Figure 1.12:
STORMWATER DRAINAGE PLAN
1.4.7 Ground Water Resources

The slow permeability of the glacial till soil in Middletown contributes to a generally high seasonal water table (< three feet below the ground surface). The majority of Middletown and UUU contains groundwater resources known or presumed to be suitable for drinking without treatment (GA classification). According to the Rhode Island Groundwater Regulations (DEM, 2005), “pollutants shall not be in groundwater classified GA, except within an approved pollutant discharge zone or residual zone, in any concentration which will adversely affect the groundwater as a source of potable water or which will adversely affect other beneficial uses of the groundwater, to include but not be limited to recreational, agricultural and industrial uses and the preservation of fish and wildlife habitat through the maintenance of surface water quality.”

The terminal/hangar building, the RIANG facility, and the Potter League animal shelter are connected to the municipal sanitary sewer system. The former airport maintenance building, currently leased by MMR, has an on-site septic system, consisting of a septic tank and cesspool.

The airport is not located within a sole-source aquifer or wellhead protection zone. There are no listed non-community wellhead protection areas in proximity to the airport based on information provided on the Rhode Island Geographic Information System (RIGIS) web site. Public water supply, provided by the Newport Water Division, is available to the area of the airport. Private water supply wells are also located in the airport vicinity; however, no record of specific well locations is kept by the Town. Crystal Spring Water Company, a private water bottling company located adjacent to Newport Airport on West Main Road reportedly owns a private well (Fuss & O'Neill, 1998).

1.4.8 Wetlands

Wetlands edge delineation for Newport Airport was prepared by Natural Resource Service, Inc. of Harrisville, Rhode Island in August 2005 and has been approved by DEM. Figure 1.13 shows wetland areas proximate to Newport Airport based on this delineation. Figure 4.4 also indicates the presence of wetland areas in the vicinity of the airport, as provided on the RIGIS web site.

In 2001, an Environmental Assessment (EA) was prepared by Dufresne-Henry, Inc. of Portland, Maine on behalf of RIAC for the removal of airport obstructions. Based on information contained in that EA, wetlands exist along the perimeter of the airport and consist primarily of palustrine scrub-shrub, palustrine emergent, and forested wetland systems. The term palustrine is used under the U.S. Fish and Wildlife Service wetland classification system (Cowardin et al. 1979) to describe freshwater wetlands which are not bordering lakes or rivers. Dominant wetland vegetation includes multiflora rose (Rosa multiflora), swamp rose (Rosa palustris), pussywillow (Salix discolor), meadowsweet (Spiraea latifolia), soft rush (Juncus effusus), red maple (Acer rubrum), and gray birch (Betula populifolia) (Dufresne-Henry, 2001).

The 2005 wetlands delineation generally confirmed the findings of the 2001 EA. Wetlands were mapped along the north, south, east, and west perimeters of the airport. Wetland habitats are dominated by hydrophytic vegetation, contain hydric soils and exhibit groundwater at or near the surface for significant periods during the growing season.

Wetland habitats are regarded as sensitive since activities in and around these habitat types are generally regulated by Federal, State and local regulations. Environmental impact would result from:
- Direct loss of Federal- or State-protected plant or animal species;
- Disturbance, alteration, or loss of a preferred vegetation community type known to be used by a Federal- or State-protected plant or animal species;
- Disturbance, alteration, or loss of a unique or important vegetation community type; or
- Disturbance, alteration or loss of Federal- or State-protected wetland habitats.

The Rhode Island Freshwater Wetlands Act regulates a buffer (a.k.a. perimeter wetland) upland area adjacent to wetlands (including rivers and streams). DEM regulates a 50 foot perimeter wetland around wetlands (swamps, marshes, bogs, ponds); and 100- and 200-foot perimeter wetlands adjacent to rivers and streams depending on their width. Loss or disturbance of wetlands generally requires permits from DEM and the U.S. Army Corps of Engineers (USACE), as described in Section 1.4.15.
1.4.9 Floodplains

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps for the Town of Middletown (1992), most of the airport is located outside of mapped floodplains as “Zone C”. Areas of the airport along Bailey Brook and the Northeast Branch and East Branch of Bailey Brook are mapped as Zone B, within the 500-year flood zone. The 500-year flood is defined as an area that has a one in five hundred probability of occurring during a given year.

A building permit must be obtained through the Town of Middletown Building Inspector prior to any development in an Area of Special Flood Hazard, in accordance with Section 1003 of the Middletown Zoning Ordinances. Figure 1.14 shows floodplain boundaries proximate to UUU.
1.4.10 Biotic Communities

Potential wildlife habitat at UUU consists mainly of grasslands along the runways and property perimeter. Vegetation in the runway safety areas and runway infield areas are mowed regularly and is dominated by various grasses and other herbaceous species. Areas of scrub vegetation are identified on Figure 4.4 as mapped by Natural Resource Service, Inc. (2005). Wetland vegetation is also present on portions of the airport property, mainly along the property perimeter. Wetlands are described in more detail in Section 4.7. No areas of forest habitat are present on airport property.

According to the U.S. Fish and Wildlife Service (FWS), no Federally-listed or proposed, threatened or endangered species are known to occur on airport grounds. Based on a letter provided by the FWS in response to an inquiry by LBG, preparation of a Biological Assessment or further consultation under Section 7 of the Endangered Species Act is not required. This letter is included as Appendix G.

The DEM has identified two species of concern located in the airport vicinity: the Baltimore butterfly (Euphydryas phaeton) and the northern leopard frog (Rana pipiens). In addition to these species of concern, other animals have been observed at Newport Airport according to airport personnel. These animals include birds, deer, fox, coyote, and raccoons. Approximately 70 species of birds are present in Middletown during breeding season and approximately 220 species during migration season (Town of Middletown, 2004).

Wildlife management programs in place at UUU are described in Piedmont Hawthorne’s (now Landmark) document Wildlife Control Policies, Procedures, and Training Manual for Hawthorne Aviation Rhode Island Airports (Year??). This document includes procedures for reporting bird and wildlife strikes, wildlife control field practices, and requirements for completion of daily logs and monthly summaries. This document also identifies three main problem species specific to UUU; crows, gulls, and deer.

1.4.11 Parks, Recreation and Open Space

UUU is located within an area of mixed commercial, residential, and agricultural land use. There are many parks and recreation areas on Aquidneck Island. There are no parks within the immediate vicinity of Newport Airport.

1.4.12 Historical, Cultural and Archaeological Resources

Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106), requires the Federal Aviation Administration (FAA) to evaluate potential effects on properties listed or eligible for listing in the National Register of Historic Places (National Register) prior to an undertaking. An undertaking means a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, including, among other things, processes requiring a Federal permit, license, or approval. In this case, the undertaking is the Newport Airport Master Plan. Potential effects associated with improvements proposed in this Master Plan may include those resulting from ground disturbance, construction, or subsequent operation of the airport.

Historic properties are cultural resources listed or eligible for listing in the National Register. Historic properties represent things, structures, places, or archaeological sites that can be either Native American or Euro-American in origin. In most cases, cultural resources less than 50 years old are not considered
eligible for the National Register. Cultural resources also have to have enough internal contextual integrity to be considered historic properties. For example, dilapidated structures or heavily disturbed archaeological sites may not have enough contextual integrity to be considered eligible.

Section 106 also requires that the FAA seek concurrence with the State Historic Preservation Officer (or SHPO; in this instance, the Rhode Island Historical Preservation and Heritage Commission or RIHPHC) on any finding involving effects or no effects to historic properties, and allow the Advisory Council on Historic Preservation (Council) an opportunity to comment on any finding of effects to historic properties. If Native American properties have been identified, Section 106 also requires that the FAA consult with interested Indian tribes that might attach religious or cultural significance to such properties. The Narragansett Indian Tribal Historic Preservation Office should be contacted prior to commencement of intended projects.

Ten properties in Middletown are listed on the National Register of Historic Places and none of these properties are in the vicinity of the airport. Berger LBG contacted the Rhode Island Historical Preservation & Heritage Commission (RIHPHC) to determine whether any historic property could be affected by any proposed undertakings at Newport Airport. Correspondence from the RIHPHC indicated that the airport is an area sensitive to environmental characteristics but that the property has not received an archaeological survey and there are no known sites recorded there. One region of archaeological sensitivity had been identified located adjacent to the east of the Runway 34 end as part of a previous Environmental Assessment (Dufresne-Henry, 2001), however no additional information regarding the nature of this sensitivity was included in the previous effort.

The RIHPHC also indicated that “as a property of the recent past” the airport may warrant a re-evaluation for historical significance”. The airport air control tower has been listed as an historic/architecturally important building by the Town (Town of Middletown, 2004).

1.4.13 Air Quality

The U.S. Environmental Protection Agency (EPA) defines ambient air in Code of Federal Regulations 40, Part 50, as “that portion of the atmosphere, external to buildings, to which the general public has access”. In compliance with the 1970 Clean Air Act (CAA) and the 1977 and 1990 Amendments (CAAA), the EPA has promulgated ambient air quality standards and regulations. The National Ambient Air Quality Standards (NAAQS) were enacted for the protection of the public health and welfare, allowing for an adequate margin of safety. To date, the EPA has established NAAQS for six criteria pollutants: carbon monoxide (CO), sulfur dioxide (SO2), particles with an aerodynamic diameter less than or equal to a nominal 10 micrometers (PM10), ozone (O3), nitrogen dioxide (NO2), and lead (Pb).

There are two types of standards: primary and secondary. Primary standards are designed to protect sensitive segments of the population from adverse health effects, with an adequate margin of safety, which may result from exposure to criteria pollutants. Secondary standards are designed to protect human health and welfare and, therefore, in some cases, are more stringent than the primary standards. Human welfare is considered to include the natural environment (vegetation) and the manmade environment (physical structures). Areas that are below the standards are in “attainment,” while those that equal or exceed the standards are in “non-attainment.” All of Newport County is a non-attainment area for the 8-hour ozone standard, as are all other counties in Rhode Island.
Although the EPA has the ultimate responsibility for protecting air quality, each state and local government has the primary responsibility for air pollution prevention and control. The CAA requires that each state prepare and submit a plan (State Implementation Plan) describing how the state will attain and maintain air quality standards in non-attainment areas. In order for projects to comply with the CAA and the CAAA, they must conform to attainment plans documented in the State Implementation Plan. The agency responsible for implementing the State Implementation Plan in Rhode Island is the DEM, which maintains air monitoring sites.

The region surrounding UUU is largely residential and commercial. There are no obvious air pollution emission sources located in proximity to the airport with non-point air pollution from automobile and airplane exhaust most likely the main source of air pollution emissions in the area. It is not anticipated that these emissions are of a level that warrants concern.

Given that UUU is a general aviation airport with less than 180,000 annual general aviation operations through the forecast period, in accordance with FAA Order 5050.4B, Airport Environmental Handbook (Section 47.e.(5)(c)1a), an air quality assessment for long term impacts is not required for proposed projects that will not increase these passenger and operations numbers. The FAA thresholds are based on an understanding that relatively small airports with limited operations have been found to have little or no impact on air quality.

1.4.14 Hazardous Materials and Petroleum Products

Aircraft fueling operations at UUU are conducted by Landmark Aviation. Landmark Aviation operates two separate fuel storage areas as described in Section 3.3.2. A 12,000-gallon above ground storage tank (AST) located north of the terminal building adjacent to the security gate is used to store AVGas 100LL aviation fuel. This AST is equipped with secondary/overfill containment, spill prevention and safety measures as required by current State and Federal regulations. The installation is surrounded by crash barriers (bollards). Emergency spill response equipment such as Speedy-dry, absorbent pads, brooms, and shovels are stored in a shed adjacent to the AST.

Diesel fuel for the airport’s emergency generator, housed in a building located south of the Bird’s Eye View hangar, is stored in a 250-gallon AST. The tank is situated on the north side of the generator building. A 225-gallon diesel fuel AST with dispenser is located southeast of the generator building. This is used to fuel airport maintenance vehicles. Both tanks are equipped with secondary/overfill containment and spill prevention.

In addition to aircraft fueling operations, vehicle fuel, heating fuel, and other hazardous materials are stored at various locations. Chris Aircraft Services performs aircraft service and maintenance inside the hangar section of the terminal building. Miscellaneous aircraft maintenance supplies (paint, cleaning fluids, etc.) engine fluids (motor oil, hydraulic oil, gasoline, etc.), and waste materials are stored inside the hangar. Several 55-gallon drums containing lubricating oil, hydraulic oil, and waste oil are located in the hangar. The majority of these are within secondary containment. Waste oil generated at this location is disposed of off-site by a waste disposal contractor. Small quantities of gasoline and aircraft fuel are stored in 5-gallon containers. Individually packaged containers of motor oil and washing/cleaning fluid are maintained inside the hangar.
MMR currently leases the former airport maintenance building. MMR builds, repairs, and refurbishes boats and custom marine watercraft. Paint, wood, and other miscellaneous carpentry materials are stored inside the building and an adjacent storage trailer. Heating oil for the building is stored in a 275-gallon AST located outside on the east side of the building. The AST is equipped with secondary/overfill containment and spill prevention and safety measures as required by current State and Federal regulations.

Nine UST formerly located at UUU were removed in 1998. Five of the former UST were located within a former fuel farm south of the former maintenance building and east of the National Guard building and had been used to store AV gas, and Jet A fuel. Three of the former UST had been located in the field northwest of the former maintenance building and their former contents are unknown. One UST had been located at the generator shed south of the terminal building and had been used to store diesel fuel. A total of 3,600 cubic yards of contaminated soil associated with the former UST was excavated and transported off-site for disposal (Fuss & O’Neill, Inc., 1998).

A soil and groundwater investigation was conducted in the area down gradient of the former maintenance building by Fuss & O’Neill of East Providence, Rhode Island to determine the extent of residual petroleum contamination of soil following removal of the UST west of that building. Based on the results of that investigation, there is no residual soil or groundwater contamination in excess of DEM standards remaining from the former UST.

Military vehicles are fueled at the fuel dispenser inside the fenced parking area north of the RIANG building. Military vehicles are fueled twice per month, on average, inside the fenced parking area north of the building. A 250-gallon diesel fuel AST and fuel dispenser is located inside the fenced area. The double wall, steel AST, is equipped with secondary/overfill containment and spill prevention and safety measures as required by current State and Federal regulations. The installation is surrounded by crash barriers (bollards). Fuel spills or leaks during product transfer could result in potential stormwater exposure. Emergency spill response equipment such as Speedy-dry, absorbent pads, brooms, and shovels are stored in the RIANG building.

The Bird’s Eye View helicopter touring business leases a hangar located between the generator building and the main hangar/terminal building. The main activities associated with this hangar are light maintenance and storage of aircraft. Located on the grass east of this hangar is a mobile fueling station used by Bird’s Eye View to refuel their helicopter. This fueling station consists of a 100-gallon portable tank and fuel dispenser complete with secondary containment and a full spill kit.

Heating oil for the Potter League animal shelter’s heating system is stored in a 1,000-gallon UST located in the loading/unloading area at the front of the building. A gasoline generator is housed in a storage shed adjacent to the building.

Potential hazardous building materials at the airport include fluorescent light ballasts, which may contain polychlorinated biphenyls. Asbestos-containing building materials may be located in piping insulation, floor finishes, roofing materials, and glazing products. Based on the age of airport buildings, lead paint may also be present.
Aircraft deicing is not performed at UUU. Snow removal equipment is stored in a garage building located west of the terminal building. Maintenance vehicles and equipment are stored in this building. All snow removal is conducted by Landmark Aviation personnel. Minor quantities of sand and salt are applied to roads and sidewalks. Low quantities of potassium acetate are used on the airport apron, taxiways, and runways when needed. The potassium acetate used for the runways is stored in a covered 55-gallon drum. Gasoline is stored in small (< 5 gallons) portable containers. One 55-gallon drum of waste oil and one of used absorbents are stored on spill pallets against the western wall of the building. Adjacent to these materials is a spill kit to handle any possible spills or leaks.

1.4.15 Environmental Permitting in Rhode Island

The DEM regulates activities that may affect the State’s natural resources and environment through multiple permitting programs, as well as other environmental policies. The Federal and local governments also regulate activities that can affect the environment. Some of the permits that may be required for various potential projects are described in FAA AC 150-5070-6B, Airport Master Plans and include:

- Clean Water Act, Section 404 Dredge and Fill Permit;
- Air Quality Permit for on-site batch plants or other construction-related activities;
- Local government construction permits;
- Growth Management Permits;
- United States Fish and Wildlife Service, National Marine Fisheries Service opinions, or State Wildlife and Game Commission permits, if protected and endangered species could be impacted;
- Clean Water Act, National Pollution Discharge Elimination System Permits;

Many airport-related capital projects require Federal, State, or local environmental permits. A summary of some of the potential permitting requirements is provided here:

Rhode Island Pollutant Discharge Elimination System (RIPDES) Permit. Section 46-12-15(b) of the Rhode Island General Laws, as amended, prohibits the discharge of pollutants into Waters of the State. The only exceptions are discharges in compliance with the terms and conditions of a Rhode Island Pollutant Discharge Elimination System (RIPDES) Permit issued in accordance with State regulations.

Rule 31 of the RIPDES Regulations, as amended on February 25, 2003, requires all discharges of stormwater associated with industrial activity to obtain a RIPDES permit. To be covered by the General Permit for Storm Water Discharge Associated with Construction Activity, applicants must complete a Notice of Intent Form. Provided all required information is submitted and it is determined that a general permit is appropriate for the site, a letter of authorization to discharge will be issued by the DEM.

A Storm Water Pollution Prevention Plan (SWPPP) shall be developed for construction activities covered by the permit. The SWPPP shall identify potential sources of pollutants that may reasonably be expected to affect the quality of storm water discharges associated with the construction activity. In addition, the SWPPP shall describe and ensure the implementation of best management practices to be used to reduce or eliminate the pollutants in the storm water discharge at the site and assure compliance with the terms and conditions of the RIPDES permit.
Upon completion of projects completed under the RIPDES permit, the airport’s Facility SWPPP for Industrial Activities shall be amended to reflect the changes/alterations resulting from the construction activities.

Rhode Island Wetlands Permit. Potential work in or adjacent to wetland areas of the airport would require permitting under the Freshwater Wetlands Program of DEM. Wetland permitting is also conducted by the USACE. Effective February 11, 1997, the New England Division of the USACE has issued a Programmatic General Permit (PGP) for the review of proposals in coastal and inland water and wetlands within the State of Rhode Island. This permit covers work and structures that are located in, or affect, navigable waters of the United States, and the discharge of dredges or fill material into the waters of the United States, including wetlands and streams (regulated by the Corps under Section 404). The PGP is intended to streamline the permitting process for such activities by eliminating the need to apply to both the USACE and the DEM Freshwater Wetlands Program. Thus any permit issued by the DEM under the PGP will also satisfy Federal wetlands permitting requirements. Mapping by the DEM and Rhode Island Coastal Resource Management Council (CRMC) indicate that wetlands at the Newport Airport are outside of the CRMC jurisdiction.

Minor Source Air Permit. A Minor Source Permit may be required from the DEM Office of Air Resources to address temporary siting and emissions from a temporary batch asphalt plant should one be necessary for potential airport projects. The submission requirements for a Minor Source Permit do not include substantial information on air quality impacts or current Best Available Control Technology as would be required for a Major Source Permit but Best Available Control Technology review and screening level air quality analysis should be performed to ascertain whether potential air impacts might be problematic. The production of such information is proposed to be the responsibility of the potential contractor and/or asphalt supplier.

1.4.16 Wild and Scenic Rivers

The Wild and Scenic Rivers Act (16 U.S.C. 1271 as amended) protects rivers designated for their wild and scenic values from activities which may adversely impact those values. There are no designated Wild and Scenic Rivers in Rhode Island (U.S. National Park Service, 2005), and therefore no designated rivers in Middletown or at Newport Airport.

1.4.17 Coastal Zone Management

The CRMC claims jurisdiction over projects within 200 feet of a coastal feature. The CRMC also claims jurisdiction over projects that affect freshwater wetlands that are contiguous with a coastal feature, and any project resulting in 20,000 square feet of impervious area located in a designated watershed of poorly flushed estuaries. Finally, CRMC technical staff reviews some specific projects due to their potential impact on coastal areas regardless of where in the state they are located (power plants, petroleum storage facilities of 2,400 barrel capacity or greater, chemical or petroleum processing, minerals extraction, desalination projects, etc.).

FAA Order 5050.4B Airport Environmental Handbook requires that Federal actions be consistent with the objectives and purposes of approved State coastal zone management programs, if in effect. Although
Newport Airport is located on Aquidneck Island, the airport is located in the middle of the widest portion of the Island and not in a coastal area.

1.4.18 Coastal Barriers

As stated in Section 47.3. (14) of FAA Order 5050.4B Airport Environmental Handbook, the Coastal Barriers Act of 1982 applies to some areas on the shores of the Atlantic Ocean. Protected coastal barriers may be present at certain locations on Aquidneck Island; however, Newport Airport is not located within a coastal zone area.

1.4.19 Farmland

Soil types beneath the airport were mapped by the U.S. Department of Agriculture Soil Conservation Service (now known as the Natural Resources Conservation Service) and published in the Soil Survey of Rhode Island (1981), and are shown on Figure 1.15. As described in Section 1.4.4, primary natural soil types at UUU are Pittstown, Newport, and Stissing silt loams.

The majority of land within on the airport and within a 2-mile radius of the airport is suitable farmland, described as having moderate constraints to development. Hydric soils, located along waterways adjacent to the airport, are not considered suitable farmland soils. Water is present in these soils between 0 and 18 inches below the ground surface. Soils suitable for farmland have been identified throughout the State of Rhode Island by the NRCS and the Rhode Island Department of Administration, Division of Planning. Farmland is broken into the following categories by the Federal Farmland Protection Policy Act: prime farmland, unique farmland, and land of statewide or local importance.

Prime farmland exists within the airport area of influence and abuts boundaries of the airport runways. Prime farmland is defined by NRCS as land that has the best combination of physical and chemical characteristics for producing feed, forage, fiber, and oilseed crops, and is also available for these uses. Newport and Pittstown soils are classified as prime farmland.

Farmland of statewide importance is classified as lands that, generally, are nearly prime farmland and produce high economic yields of crops when treated and managed according to acceptable farming methods. Stissing soils are classified as soils of state-wide importance. The locations of these soils with respect to the proposed project areas are shown on Figure 1.15.

If it is determined that proposed projects may affect soils protected under the Federal Farmland Protection Act, it may be necessary to contact the U.S. Natural Resources Conservation Service (NRCS) for completion of a Farmland Conversion Impact Rating Form. Based on the impact rating score developed by the NRCS based on this Form, the NRCS may recommend consideration of alternate project sites. The need for completing this form is contingent on the local zoning within the proposed project area since prime farmland does not include land already in or committed to urban development. Areas zoned for commercial, industrial, or high-density residential use may be exempt from this requirement.
NEWPORT AIRPORT MASTER PLAN

Figure 1.15:
SOIL TYPES

The Louis Berger Group, Inc.

Source: RIGIS-2007
1.4.20 Energy Supply and Natural Resources

FAA Order 5050.4B Airport Environmental Handbook notes that airport energy use typically falls into one of two categories:

- That which relates to stationary sources such as a terminal buildings, airfield lighting, etc.
- That which involves the movement of aircraft or ground vehicles.

The FAA Order 5050.4B states that use of natural resources may become an issue warranting discussion only if the airport requires use of unusual materials in short supply.

1.4.21 Light Emissions

The airport utilizes runway and taxiway lights and Runway 04/22 is outfitted with a Medium Approach Lighting System with Sequenced Flashers. The airport’s runway and taxiway lights are available to pilots at night on an as needed basis by clicks of the pilot’s radio microphone. In addition there is an airport beacon that is illuminated during night time and Instrument Flight Rules conditions. The airport is generally well-buffered from surrounding land uses by a green perimeter and light emissions from the airport are not considered a major nuisance to surrounding property owners.

1.4.22 Solid Waste

The airport’s daily generation of solid wastes is relatively minor and well within the capabilities of waste haulers and disposal firms on Aquidneck Island. Trash is removed and disposed of by a waste disposal contractor on a regular basis. Outdoor trash dumpsters and recycling bins are maintained at individual airport facilities.

1.4.23 Public Lands

The U.S. Department of Transportation Act, Section 4(f) states that:

“the Secretary shall not approve any program or project which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land of an historic site of national, state or local significance as determined by the officials having jurisdiction thereof unless there is no feasible and prudent alternative to the use of such land and such program or project includes all possible planning to minimize harm resulting from the use. If the proposed action involves the taking or other use of any Section 4(f) land, the initial assessment shall determine if the requirements of Section 4(f) are applicable.”

Section 6(f) of the Land and Water Conservation Act (LWCA) prohibits recreational facilities funded under the LWCA from being converted to non-recreational use unless approval is received from the director of the National Park Service.

Based on a review of the existing land uses, it has been determined that there are no publicly owned parks, recreation areas or wildlife refuges in the immediate vicinity of the airport.
1.5 Inventory of Economic Conditions

This section provides information regarding the economic contribution the airport provides to the region. Airport financial data is provided to understand the current and most recent airport finances. This is reviewed to understand the airport’s ability to undertake future capital improvements and its continued day-to-day operation. In addition, in 2007 RIAC completed a statewide economic impact of all airports in Rhode Island.

1.5.1 Airport Financial Data

The income statements for Newport indicate that the airport derives revenues primarily from landing fees, sales of jet and avgas fuel, aircraft tie-down fees, and other miscellaneous sales. The following table summarizes the net income for the airport:

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Profit</th>
<th>Loss</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
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<td>$44,898.</td>
</tr>
<tr>
<td>2005</td>
<td>-</td>
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</tr>
<tr>
<td>2004</td>
<td>-</td>
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</tr>
<tr>
<td>2003</td>
<td>-</td>
<td>$55,509.</td>
</tr>
</tbody>
</table>

Source: RIAC and Landmark Aviation

1.5.2 Airport Economic Impact

According to the economic impact study results, the total economic impact of the airport on the local economy totals 77 jobs with total earnings of $1,867,000. The following summarizes the impact UUU has in its local economy and surrounding communities:

- Total Impact: $3,278,200
- Direct Impact: $2,019,300
- Indirect Impact: $1,258,900