



U.S. Department
of Transportation
**Federal Aviation
Administration**

Federal Aviation Administration
New England Region

12 New England Executive Park
Burlington, MA 01803

September 28, 2009

To: Coordination Group Member

Dear T.F. Green EIS Coordination Group Member:

As you may recall, work on the T.F. Green EIS began in 2005, with the first public Scoping session. The initial noise analysis was based on the most current information available at that time. That included the most updated version of the Integrated Noise Model, and calendar year 2004 aviation activity levels. Projecting those activity levels into the future, we developed aviation forecasts for the EIS analysis years 2015, 2020 and 2025. FAA environmental policy requires that aviation forecasts used in an EIS be within a specific range when compared to the national forecasts developed by the FAA Office of Aviation Policy and Plans (APO) in Washington. The EIS forecasts for the T.F. Green EIS met that range of accuracy when they were developed.

The EIS has taken longer than originally anticipated. Since 2005, a newer version of the Integrated Noise Model has been issued. Also, the economic downturn has caused a downturn in aviation activity at most airports around the country. As a result, APO has revised the aviation forecasts for all airports, showing a continued drop in activity levels.

The FAA has considered the potential effects of these two changes on the T.F. Green EIS. Based on a recent review of the preliminary EIS data, it appears the lower aviation forecasts will cause a change in the future noise contours. This will result in fewer homes falling inside the area of significant impact. The FAA must fully and accurately disclose the environmental impacts of airport projects, and can only fund mitigation for those impacts which are reasonably foreseeable. Based on our most current information, it appears the level of noise impacts and resulting mitigation will be less than originally anticipated.

To ensure the most current and accurate information is utilized in the EIS, the FAA has determined the T.F. Green EIS noise analysis must be revised to use the most recent noise model and aviation forecasts that are more representative of the current condition. We will also use this opportunity to update the air quality analysis, using the latest modeling and guidance. These revised analyses are now underway.

This additional analysis will result in several months delay in the issuance of the Draft EIS, which was originally scheduled for November 2009. We now anticipate the Draft EIS will be issued in the spring of 2010. We anticipate public meetings, and perhaps a Coordination Group meeting, in that same time frame. Please do not hesitate to contact FAA Project Manager Richard Doucette if you have any questions regarding the T.F. Green EIS.

Sincerely,

LaVerne F. Reid
Manager, Airports Division

cc: Mr. Jeffrey Emidy, RI Historical Preservation and Heritage Commission
Mr. Guy Lefebvre, RI Rivers Council
Mr. Jarred Rhodes, RI State Wide Planning (RIDOA)
Mr. John Fulton, RI Department of Health
Mr. Michael Gannon, RI Department of Transportation
Mr. Ronald Gagnon, RI Department of Environmental Management
Mr. Noah Dorius, Department of Housing and Urban Development
Mr. Michael Ludwig, National Marine Fisheries Service Regional Administration
Mr. Greg Mannesto, U.S. Fish and Wildlife Services
Ms. Anemone Mars, Narragansett Indian Tribe
Mr. Peter Butler, Federal Transit Administration
Mr. Robert Desista, U.S. Army Corps of Engineers
Mr. Matt Schweisberg
Mr. Peter Holmes, EPA
Mr. Tim Timmerman, EPA
Mr. Matt Wojcik, Office of the Governor
Honorable Scott Avedisian, Mayor, City of Warwick