Welcome, introductions and agenda

1. Provide an overview of the general aviation strategic business plan process and progress.

2. Review general aviation business challenges and opportunities for WST.

3. Obtain public input on future challenges and opportunities that may be present at WST.

4. Adjournment.
Purpose of the general aviation strategic business plan

- Define the future direction of our general aviation airports.
- Understand the scale of desired future operations.
- Culminate with a plan that we can collectively work towards.

RIAC alone can not and should not decide the future direction nor scale of our general aviation airports, so we are asking for your input.
RIAC roles and responsibilities

- Provide a safe and functional environment for the use of aviation facilities in accordance with federal requirements.
- Promote, operate, and maintain our airports for the benefit of the state, local communities, and stakeholders.

*RIAC can’t regulate airspace and RIAC can’t discriminate on aeronautical uses where federal funding is accepted*
### General aviation stakeholders have conflicting interests

<table>
<thead>
<tr>
<th>Federal Aviation Administration</th>
<th>State of Rhode Island</th>
<th>Airport Host Municipalities</th>
<th>Pilots/Stakeholders</th>
<th>Neighbors</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Mandates Preservation of Safe Airspace Bill</td>
<td>• Working on passage of Preservation of Safe Airspace Bill</td>
<td>• Two of ten formally support Preservation of Safe Airspace Bill and two oppose</td>
<td></td>
<td>• Property owners filed a lawsuit in March 2016 in WST preventing hazard removal via condemnation</td>
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<td>• Controls all US airspace</td>
<td></td>
<td></td>
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<tr>
<td>• Requires airspace hazard mitigation</td>
<td>• Passed laws mandating &quot;airport zoning&quot; to mitigate hazard areas in 1999</td>
<td>• Seven of ten municipalities have not implemented airport zoning. Where zoning is in place enforcement can be a challenge</td>
<td>• Support mitigation of airspace hazards</td>
<td>• Mixed stances and positions</td>
</tr>
<tr>
<td>• Requires fair market value for easement acquisitions</td>
<td>• The State judicial system issued an injunction, through the Superior Court, preventing avigation easement acquisition and obstruction removal via condemnation in 2017</td>
<td>• No support for the ongoing litigation</td>
<td>• Did not respond to airport request to join the lawsuit</td>
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<tr>
<td>• Controls federal funding for easements and obstruction removal</td>
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<tr>
<td>• Issues federal funding for capital improvements</td>
<td>• State exercises condemnation on behalf of RIAC</td>
<td>• Verbally support development at the airport but may not support the Preservation of Safe Airspace Bill or aviation easements</td>
<td>• Support capital investments</td>
<td>• Most do not support additional development</td>
</tr>
<tr>
<td>• Required $92,000 in 2019 be returned for obstruction removal design at WST</td>
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Where are YOU on the airport activity scale?

We would like input from all stakeholders including elected officials, towns, businesses, citizens, neighbors.
The strategic business plan will address subsidies at general aviation airports

<table>
<thead>
<tr>
<th></th>
<th>Block Island</th>
<th>Newport</th>
<th>North Central</th>
<th>Quonset</th>
<th>Westerly</th>
<th>FY 2021 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenue</strong></td>
<td>$ 64,000</td>
<td>$ 80,000</td>
<td>$ 410,000</td>
<td>$ 2,075,000</td>
<td>$ 251,000</td>
<td>$ 2,880,000</td>
</tr>
<tr>
<td><strong>Payroll Expenses:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Direct</td>
<td>92,500</td>
<td>92,600</td>
<td>92,700</td>
<td>92,800</td>
<td>92,400</td>
<td>463,000</td>
</tr>
<tr>
<td>Indirect</td>
<td>2,208,600</td>
<td>2,208,600</td>
<td>2,208,600</td>
<td>2,208,600</td>
<td>2,208,600</td>
<td>2,208,600</td>
</tr>
<tr>
<td>Revenue Producing Parcels - QDC</td>
<td>187,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Operating Expenses</strong></td>
<td>359,800</td>
<td>108,400</td>
<td>148,600</td>
<td>352,100</td>
<td>125,400</td>
<td>1,094,300</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td>452,300</td>
<td>201,000</td>
<td>241,300</td>
<td>631,900</td>
<td>217,800</td>
<td>3,952,900</td>
</tr>
<tr>
<td><strong>Operating Income/(Loss)</strong></td>
<td>(388,300)</td>
<td>(121,000)</td>
<td>168,700</td>
<td>1,443,100</td>
<td>33,200</td>
<td>(1,072,900)</td>
</tr>
<tr>
<td><strong>Debt Service</strong></td>
<td>(139,000)</td>
<td>(100,000)</td>
<td>(198,000)</td>
<td>(668,000)</td>
<td>(8,000)</td>
<td>(1,113,000)</td>
</tr>
<tr>
<td><strong>Capital Costs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(250,000)</td>
</tr>
<tr>
<td><strong>Total Contribution/(Subsidy)</strong></td>
<td>$(527,300)</td>
<td>$(221,000)</td>
<td>$(29,300)</td>
<td>$775,100</td>
<td>$25,200</td>
<td>$(2,435,900)</td>
</tr>
</tbody>
</table>
Key elements of the strategic business plan

1. Building and infrastructure condition assessment
2. Pavement condition assessment
3. Airspace analysis
4. Business and financial plan
5. Stakeholder input

General Aviation Strategic Business Plan
- Financial Status
- Economic Opportunities
- Capital Investments

A task force is established and engaged.
The strategic plan development will occur over 3 phases.
Phase 1 accomplishments

- Letters and emails sent to 11 municipalities and 41 stakeholders to announce the strategic planning effort.
- Dedicated webpage created to share information and ensure transparency. To date more than 41 documents have been added to this page. [GAstrategicbusinessplan@pvdairport.com](mailto:GAstrategicbusinessplan@pvdairport.com)
- 13 meetings held between RIAC task force and State officials, local leaders, community members, and stakeholders.
Phase 1 accomplishments

- Pavement analysis $538,000
- Building and infrastructure assessment $197,000
- Airspace analysis $499,000
- Financial consultant $123,000

RIAC is investing nearly $1.24 M in data collection and subject matter expertise for the strategic business planning efforts at general aviation airports.
Airports must have a pavement management plan (PMP) for pavement projects to be eligible for federal funding

- Assessment of airside and landside pavement conditions
- Recommendations for future pavement rehabilitation and/or replacement needs
- Estimation of project costs

FAA AC No: 150/5380-7B – Airport Pavement Management Program
...use of this advisory circular is mandatory for all projects funded with federal grant monies...
The infrastructure assessment assesses the overall condition of buildings and assets other than pavements

- Inspections of assets including buildings, fencing, electrical vaults, drainage
- Recommendations for future infrastructure rehabilitation and/or replacement needs
- Estimation of project costs
Airports must mitigate airspace hazards to comply with Federal Aviation Administration (FAA) grant assurances

- Collection of aerial survey data to identify existing and near term obstructions
- Develop maps depicting obstruction locations and required avigation easements

**FAA Grant Assurance 20 Hazard Removal and Mitigation:** “take appropriate action to assure that such terminal airspace ... will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards”
Phase 2 is nearly complete and phase 3 will initiate in 2021

- Multiple meetings with host town officials:
  - July 28, 2020 Town of Portsmouth
  - July 30, 2020 Town of North Kingstown
  - July 30, 2020 Town of Westerly
  - August 4, 2020 Town of Middletown
  - August 6, 2020 City of Newport (City Manager)
  - August 12, 2020 Town of Lincoln
  - August 13, 2020 Town of Smithfield
  - October 2, 2020 Town of New Shoreham

- Two airport stakeholder/tenant meetings on September 30, 2020

- January 2021, public input meetings
Westerly State Airport

Category: Primary (Non-Hub) - GA

Acres: 321

Two Runways:
- 07-23 4,010’ x 100’
- 14-32 3,960’ x 75’

Est. Annual Operations: 19,000
Source: FAA 5010 Record

Est. Annual Enplanements: 16,000
Source: FAA TAF – 2019

Aviation Services:
- Passenger Services
- Tie Downs and Hangars
- Fuel and Maintenance
Airport overlay zoning and enforcement is a requirement per Rhode Island State Law

- Rhode Island Law Established in 1946, and amended in 1999
- RIAC created an Airport Land Use Compatibility Handbook in 2013 and distributed to host municipalities

**RI State Law Sect 1-3-4:** ‘In order to prevent the creation or establishment of airport hazards, every political subdivision having an airport hazard area wholly or partly within its territorial limits shall administer, and enforce, under the police power and in the manner and upon the conditions prescribed, airport zoning regulations for that part of the airport hazard area which is within its territorial limits, which regulations may divide the airport hazard area into zones, and, within those zones, specify the land uses permitted and regulate and restrict the height to which structures and trees may be erected or allowed to grow’
Runways have been shortened for landing at Westerly State Airport to mitigate for existing airspace obstructions

- Runway thresholds displaced in January 2018
- Multiple navigational aids out of service
- Federal funding challenged
The “Preservation of Safe Airspace” bill has been drafted to clarify state law

Letters of Support
✓ Aircraft Owners and Pilots Association
✓ Rhode Island Pilots Association
✓ Skydive Newport
✓ Town of New Shoreham
✓ Town of North Kingstown
✓ Federal Aviation Administration
✓ Flight Level
✓ Blackstone Valley Tourism

Opposition
✓ Town of Middletown
✓ City of Warwick

No Declared Position
☐ Town of Westerly
☐ Chambers of Commerce
☐ Tourism Councils
☐ Other stakeholders
☐ City of Newport
☐ Town of Portsmouth
☐ Town of Lincoln
☐ Towns of Smithfield and North Smithfield

“By passing the airspace legislation, the State enables RIAC to meet the requirements of these two critical operational and safety associated assurances. Grant Assurance 19, Operations and Maintenance, requires RIAC to operate airports safely and efficiently. Grant Assurance 20, Hazard Removal and Mitigation, relates to removal of obstructions in airport’s airspace, thus protecting the flying public and the community surrounding the airports.”

Gail Lattrell, Director, New England Region Airports Federal Aviation Administration
General aviation community concerns at WST

- Low flying and/or circling aircraft and helicopters
- Noise
- Tree/obstruction removal
Projects pending FAA funding, and potential future opportunities

Projects, pending FAA funding
1. Avigation easement acquisition and obstruction removal

Potential Opportunities
1. Additional hangars
2. Seasonal boat storage
Contact and project information for the general aviation strategic business plan

Thank you for your interest and comments.

• RIAC will prepare and post meeting notes
• Updates will be posted to our website https://www.pvdairport.com/corporate/general-aviation-strategic-business-plan
• Email at GAstrategicbusinessplan@pvdairport.com

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