

PUBLIC NOTICE

January 29, 2009

RE: PFC Application No. 09-06-C-00-PVD

The Rhode Island Airport Corporation (RIAC) has determined the need to submit to the Federal Aviation Administration (FAA) a new application to impose and use a Passenger Facility Charge (PFC) at T. F. Green Airport (Airport). RIAC is posting this public notice as part of the application process under 14 CFR § 158.

Description of projects and PFC level

1. Acquire Land for Noise Mitigation	Project Cost:	\$75,468,000
	AIP Grant:	\$60,000,000
	2005 Bonds	\$2,539,600
	RIAC:	\$270,000
	PFC:	\$12,658,400

PFC level - \$4.50

Description: This project encompasses two voluntary land acquisition programs; RIAC's current Noise Compatibility Program (NCP) initiated in 1998 and RIAC's 2020 No-Build Voluntary Land Acquisition Program developed as part of the T. F. Green Environmental Impact Statement (EIS) process.

RIAC's current NCP recommended that RIAC purchase approximately 265 homes located within the 70 DNL and higher contours. The Program focused on acquiring homes located within the 70 DNL at the Airport to create more compatible land uses as identified in the Part 150 Noise Study Update.

The NCP update recommended that RIAC purchase approximately 265 homes. This program was executed in a total of seven (7) phases. This PFC project encompasses only Phases Six and Seven, and Phase Seven will complete the 1998 NCP program.

The 2020 No-Build Voluntary Land Acquisition Program follows the NCP and involves the voluntary acquisition of houses located within and adjacent to the 70 DNL contours as defined by the approved 2020 No-Build Noise Exposure Map (NEM). Approximately 160 houses have been identified as eligible for this program. This program will be implemented in phases.

All homes will be acquired following federal guidelines outlined in the Uniform Relocation Assistance Act (URA). Upon successful relocation of the residents, the homes will be razed.

Justification: In the spring of 1998, RIAC initiated an update to the 1986 NCP. The focus was to build on the previous study and maximize the benefits of the established NCP at the Airport. With the completion of the NCP and the analysis prepared in the EIS process, RIAC requested approval from FAA of the 2020 No Build Noise Contours to again build on and maximize the success of the previous program(s). By initiating purchase of homes within and adjacent to the 70DNL for the 2020 No-Build EIS Alternative, RIAC will be able to prevent future incompatible land uses.

2. Final Environmental Impact Statement (FEIS)	Project Cost:	\$4,800,000
	Existing AIP Grant:	\$3,600,000
	RIAC:	\$0
	PFC:	\$1,200,000

PFC level - \$3.00

Description: This project involves the preparation of a Final Environmental Impact Statement (FEIS) as outlined in FAA Orders 5050.4A and 1050.1D in accordance with the National Environmental Policy Act (NEPA) process. Specifically, this project will include the following:

- Review and Categorization of Comments on the Draft Environmental Impact Statement (DEIS);
- Preparation of the FEIS Scope;
- Agency Coordination & Public Outreach;
- Design Refinement of the Preferred Alternative;
- Floodplain Modeling and FEMA process;
- Revisions to Environmental Consequences Chapter and Graphics to address comments on the DEIS and to update specific technical analysis (floodplains, wetlands, and cumulative impacts);
- Concept design for Mitigation Measures;
- Mitigation process with City of Warwick and State of Rhode Island entities;
- Response to Comments on the DEIS;
- Preparation, Production, and Distribution of FEIS;
- Preparation, Production, and Distribution of the Record Of Decision;
- Preparation of Airport Improvement Program Permit Applications;
- Administrative Record.

Justification: Prior to obtaining FAA approval of any new or amended airport layout plans, airport sponsor applications for Airport Improvement Program (AIP) or Passenger Facility Charge (PFC) funding, or other Federal actions to support airport development projects, an airport sponsor must satisfy the requirements of the National Environmental Policy Act (NEPA) and any applicable special purpose laws.

3. Extend, Mark, and Light Taxiway M	Project Cost:	\$5,245,961
	Existing AIP Grant:	\$3,934,471
	RIAC:	\$0
	PFC:	\$1,311,490

PFC level - \$4.50

Description: This project consists of the extension of Taxiway M, which will complete a parallel taxiway to Runway 5-23. The taxiway extension is approximately 3,000 feet in length and 75 feet in width, with 25 foot wide paved shoulders. The work involves construction of a new heavy duty taxiway and shoulder in bituminous concrete pavement sections, new taxiway edge lighting, pavement markings, grading, and drainage, including a detention basin.

Justification: The Taxiway M extension will connect both parallel taxiways (M & S), creating one continuous parallel taxiway from the Runway 5 end to the Runway 23 end and will eliminate back taxiing on the runway.

4. Taxiway N Rehabilitation	Project Cost:	\$3,244,800
	Future AIP Grant:	\$2,433,600
	RIAC:	\$0
	PFC:	\$811,200

PFC level - \$3.00

Description: This project will include: milling existing asphalt surface course, resurfacing, and pavement markings as well as lighting and signage improvements to ensure long-term use for approximately 3,500 feet in length and 75 feet in width, with 25 foot wide paved shoulders.

Justification: The east end of the runway (easterly of R/W 16/34 to T/W F) last received an asphalt overlay on existing concrete in 1978. The west end of the runway (westerly of R/W 16/34 to T/W F) last received new pavement structure in 1994. Portions of the pavement are considered to be “fair” in condition. The pavement exhibits distress in excess of what can be handled through routine maintenance. The exposed concrete edges of the sections of T/W N on the easterly side of R/W 16-34 are exhibiting spalling of the concrete surface.

5. PFC Implementation and Assistance	Project Cost:	\$27,900
	AIP Grant:	\$0
	RIAC:	\$0
	PFC:	\$27,900

PFC level - \$3.00

Description: This project includes professional fees for services rendered from RIAC’s consultants in developing, implementing, and coordinating, the PFC program for this PFC application at the Airport.

Justification: RIAC’s administrative costs are PFC-eligible under Part 158.13 and development associated with this application will preserve and enhance safety and airfield capacity. Administrative costs are allowable if necessary and reasonable in the implementation of approved project.

Proposed charge effective date, estimated charge expiration date, and estimated total PFC revenue pursuant to Section 158.23(a)(2)

RIAC will seek a PFC with the following characteristics:

- Proposed charge effective date: October 1, 2014 (per the estimated expiration of PFC Application No. 06-05-C-00-PVD), or upon expiration of collection of PFCs for currently approved applications, whichever comes first.

- Estimated charge expiration date: April 1, 2016, approximately 18 months after the proposed charge effective date (or until collected revenues plus interest thereon equal the allowable costs of the approved projects, as permitted by regulation). These dates are estimated based on PFC collections and expenditures as of June 30, 2008; a 3.2 percent decrease in estimates of enplanements for Fiscal Year (FY) 2009 versus FY 2008, no growth in enplanements in FY 2010, and 1.0 percent annual enplaned passenger growth in FY 2011 and beyond, and 95.4% collectability on enplaned passengers.
- Estimated total PFC Authority to Impose and Use under this application: \$16,008,990

RIAC Point of Contact

As required under 14 CFR § 158.24, the RIAC will be accepting public comments on the proposed PFC Application No. 09-06-C-00-PVD up to 30 days after the January 29, 2009 date of posting this public notice on our Web site. Comments should be sent to:

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