T.F. Green Airport (PVD)
Master Plan Update

Technical Advisory Committee (TAC)
Meeting #3
Preferred Alternatives

February 2020
Master Plan Purpose

• Define feasible and flexible development plans to accommodate forecasted demand over a 20 year period.

• FAA defined process to provide framework for development.

• Tools for Airport to react to uncertainties by examining industry trends, technology improvements, and regional economic development variables.

• No runway lengthening or realignment is being considered; concepts within existing property.

• All proposed projects still require NEPA process.
Status

- Working Draft Paper Completed
- Current Effort

- Inventory
- Forecasts of Demand

- Demand/ Capacity Facility Requirements
- Alternatives Development and Evaluation
- Phasing and Financial Strategy

- Stakeholder and Public Involvement

- Environmental Overview and Considerations

- Master Plan Report
  Requires FAA Approval

- ALP Set
  Requires FAA Approval
Existing Airfield Layout
Forecast Summary and Planning Activity Levels (PAL)

- Total Annual Aircraft Operations: 72,000 -> 89,000
- Annual Enplanements: 1.9 m -> 3.7 m
- PMAD Peak Hour Enplanements: 708 -> 1,335
- PMAD International Arriving Passengers: 252 -> 488
Forecast versus Actual Activity

Planning Activity Level (PAL) Tracker

- TAF Jan 2018
- TAF Feb 2019
- TAF Jan 2020
- Master Plan Enplanements Forecast
- Enplanements Tracking Forecast

Actual high enplanement level of 2,879,602
Facility Requirements Process

- Planning Activity Levels (PALs)
- Demand versus Capacity
- Determine requirements
  - Airfield
  - Terminal
  - Roadways/Ground Access
  - Cargo/GA/Corporate
  - Support Facilities

Figure 20—PVD Distribution of Daily Scheduled Aircraft Operations

Sources: Official Airline Guide; WSP Analysis; Compiled by WSP.
Airfield Alternatives

• The following conclusions reached:
  • No runway extensions or realignments required.
  • The design aircraft remains a C-IV, with future design aircraft considerations for C-V (500 or more annual operations).
  • Airfield geometry improvements are required to meet FAA design standards and maximize safety.
  • Airfield lighting improvements are required to enhance safety.
Alternatives Development – PAL 1 (0-5 Years)

Green Airport

T.F. Green Airport
Master Plan

Alternatives Development
PAL 1 (0 - 5 Years)

Legend
- Property Line
- Existing Pavement
- Existing Buildings
- PAL 1 Proposed Pavement
- PAL 1 Proposed Buildings
- PAL 1 Proposed Demolition
- Area Reserved for Future Aeronautical Development
- NAVAID
- Proposed NAVAID
- Proposed Environmental Screen

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Proposed Projects

PLANNING ACTIVITY LEVEL SMALL (0-5 YEARS)

PROPOSED PROJECTS

LEGEND: L - LANDSIDE, A - AIRSIDE, T - TERMINAL, S - SUPPORT FACILITIES

1. Existing Environmental Stewardship
2. Construct Additional Entrance to Lot E
3. Construct South Gate Terminal TPA in RW 16/34, West of RW 9/23
4. Reconfigure 17W B to be Parallel with RW 18/34
5. Vehicular Direct Access from Renters/Drivers to RW 23 Exit
6. Wider Minimum RW 23 Exit Road to 291 FT x 100 FT
7. EPA Portion of TWA Link between RW 9/23 and RW 16/34, west of Terminal C
8. South Side Environmental Utilities, Inland Wall Replacement, Environmental Screen Construction
9. Construct 20,000 SF Body Cargo Facility
10. Demolish/Remove Old Terminal Building and Construct 55,000 SF Cargo Facility and 250,000 SF Apron Expansion
11. Construct RON Apron to Accommodate 2 ADO I + 3 ADO III
12. Construct 166,000 SF ADO II + Cargo Facility w/ Access to Main Area

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Alternatives Development – PAL 2 (6-10 Years)
Alternatives Development – PAL 3 (11-20 Years)
Alternatives Development – Ultimate (20+ Years)
Alternatives Development

PROPOSED PROJECTS

PLANNING ACTIVITY LEVEL [PALL 1] 9-12 YEARS

L 1.1 First Entrant/Deplaning Screen at Mainline
L 1.2 Concourse Additions to East End
A 1.1 Construct South Side Parallel Runway S to RW 19/31, West of RW 522
A 1.2 Reconect RW 2 to be Parallel with RW 19/34
A 1.3 Remove Direct Access from North Apron to RW 23 End
A 1.4 West End Parallel RW 23 End Taxiway to 200 FT x 400 FT
A 1.5 Shift Portion of RW 22 Between RW 522 and RW 19/34 Separation from RW 19/34, Rebuild Terminal Building
T 1.1 Concur Terminal Expansion on South Side of Main Concourse (21,000 SF)
T 1.2 South Side Development Utilities, Noise Wall Removal, Environmental Screen Construction
T 1.3 Concur 20,000 SF West Cargo Facility
T 1.4 Demolition/Deplaning Old Terminal Building and Construct 25,000 SF Cargo Facility and 28,000 SF Apron Expansion
T 1.5 Construct 50,000 SF, ADD V Cargo Building with Access to Main Ave

PLANNING ACTIVITY LEVEL [PALL 2] 6-8 YEARS

L 2.1 Reconect Bridge Sundance Roadway
A 2.1 North Portion of RW 9 and Construct Additional RW Entrance/Gate to Runway 522
T 2.1 Concur Planned Concourse (106,000 SF) and Affiliated Apron Area (580,000 SF)
T 2.2 Ground Level Parking Facility (612,000 SF)
T 2.3 Baggage System Expansion (16,000 SF)
T 2.4 Baggage System and Grounds Quad Baggage Make-Up Expansion (16,000 SF)
T 2.5 Demolish Hangar 2 and Construct Two 40,000 SF Corporate Hangar
S 2.1 ARFF Building Expansion (75,000 SF)
S 2.2 Maintenance Facility Expansion (12,000 SF), Parking Area Expansion (12,000 SF), and Access Road to RW for GRE
S 2.3 Fuel Storage Expansion (35,000 SFL, Tucks
S 2.4 Concur 20,000 SF Cargo Facility Expansion
S 2.5 Concur RDN Apron to Accommodate 16 ADD V or 3 ADD III
S 2.6 Add 20,000 SF North Apron Expansion (200,000 SF)

PLANNING ACTIVITY LEVEL [PALL 3] 4-5 YEARS

L 3.1 Reconect Airport Connector Road and Exit/Enter
A 3.1 From Portion of RW 22 to 400 FT Separation from RW 19/34
A 3.2 Concur 100,000 SF Cargo Facility Expansion and Employee Parking Lot with Access to Main Ave.
L/T 3.1 Ultimate Out BUILD OUT 10-15 YEARS

L 4.1 Concur Parking Garages with Connections to Terminal
T 4.1 Terminal (212,000 SF) and Apron (354,000 SF) Expansion
A 4.1 Concur Additional Runway for Terminal Area Operations

PROPOSED PAVEMENT MAINTENANCE PROJECTS

PLANNING ACTIVITY LEVEL [PALL 1] 10-15 YEARS

P 1.1 Runway 522 Reconstruction
P 1.2 Runway 522 Reconstruction
P 1.3 Terminal A, B, and C Reconfiguration
P 1.4 Terminal A, B, and C Reconfiguration
P 1.5 Runway D Portal Reconstruction
P 1.6 Runway E Portal Reconstruction
P 1.7 Cargo Apron North Reconstruction
P 1.8 Cargo Apron South Reconstruction

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Environmental Overview

• Developed environmental constraints map

• Held environmental workshop

• Matrix of environmental considerations

• Assessed based on preliminary alternatives

• Preferred Development Program projects by type/PAL
  • Likely Federal Permits/Approvals
    • Categorical Exclusion, Environmental Assessment
    • Section 106; Section 4(f); CRMC Consistency
  • Likely State Permits/Approvals
    • WQC; RIPDES; RIHPHC Review; RIDOT Physical Alteration
  • Likely Municipal Permits/Approvals
    • City of Warwick - Coordination
PLEASE JOIN US

We would like to invite you to the Master Plan Open House at T.F. Green Airport. The Open House will be led by the RIAC Infrastructure Department, and is another opportunity for the public to discuss plans status.

February 20, 2020
from 4:00pm to 8:00pm

Note: Presentations will be given at 4:15pm and 6:15pm, followed by Q&A after each presentation.

T.F. Green Airport
Warwick, Rhode Island
Rhode Island Airport Corporation
Mary Brennan Board Room - 2nd Level
Parking will be validated | Light refreshments will be served
Key Next Steps

- **February 2020**
  - Complete work on financial and implementation plan
  - Refinements and final documentation review

- **March 2020**
  - RIAC Board briefing
  - Complete draft Master Plan
  - Submittal to FAA for review of draft final document and Airport Layout Plan