

**MINUTES OF MEETING**  
**RHODE ISLAND AIRPORT CORPORATION**  
**GENERAL AVIATION STRATEGIC BUSINESS PLAN PUBLIC INPUT MEETING**  
**QUONSET AIRPORT**  
**TUESDAY, JANUARY 19, 2021 AT 6:00 PM**

Please note this was a virtual/online meeting. There was no public gathering location and all attendees attended virtually, from remote locations.

Zoom meeting links and documents related to the meeting were posted on our website prior to the start of the meeting, which were accessed by proceeding to the [www.pvdairport.com](http://www.pvdairport.com) and clicking on the General Aviation Strategic Business Plan meeting button on the home screen. The best practices for virtual/online meeting experience were also be found in this folder.

Attendees joined the meeting using the link or dial in below information.

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<https://zoom.us/j/93699324242?pwd=STZIUHc1b0Uwa0FXS3NlclgxN2dOdz09>

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Or Phone one-tap:

US: +13126266799,,93699324242#,,,,\*414400# or  
+16465588656,,93699324242#,,,,\*414400#

Or Telephone: (646) 558 8656  
Webinar ID: 936 9932 4242  
Passcode: 414400

The meeting of the Rhode Island Airport Corporation General Aviation Strategic Business Plan Public Input Meeting for Quonset Airport was called to order by Christine Vitt at 6:00 p.m.

**Ms. Vitt** welcomed everyone to the meeting specific to Quonset Airport. **Ms. Vitt** introduced herself as Christine Vitt, Senior Vice President and Chief Infrastructure Officer at the Rhode Island Airport Corporation and she oversees the infrastructure group that includes: engineering, planning, construction, environmental and IT departments. She has been at RIAC for two and a half years and she is leading this effort on behalf of RIAC, but several colleagues are also on the call today and some of them will be presenting information with you as we go through the presentation.

**Ms. Vitt** reviewed the agenda noting we will provide an overview of the Strategic Business Plan specific to Quonset Airport and the progress to date. This project was kicked off in November 2019 and RIAC is currently in the end stages of phase two of a three phase program. **Ms. Vitt** noted the second item we will discuss on the agenda is the general aviation business RIAC challenges and opportunities. We have had multiple meetings with host municipalities and stakeholders and some of the input from those meetings will be presented tonight. Much of the information we are presenting tonight has been previously presented to the towns, stakeholders and now to you the public. The third item we will look at is future plans and opportunities at Quonset State Airport and RIAC asked the public to make sure the comments are specific to Quonset State Airport. **Ms. Vitt** noted we asked people to sign up and we have two people who has requested to

Speak, but if you did not sign up and would like to speak, please raise your hand in the zoom platform and the host will ask for your name and unmute your line to speak. We have 60 minutes allotted on the agenda for the open session. Hopefully, you find the information interesting and we look forward to good conversation.

1. **Provide an overview of the general aviation strategic business plan process and review progress to date.**

**Ms. Vitt** noted this project is to define the future at each of the general aviation airports and that includes the desired scale of operations at each airport. Each airport has a unique personality and interest in the general aviation community. This is a ten-year plan and we ask you to look out over the next decade and think about what you would like to see or not see at Quonset Airport. We will collect the information and hope to culminate with a plan that we can collectively look towards and have a clear picture of where we are headed. RIAC cannot and should not decide the future direction nor scale the future of the general aviation airports and we want your input. **Ms. Vitt** noted RIAC is here to provide a safe and functional environment for the use of the aviation facilities, but we have to do so in accordance with many federal requirements and regulations. We are a heavily regulated industry and organization. We are here to promote, operate and maintain the airports for the benefit of the state, local communities and stakeholders or users that reside at the airports. RIAC cannot regulate air space and we cannot discriminate on types of aeronautical uses at each of our airports where federal funding is accepted. **Ms. Vitt** noted we have conflicting interests among the stakeholders for the general aviation airports. The FAA has requirements for us to follow just like the State of Rhode Island. Their idea of what the general aviation airports should be could be different than what the neighbors think. Some host municipalities recognize the economic impact and some do not. Users and tenants would like to see certain facilities and amenities at the airport, which could conflict with the other interested parties. When you think of activity at the airport the next ten years, do you want to see more or less activity. RIAC finds itself in the middle of conflicting interests. Neighbors may want to see less activity due to noise and other concerns where developers and FBO would like to see additional activity for their businesses. We want you to think of where you are on the scale and provide your thoughts.

**Mr. Schattle** noted as RIAC is undertaking the strategic business plan and we are focused on leading the entire general aviation system to self-sustainability. One of our challenges is our current subsidy as a whole, which is around \$2.4M. We look at our revenue streams, expenses and debt service related to the airport system looking for opportunities to reduce the subsidy to head towards self-sustainability as a system. Quonset Airport is an interesting airport for us and has a lot of opportunities. Our revenue streams are about \$2M in the current year and we are focused on additional opportunities and we are looking forward to hearing from everyone. **Mr. Schattle** noted included in the expenses for the general aviation system are costs associated with RIAC staff and efforts related to those facilities, which reflects the actual costs for the operations. Quonset is unique to us as a system and we work well with the Quonset Development Corporation on revenue opportunities as well as revenue producing parcels around the airport that could benefit the airport and support the airport system. We appreciate the time and effort and everyone's feedback to look at revenue opportunities and address the subsidies for the system as a whole.

**Ms. Vitt** noted there are five key elements of the strategic business plan and they were introduced in 2019 when RIAC sent letters to stakeholders announcing the plan. The first one is the building and infrastructure condition assessment, which looked at the vertical buildings, tanks and storm water structures to identify capital needs and money needed to fix identified conditions. Similarly, we did a pavement condition assessment that looked at airside and landside pavements to determine what type of remedial activity would be required in the future and what the cost would be to perform that work. Lastly, we did an airspace analysis, which looked at all airports to identify any obstructions that we need to address. We will show you shortly that there are over 1,800 data points that need to be resolved across the state. **Ms. Vitt** noted RIAC is taking all the data and culminating it into a business and financial plan. We have to be fiscally sound and we have to understand the business arrangements around everything and self-sustainability is a goal of these plans. The stakeholder input is very important to this plan. The output of these five elements will be taken into consideration and put into a business plan that will include financial status, economic opportunities as well as the capital investments required. There is a taskforce established and engaged and many are on this call today. This is a three-phase program. **Ms. Vitt** noted this project was introduced in November 2019, emails and letters were sent to 11 host municipalities and 41 stakeholders announcing the general aviation strategic business planning effort. There is a dedicated webpage created to share this information. In phase one, we shared more than 41 documents, meeting minutes, notes and advertisements. All of that information is still there today and we are adding to that webpage with these meetings. We will be taking meeting notes from the recording and will post them to the webpage as well. Thirteen meetings were held between state officials, local leaders; community members and stakeholders in phase one. **Ms. Vitt** noted for the first three key elements of the plan that data has been collected and draft reports for all of the airports were created. There is one more round of editing before it will be finalized and the data will be used in the strategic business plan and all will be culminated into a financial plan. A financial consultant is poised to do the analysis in phase three. RIAC is investing \$1.24M in this effort as this is a very important project at RIAC and we are looking forward to moving into phase three in the next few months.

**Mr. Porter** noted in the summer of 2019, a field of experts, did a complete assessment of the landside and airside of all pavement conditions. That assessment allows us to remain in compliance with the FAA circular, which requires airports to have a pavement management program to remain eligible for funding. That assessment allows us to prioritize and backlog all the pavements system wide in order to manage the resources and prioritize those pavements that are in poor condition at each of our airports and plan accordingly. **Mr. Porter** noted through that assessment the consultant provided recommendations for future pavement rehabilitation and replacement needs. If we do not have the resources available right away, what are the costs to extend the life of the pavements over a period of years until we have the resources to replace. Through those recommendations an estimated project cost was developed and that helps us through our capital improvement program in order to make sure we have the available resources over the next five or ten years to get these pavements in good repair. **Mr. Porter** noted the infrastructure assessment was similar; an industry expert went out to look at the structures and facilities at all of our airports. They did inspections of building, fencing and electrical vault and brought recommendations for future recommendations and needs. Quonset Airport has a fairly new electrical vault, so that was in good repair. Where the FBO is

currently, they looked at that building, but they also looked at the older terminal, which they recommend full demolition and they looked at the fuel farm which is in good condition, but there are ideas of moving or expanding the fuel farm or perhaps keeping this one here and doing fuel elsewhere, but as far as the fuel farm itself, it is in good shape. There are two 12,500-gallon tanks filled with Jet A. They brought forth recommendations for future improvements and through that provided, us estimated project costs so we were able to do good capital improvement planning over the next five to ten years. **Mr. Porter** noted lastly is the system wide airport hazard study that was conducted where they went out and gathered aerial survey data and identified those existing and near term obstructions to our approaches to all the airports. This is to remain in compliance with the FAA grant assurance to make sure we are managing our hazards and obstructions and developing a plan to remove and mitigate those obstructions. We developed maps depicting the obstructions both on and off airport. Quonset Airport is primarily surrounded by water on three sides so the primary issue is runway 16. There are a number of obstructions on airport, we have some environmental vetting to do in terms of EA and wetland permitting, and we have some obstructions across the street in some parcels. We will be reaching out to those owners in the near term to get avigation easements to clear those obstructions. System wide we have identified 1,800 points so there is a lot of points throughout our system that we have to manage and we will be doing so diligently over the next year or two. We recently went to our board for the environmental assessment phase of this so that will be starting this month. **Mr. Porter** noted next month we will be going forward for avigation easement services to being the outreach to those parcels off airport. In the March time frame, we will go before the board for approval for the contractor services to get the obstructions down. It will not happen overnight, but we are very focused on this mitigation program and in the next two years, we will see a considerable amount of progress to maintain the existing approaches at our airports. Phase 2 is nearly complete and we are going to be rolling into phase three in 2021. We have had multiple meetings with town officials beginning the summer of 2020 and the host municipalities in the fall in this type of venue. On September 30<sup>th</sup> we had an afternoon and evening session with airport stakeholders tenant to discuss the same type of content. Here we are in January having a public outreach and we will roll into phase three we will distill a lot of the data we collected d put together a financial feasibility plan to understand how we can get the airports to not have to be subsidized by T. F. Green Airport.

## **2. Review known general aviation business challenges and opportunities specific to the airport being discussed.**

**Mr. Porter** noted Quonset Airport is a general aviation reliever airport. It is reliever to corporate activity at T. F. Green Airport. It is 754 acres with two runways; runway 5-23 is the shortest runway but it has the prevailing wind is 4,003 feet long and 75 feet wide and runway 16-34 is 7,504 feet long and 150 feet wide. The estimated annual operations is approximately 19,000, which includes landing or take off. The passenger's services include FBO, tie downs, hangars, fuel services and the one general aviation airport in the state that has an air traffic control tower facility. **Mr. Porter** noted the airport overlay zoning, was established in 1946 for host municipalities to establish overlay zoning, then again amended in 1999, to incorporate the word shall to enforce these overlay zones. We are eager to work with the host town municipalities, North Kingstown in this case, to get the overlay zones in the books and we are poised to work with these towns through the creation of an Airport Land Use Compatibility Handbook in 2013 as a way to help town planners to

implement these zones and RIAC is available to assist in that regard. This slide demonstrates the impact of our inability to remove off airport vegetative obstructions through acquisition of avigation easements. We have had to shorten the runways at Westerly Airport due to legal challenges there. We had to shorten runway 14 by 590' and runway 7 by 375'. **Mr. Porter** noted a considerable amount of runway has been lost for landing due to inability to remove off airport obstructions. These thresholds were relocated in January 2018; as a result, some navigational aids have been out of service and will be brought back on line once we are able to reestablish utility at this airport pending our success on the legal side or through legislation. We have had to return federal funds back to the FAA because of our inability to spend down the grants received and get the obstructions down.

**Mr. Goodman** introduced himself as the Director of Public Relations at RIAC, which includes working with lobbyists to address issues, such as on the preservation of airspace bill. Quonset Airport is unique in its own rights and certainly does seem appreciated as an asset to the community. The community itself recognizes it needs to maintain a safe airspace around the airport. The bill was introduced in the last legislative session; we had asked for and received the support of the town council in North Kingstown to have this issue passed. While there is nothing that seems to be impacting Quonset Airport in the same regard as the other airports, such as Westerly Airport and Newport Airport, it is recognized we have a statewide system of airports and this could impact any or all airports if this matter is allowed to go unaddressed. **Mr. Goodman** noted ongoing litigation has temporarily tied the hands of the DOT to address airspace hazards. That would only be in situations where we have been unable to reach agreements and good faith negotiations with homeowners regarding their airspace easements. At a certain point, the State has the right to take action and we are very confident in the litigation. One of the suggestions made during our series of meetings in 2019, is we look to the general assembly to see if we can address this matter and clarify the existing law, which we feel is appropriately clear and 49 other states are able to address these issues and we feel our law is clear on that. Nonetheless, this bill would provide greater clarity for the DOT to address those airspace hazards. **Mr. Goodman** noted we also, in gaining the passage of the senate judiciary committee, the full senate and what we hoped would be consideration in the house of representatives, we agreed to an amendment that makes clear, the intent of the bill is to restore, preserve and maintain runways and ensure a safe airspace to relieve any concerns of host communities that think this legislation would have any unintended consequence and allow for any expansion of the airport itself. It is a simple legislation with a few redlines that makes clear we are simply trying to address the existing airspace hazards and make sure that runways are able to be utilized at their full attended length. **Mr. Goodman** noted as many you know, if anything dies in the general assembly as it did during the last COVID shortened season, you have to start from scratch again. We are prepared to work with the senate sponsor from last year if Senator Sosnowski is interested in introducing the legislation again. We will again be reaching out to the communities and stakeholders seeking letters of support. In situations where we encounter a town where there is opposition, we can address those concerns head on. All the stakeholders at Quonset Airport can expect to hear from us again and we appreciate those letters of support to try and move this across the finish line. We have a great deal of confidence that we can have the legislation passed by the general assembly. I think they understand the issues and how important this is, but your letters of support will be a great help and you can expect to hear from me in the coming weeks.

**Ms. Vitt** noted specific to Quonset Airport, we have received complaints regarding low flying and/or circling aircraft and/or helicopters. We hear from the communities quite often in respect to noise mostly those that are nearby or adjacent to the airport. As we discussed, there are concerns from some regarding the tree and obstruction removal and the unwillingness to allow that to occur. These are typical at all of the airports across the board. We wanted to talk about planned near term projects pending funding and some potential opportunities as well.

**Mr. Porter** noted the older terminal is poised to be demolished within the coming year and this will make way for an area for a series of bulk hangars or one large bulk hangar similar to the one that is there currently to the right. We can demolish it and open up economic development and needed enhancements or storage capacity at the airport. The area in orange is the area I spoke of earlier about obstruction removal. Pending funding we will be seeking, an obstruction removal project at the runway 16 end. We are going through an environmental assessment process now and we will be reaching out to some commercial agencies for aviation easement so you will be seeing some progress on it. **Mr. Porter** noted the Runway 16-34 rehabilitation with taxiway alpha reconstruction, a bit of relocation for taxiway alpha to bring it in terms of separation compliance, is a large project and we are working with the RIANG and FAA to secure funding. The reconstruction will happen within next five years. This is a big project at Quonset Airport that will be coming up in order to get the runway 16-34 in the state of good repair. The areas in yellow on the map currently show as two hangars that were fairly newly constructed. Recently an RFQ for proposals was sent out and they are currently under review. This is an area under the Master Plan for t-hangars or smaller bulk hangar facilities at that location. The area to the left is also on the Master Plan and showed some t-hangars, but the smaller bulk hangars could be there. **Mr. Porter** noted the challenge is getting that area site ready in terms of access and we did some soil assessment in that area and peat could be an issue in terms of soil stabilization. Any development would have to do some due diligence in terms of our ability to develop in that area. It is available property we have at the airport and its' separation of runway 5-23 could be a potential for hangar development. The area in purple is under QDC lease right now that was approved by our board for a non-aeronautical type use. This will be a revenue generating opportunity for RIAC and for the airport system. Non-aeronautical meaning QDC intends to use it for additional parking capacity and offshore wind laydown area. This is a good revenue generator for the airport and the system as a whole. **Mr. Porter** noted the areas in blue both are, from an access standpoint due to the surrounding water and the smaller parcel landlocked by the runway. Access would have to be constructed and its proximity to the water and of course the RIANG using the area for drop zone activities, it would need to be discussed if any type of future activity would happen in that area. We would have to be well coordinated with the RIANG for the use of that site. Those are longer term unless a proposal comes to us to develop those sites. It is a large upfront cost to get pad ready. **Ms. Vitt** noted this is the info we put together based on feedback from previous discussions and now we would like to hear from you. If you have any ideas or comments on the slide.

3. **Obtain public input on future challenges and opportunities that may be present for the specific general aviation airport being discussed – 60 minutes.**

**Ms. Vitt** noted we will open it up to the public input section. We had two people sign up to speak.

**Mr. Richard Langseth** thanked RIAC for the opportunity to speak and noted the biggest concern is about the self-sustainability at general aviation airports. If you take that approach, also consider the general aviation aspect at T. F. Green Airport. I do not know why you would be separating these airports out from the general aviation scene. I am dumbfounded by this. When RIAC was organized, there were no discussion of two RIAC's, only one RIAC and its responsibility is to maintain aviation at the airports. Why are you separating these airports and forget about the general aviation at T. F. Green Airport is a serious flaw in the plan. I plan to discuss this with my representative in the general assembly because you are asking these people for legislation, which is fine, but the whole picture should be presented, not just a part of it. What is being attempted is a budget, which includes capitalization, but I am not sure that is a budget, that shows RIAC is subsidizing these general aviation airports. The truth is RIAC is subsidizing all of the airports. **Mr. Langseth** noted for example, the Intermodal Facility that goes to the train station at T. F. Green Airport is being subsidized by RIAC, but we do not hear we think we are going to cut this off because it is being subsidized. RIAC is a state agency, not a private business, it is not even an enterprise fund, and you have to look at this in more detail. When you come out with your report, include the general aviation from T. F. Green Airport and strike out the idea that these airports need to be self-sustaining. They really cannot be especially Block Island, the only regional airport in the state and that is never going to be self-sustaining. **Mr. Schattle** thanked **Mr. Langseth** and noted we appreciate him taking the time to comment at the meetings. As we look at these airports, the expectation from FAA is for the airports to be self-sustaining and that is also an expectation for us. As we look at the airports across the system, as should be loud and clear through this exercise, the concept of the strategic business plan is to develop opportunities to address the subsidy and the revenue streams going forward. There is a heightened effort for RIAC. Nothing in this approach is intended to cut or deemphasize the importance of the general aviation system. As we go through this, we have a fiduciary responsibility across the system, and it is important to recognize the concept of revenue streams and cost centers for us. As we look at T. F. Green Airport as an example, obviously there is general aviation activity at T. F. Green. As we have discussed at other public meetings, we have commercial carriers and agreements with those commercial carriers at T. F. Green Airport. There are rates and charges that are applied to commercial carriers and related activity associated with commercial service and flights at T. F. Green Airport. There is an expectation and understanding that those costs are reinvested in the airport where they operate and that would be at T. F. Green Airport. **Mr. Schattle** noted when we look across the system, the general aviation system, it is important to address the self-sustaining ability and address the subsidy across the system. At the end of the day, it is important the individual airports and general aviation system to be self-sustaining as a whole. When we look at revenue streams and costs associated with the system, just like here at T. F. Green Airport, we do segregate out the Interlink Facility from other general airport revenues and expenses. This information is accounted for and is audited on an annual basis. That information is focusing on, the expectation the revenues associated with certain airports should be reinvested in those airports. The fact is T. F. Green Airport is subsidizing the general aviation system. The goal of this is to address it. The goal is not to cut or remove and actually, you are seeing through this effort an additional amount of resources being applied to the whole system and focusing on improving and moving forward.

**Mr. Bill Weedon** noted he submitted questions in advance and **Ms. Vitt** confirmed she received the email on Friday and shared with the group. **Mr. Weedon** noted he has been a Quonset Airport tenant about 20 years and there a couple of concerns he wanted to address. Some of them were already addressed by Dan for example. The pilots notice the snow removal plan is quite different from in the past when there was one contractor doing the snow plowing. Now RIAC is responsible for plowing the runways and taxiways and independent leaseholders, FlightLevel, etc. are plowing their areas. We noticed the consistency is not what it used to be with one contractor doing the whole airport and it was top notch. The general aviation gate and parking lot going to the old terminal is not plowed and the pavement is cut up a bit. In plowing the runways, there was some issue where we have ten pieces of equipment, but only three are manned. I want to make sure going forward we are prepared to address if we have a bigger snowstorm, the runways will be done properly and the airport will be fully open. I am not saying every square inch of the airport has to be plowed, not every area needs to be plowed, but it will impact the overall revenue at the airport. **Mr. Weedon** noted on the fuel tank, I would be interested to see if there is a plan to move the tanks in the Master Plan and I have some ideas I made available in the email. The status of the parcels, I did go on the record of opposing the purple area on the north side of the airport because it is next to the runway and it could be better used for aeronautical used if the site was prepared. I really hope the old tower and terminal gets knocked down because that is an excellent space to build a large corporate bulk hangar and that will increase the revenue at the airport and help sustainability at all the airports. Across 5-23, I would like to see that site become pad ready because there is only one site right now that is available right now for building hangars and that is the site where there was an RFP, right next to the tower. If the site across from 5-23 could be made available, the road is currently blocked with a gate that the boat yard is saying is restricted. **Mr. Weedon** noted he would like to see that area developed into pad ready sites for t-hangars. The spot next to the tower would be better. Apparently, there was money in the budget a few years ago to tear down the old terminal. It is a big impact to make the airport look more presentable and opening a prime site for large corporate hangars. **Mr. Weedon** noted RIAC received \$24M in COVID-19 money, curious if it is just for general aviation airports or does it include T. F. Green airport for COVID-19 relief and during the Newport Airport meeting it was mentioned it was used to pay down debt. What debt was paid down and do we see a reduction in the general aviation debt service because of that funding. Is part of that funding still available, could it be used to take down the old terminal or prepare the site across 5-23. We have been asking for a long time for ASOS, but the tower says that is why they are there. The problem is, on Monday's the tower is closed and at night, and if you come in late at night, there can be a lot of fog. An ASOS system at Quonset Airport would be very helpful. Some people say we have weather at Newport Airport, but the weather can be quite different at Quonset Airport. **Ms. Vitt** noted regarding the old terminal and its demolition, we just recently completed the asbestos abatement in that facility so there are steps being taken to poise it to be ready for demolition and we are currently scoping the design of the demolition with an on-call consultant so we can be ready for the next phase. There are several funding sources we are looking at to continue with that project. That project is very active right now. RIAC previously discussed moving the fuel tanks, but there is no current activity on moving that at this time. The runway project that Dan mentioned before, the actual timing of that is pending federal funding and pending DOD funding because there is a split there. We are looking at the federal fiscal year 2022 to start that project design with a construction in the

federal fiscal years 2023 – 2024. Dan mentioned over the next five years. **Mr. Wiggin** noted in 2018 the structure of the maintenance and FBO services and the entire general aviation system was changed. RIAC assumed the role of maintenance, and then the FBO services were put out in an RFP, and our partner FlightLevel takes care of that. In 2016, RIAC spent \$3M to upgrade equipment at T. F. Green Airport and it gave us the opportunities to funnel some newer equipment to the general aviation side of the house. There were some circa 1980 dump trucks and plows working on the runways so we got some newer equipment at both North Central Airport and Quonset Airport to help keep up with the snow removal. We work with the FBO and we have a matrix we use for snow removal to prioritize what we are going to do and when we are going to do it. **Mr. Wiggin** noted if there are flight operations we will do our best to keep Quonset Airport open. We supplement it with three or four people and then when we catch up at T. F. Green Airport I have been sending people to Quonset Airport and North Central Airport as needed. The one thing that will change a bit is that it will probably not be open continuously during snow especially if we are getting 2" an hour. We do not have enough resources to do that. There are currently seven pieces of equipment at Quonset Airport as long as they are all running. Our goal is to get it open as fast as possible but there might be a delay. The last storm was unique due to an icing event that we usually do not have at Quonset Airport and we struggled for a day to get that open. Our goal is to make it useable as fast as possible and clean it up and have it as safe as possible particularly the primary runway, which although the wind favoring runway is 5-23, our snow plan considers 16-34 the priority one runway. **Mr. Wiggin** noted in 2016 RIAC entered into an MCCA with RIANG to do a cabling project for the glideslope. At that time, the backbone was also installed for an upgraded weather system for the guard. They have been on a waiting list for a while. The only other option would be to put in a SWS in, which is a self-funded system that I have reached out to the FAA to see if there were any systems laying around. They just completed an upgrade project and they are looking into that for a resource. The best bet would be if the RIANG gets an upgrade on their system because they are using a portable system, which they have to fund twice a year calibration on it. They are working on getting a full time system on the airfield also. The backbone has already been installed. We will keep you up to date on that, we think it will benefit everybody.

**Mr. Schattle** noted on the CARES act funding, the bulk of the \$24M is for T. F. Green Airport, \$22M is for T. F. Green Airport and \$2M is for the general aviation airports. Those funds will be used for debt service and operating type expenses. These funds are not being used for capital type of improvements. It is encouraged to be used for debt service and operating expenses. They will be utilized over the next couple of years, and as we close out the year, you will see those be assigned to their respective cost centers as well.

**Mr. Schattle** noted there is some uniqueness to Rhode Island and RIAC as we go through this review. RIAC is unique with a general aviation system with five general aviation airports being supported through T. F. Green Airport, a commercial carrier airport, without additional revenue streams that many other states have. We ran an analysis that shows 47 of the 50 states have other revenue streams that are able to be utilized for airports in the general aviation airports such as aviation fuel tax and/or other types of state subsidies.

The purpose of this discussion is not for us to push aviation fuel tax, but we are identifying this as a challenge for us. At one of the previous meetings, we were discussing Connecticut as an example, which has Bradley Airport with five general aviation airport system. Looking at the 2019 as a baseline and comparison, reflected in their financial statement, you can see they had the benefit for the general aviation system more than \$7M

of aviation fuel tax. As we go through this and identify the challenges as we are trying to move the entire system and RIAC forward., There is a reality of a challenge for us to have a general aviation system of five general aviation airports currently being supported by one commercial service airport without additional resources such as aviation fuel tax and other types of state subsidies. That is the baseline of the challenge and we are looking for opportunities to address that going forward. **Mr. Weedon** noted the debt service at Quonset Airport shows \$800,000 and asked if that is the hangar at the currently terminal mostly, there is probably other runway things thrown in there, but it seems like Quonset Airport debt is higher than other airports, assumed that was for the terminal. **Mr. Schattle** confirmed the new terminal in place is the major component. **Mr. Weedon** asked what the loan is on that debt and you noted the \$2M was from COVID, what debt in the general aviation airport is that to relieve. **Mr. Schattle** noted we will be using that funding for debt service related to all of RIAC including these general aviation airports. It includes debt service related to Quonset airport including the facility, the Block Island debt service related to terminal improvements and the North Central hangar. They are part of the overall general airport revenue bonds and we will assign the debt service as well as the benefits from those funding sources to those debt service responsibilities.

**Ms. Vitt** thanked everyone for their interest and comments. The minutes of this meeting will be posted on the website as well on the pvdairport.com general aviation webpage. Email any additional feedback to the info on slide 21 of the presentation. Keep in touch and we will continue to plan the development.

**4. Adjournment:**

**Ms. Vitt** moved to adjourn at approximately 7:04 p.m.

**PUBLIC ATTENDANCE SHEET**  
**RHODE ISLAND AIRPORT CORPORATION**  
**MEETING OF GENERAL AVIATION STRATEGIC BUSINESS PLAN PUBLIC INPUT**  
**MEETING – NORTH CENTRAL AIRPORT**  
**TUESDAY, JANUARY 19, 2021**

<b><u>NAME</u></b>	<b><u>AFFILIATION</u></b>
Don Stubbs	RIAC
Dennis Greco	RIAC
John Goodman	RIAC
Brent Semple	RIAC
Jeff Wiggin	RIAC
Dan Porter	RIAC
Christine Vitt	RIAC
Danielle Fontaine	RIAC
David Cloutier	RIAC
Brian Schattle	RIAC
Nicole Williams	RIAC
Brittany Pagliarini	RIAC
Donna Melone Courtemanche	RIAC
Marion White	RIAC
Alicia Seabury	RIAC
Steve Golderese	RIAC
Joseph Rodio, Jr.	Rodio & Ursillo
Richard Langseth	Constituent
Libby Kimzey	State of Rhode Island
Colonel Adam Wiggins	RIANG
Nick Burlingham	FlightLevel

**PUBLIC ATTENDANCE SHEET**  
**RHODE ISLAND AIRPORT CORPORATION**  
**MEETING OF GENERAL AVIATION STRATEGIC BUSINESS PLAN PUBLIC INPUT**  
**MEETING – QUONSET AIRPORT**  
**TUESDAY, JANUARY 19, 2021**

<b><u>NAME</u></b>	<b><u>AFFILIATION</u></b>
Gid Fisher	Constituent
Bill Weeden	Pilot
Philip Cox	Constituent
Dave Lucas	FlightLevel
Peter Eichleay	FlightLevel