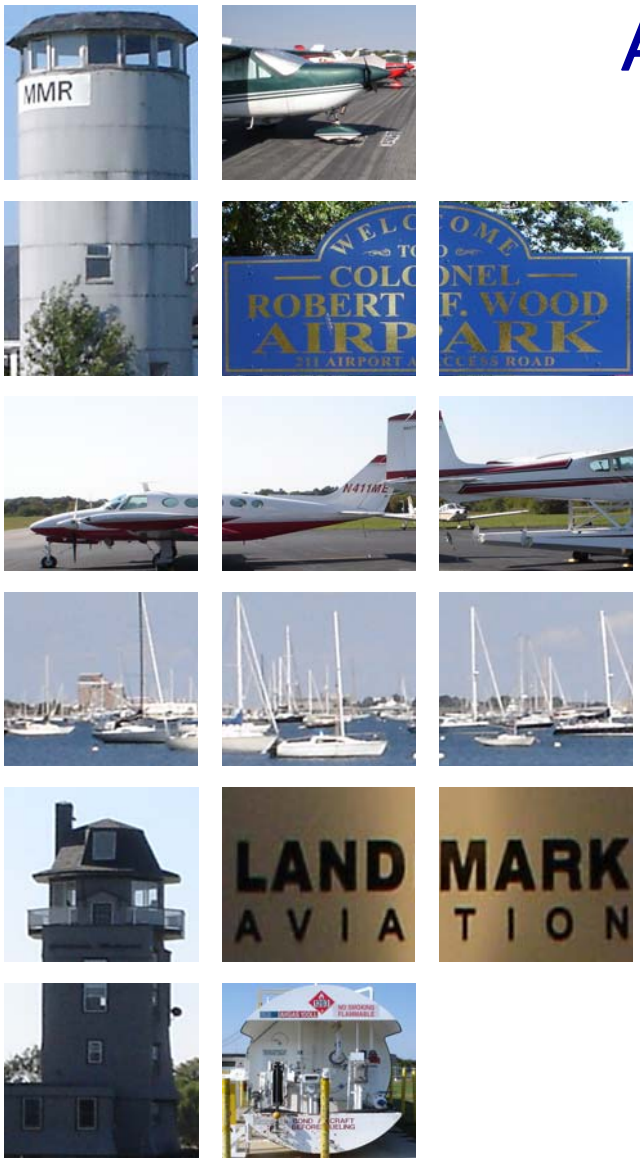

AIRPORT MASTER PLAN

Newport State Airport

(Colonel Robert F. Wood Airpark)

Prepared for:

Rhode Island Airport Corporation

2000 Post Road

Warwick, Rhode Island 02886-1533

Prepared by:

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October 26, 2007

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October 26, 2007

SUBJECT: Draft Airport Master Plan
Newport State Airport (Colonel Robert F. Wood Airpark)

Dear Sir or Madam:

On behalf of the Rhode Island Airport Corporation and The Louis Berger Group please find enclosed one (1) copy of the Draft Airport Master Plan for the Newport State Airport (Colonel Robert F. Wood Airpark) for public comment and review.

A public information meeting will be held on Thursday, November 15, 2007 from 6pm – 8 pm in the Middletown Town Hall. This is an opportunity to share the findings of the planning study with the public. It also affords the public with an opportunity to present their written or oral statements.

The public comment period for the Draft Airport Master Plan will remain open until Thursday, November 29, 2007.

For more information, or to send written comments, please contact myself at 20 Corporate Woods Blvd., Albany, NY 12211 or call 518.432.9545.

Sincerely,
THE LOUIS BERGER GROUP, INC.

Marc C. Champigny
Project Manager

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Introduction to the Study

Updating an Airport Master Plan (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" the Federal Aviation Administration (FAA) suggests that updates should be considered approximately every five years to maintain the currency of the data, the airport standards and reassess airport needs.

The airport master plan has basically two components; the report which documents the analytical process and the Airport Layout Plan (ALP), which serves as the graphic representation for future development at the airport. It is the ALP which is approved by the FAA and the airport sponsor, in this case the Rhode Island Airport Corporation (RIAC).

In the case of Newport State (Colonel Robert F. Wood Airpark) Airport (UUU), the last airport master plan study 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" FAA ALP dates back to 1966, over 40 years ago.

Therefore, the development of this AMP and ALP is essential to establish an understanding of the future direction of the airport. This updated planning document will be used by RIAC and FAA to direct implementation of capital improvement projects at UUU from the short term (5 year) through the long term (20 year) planning period. In addition to meeting the needs of the airport created by the projected demand it will determine the ability of UUU to meet FAA design standards, which have changed since the last approved ALP and how best to bring the facilities that do not meet those criteria up to standard. Alternative use of the AMP is to serve as a guide for RIAC when reviewing private investment at airport. Similarly it can be effective for the Town of Middletown when reviewing land use development around the airport to ensure compatibility with FAA airspace requirements and the environment.

The planning activity that was involved with this project was defined by a scope of work, which followed the guidelines provided by the FAA Advisory Circular 150-5070-6B, *Airport Master Plans*. The objectives of the study were to:

- Create an effective coordination and communication process to ensure input from all affected parties.
- 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 alternatives analysis; and
- Prepare and approve a new Airport Layout Plan.

The first objective was achieved through the creation of an Airport Advisory Committee (AAC) that was established to discuss and provide comments on technical reports and recommendations developed during the planning process. Membership of the AAC represented a broad range of stakeholders, including airport users, local business, the community, and planning agencies. A copy of the AAC membership and their roles and responsibilities is included in Appendix B.

In addition to 8 AAC meetings, public information meetings (PIM) were held at two key points in the process (after the draft forecasts were developed and after completion of the draft AMP and ALP). The purpose of the PIM is to provide the general public with the opportunity to learn about the study and provide input into the process. Notification of these meetings was provided by publishing notices in local newspapers. The Minutes of all these meetings are included in Appendix B. Finally, an airport website was created to provide project information including draft working papers, public notices, and the scope of work.

This Airport Master Plan was prepared and is presented in the following Chapters:

Chapter 1 – Baseline Conditions

Chapter 2 – Airport Role and Forecasts

Chapter 3 – Facility Requirements

Chapter 4 – Alternatives Analysis

Chapter 5 – Environmental Review

Chapter 6 – Airport Layout Plan

Chapter 7 – Implementation Plan

Appendices

The Airport Master Plan report was prepared by The Louis Berger Group, Inc. and the following staff participated in the study:

Project Manager:
Mr. Marc Champigny, Assistant Director of Aviation

Assistant Project Manager:
Ms. Danielle DelBalso, Aviation Planner

Planning/ALP/Graphics/CAD:
Mr. Dan Porter, Assistant Director of Aviation
Mr. David Sperling, Assistant Director of Aviation
Mr. Nicholas Stefaniak, Aviation Planner

Environmental:
Mr. Doug Ganey, Sr. Environmental Scientist

Engineering:
Mr. Andy Chiurazzi, P.E.
Mr. Douglas Fox, P.E.

The Project Management Team also included Mr. Vincent Scarano, RIAC, Project Manager and Ms. Gail Lattrell, FAA, Community Planner.