Executive Summary

The first Airport Master Plan (AMP) was completed in 1984 and updated in 2000. The current FAA approved Airport Layout Plan (ALP) is dated November 9, 2001. The FAA suggests updating the AMP every five year in accordance with FAA Advisory Circular (AC) 150-5070-6B, *Airport Master Plans*.

The AMP is a guide for implementing a 5-year capital improvement plan (CIP) and to assess the impact of other public or private airport development on the safety and operational needs. The objectives of this study are to: (a) update the airport inventory and forecasts to reassess the airport role, (b) assess airport's ability to meet latest FAA design standards, (c) assess the feasibility of providing a precision instrument approach and (d) identify projects for the planning period.

NOTE: This Executive Summary only provides with the reader with highlights of each Chapter. A complete assessment is contained in the full AMP report.

Chapter 1 – Baseline Conditions

It is a compilation of data based on site inspections completed on June 24 and July 17, 2008. A complete narrative of these conditions is contained in the full AMP report.

Existing Airport Role: Based on FAA criteria, SFZ is a "B-II Airport". It serves Category B (Speed >91 knots but <121 knots) and Design Group II (Wingspan >49 feet but <79 feet) aircraft. It means the airport activity is primarily single and twin-engine piston aircraft.

Runway Inventory

Name	Runway 5/23	Runway 15/33
Length	5,000 feet	3,210 feet
Width	100 feet	75 feet
Material	Bituminous Concrete	Bituminous Concrete
Strength	60,000 lbs. Double Wheel	12,500 lbs. Single Wheel
Lighting	High Intensity Runway Lighting System	Medium Intensity Runway Lighting System
Markings	Non-Precision Instrument	Basic
Visual Aids	5 – VASI & Medium Approach Lighting System 23 – Precision Approach Path Indicator	15 – Precision Approach Path Indicator 33 – None
RSA	150 feet wide by 300 feet long	150 feet wide by 300 feet long

Runway / Taxiway/ Apron Pavement Condition

Airfield Component	Rehabilitated	Condition
Runway 5/23	2006	Excellent
Runway 15/33	2002	Good
Runway Intersection	2006/2002	Good
Taxiway A	2007	Excellent
Taxiway B	N/A	Fair
Taxiway C	N/A	Fair-Excellent
Taxiway D	N/A	Fair-Excellent
Aircraft Parking Apron	N/A	Poor-Fair

Annual Historical Aircraft Operations and Based Aircraft

Year	Total Operations	Itinerant Operations	% Itinerant Operations	Local Operations	% Local Operations	Total Based Aircraft	Local Ops/ Based A/C
1998	41,054	20,240	49%	20,814	51%	144	145
1999	54,956	27,508	50%	27,448	50%	117	235
2000	42,400	22,862	54%	19,538	46%	117	167
2001	47,269	26,518	56%	20,751	44%	115	180
2002	48,015	6,732	14%	41,283	86%	115	359
2003	32,108	1,562	5%	30,546	95%	115	266
2004	24,880	3,543	14%	21,337	86%	115	186
2005	29,510	11,556	39%	17,954	61%	115	156
2006	31,337	4,813	15%	26,524	85%	115	231
2007	27,181	12,034	46%	14,789	54%	116	127
2008*	22,819	N/A	N/A	N/A	N/A	110	N/A

2007 Based Aircraft Fleet Mix Percentage

Aircraft Type	Number of Based Aircraft	Percentage of Total Aircraft
Single Engine	107	92%
Twin Engine	9	8%
Helicopters	0	0%
Total	116	100%

Chapter 2 – Precision Approach

Instrument approaches are either precision or non-precision. A non-precision approaches provides lateral course information only. There is a non-precision instrument approach to Runway 5.

Precision approaches utilize both lateral (Localizer) and vertical (Glide Slope) information. Because of the relative low level of activity SFZ would not qualify for an FAA installed Instrument Landing System (ILS). However, using Global Positioning Satellites (GPS), it is possible to support vertically-guided instrument approaches without the ground based infrastructure required by an ILS. In 2010, FAA will complete a survey and develop a LPV approach procedure. FAA will require RIAC to verify that the LPV surfaces are clear of obstructions. The goal is minimums of 400 foot ceiling and ¾ mile visibility.

The LPV analysis used FAA AC 150/5300-13 “Airport Design”. The analysis assumes the LPV approach is based on the current ARC B-II design standard. An ARC C-II standard requires major capital airfield improvements. That includes:

- Substantial filling and grading at each end of Runway 5-23 to achieve the 1,000’ RSA
- Shifting Runway 5-23, or relocating Albion Road, to satisfy the increased OFA width
- Shifting the parallel taxiway 50’ to achieve the runway - taxiway separation
- Adding apron to offset apron lost by shifting taxiway and encroachment of the OFA
- Acquiring land for the larger RPZ on R/W 5 end and larger RSA on the R/W 23 end
- The cost of environmental/engineering studies required to implement the improvements

The forecast predicts an LPV approach would not increase the activity level of C-II aircraft to >500 ops/year and therefore the airfield improvements noted above would not be implemented.

Summary of Precision Approach Feasibility Study:

- SFZ is a viable candidate for an LPV approach to Runway 5.
- It meets all but one LPV requirement for a B-II airport (Needs "All Weather" runway markings.)
- An investment of about $450,000 may needed to implement a LPV approach
- The forecasts indicate that an increase to C-II standards (>500 ops/year) is unlikely.
- It is not prudent to make a significant infrastructure investment to achieve ARC C-II standards

Conclusion: A LPV precision approach meeting ARC B-II criteria is recommended. It provides the low weather safety enhancements with minimal investment.

Chapter 3 – Forecasts and Airport Role

A low, medium, and high growth scenario was established. The short range period is the most achievable. Project development should only occur if the activity projection is realized.

- Low Growth (0.5%) Scenario: Considers recent declines in activity.
- Medium Growth (1.30%) Scenario: Utilizes 2004 RI/ASP growth rate.
- High Growth (3.0%) Scenario: Assumes the instrument approaches are improved.

SFZ Forecast Summary

Scenario		Historical 2007	Growth Rate	Forecast 2012	Forecast 2017	Forecast 2027
One – Low Growth	Based Aircraft	116 27,181	0.05%	119	122	128
	Aircraft Operations		0.05%	27,867	28,571	30,032
Two – Medium Growth	Based Aircraft		1.30%	129	137	156
	Aircraft Operations		1.30%	30,289	32,310	36,765
Three – High Growth	Based Aircraft		3.00%	141	167	224
	Aircraft Operations		3.00%	33,323	39,408	52,961

Based Aircraft Fleet Mix Forecast

Aircraft Type	2007 Historical Fleet Mix	Scenario One - Low 2012	Scenario One - Low 2017	Scenario One - Low 2027	Scenario Two - Medium 2012	Scenario Two - Medium 2017	Scenario Two - Medium 2027	Scenario Three - High 2012	Scenario Three - High 2017	Scenario Three - High 2027
Single-Piston	92%	110	113	118	119	126	143	130	154	206
Multi-Piston	8%	9	9	10	10	11	12	11	12	16
Helicopter	0%	0	0	0	0	0	1	0	0	2
Total	100%	119	122	128	129	137	156	141	167	224

The Airport Role is defined by an FAA coding system referred to as the Airport Reference Code (ARC). The ARC relates airport design criteria to the operational and physical characteristics of the aircraft forecasted

routinely to operate at the airport (>500 operations/year). The first component is the aircraft approach speed, an operational characteristic. The second component is the aircraft design group and relates to the aircraft wingspan, a physical characteristic. Operations are characterized by single and twin-engine piston aircraft, with occasional turbo prop and small to medium size jet activity. The approach speed category B (> 91 knots but < 121 knots) and Design Group II (wing span > 49 feet or < 79 feet) is still the ARC for the 20-year planning period as B-II. Even if a LPV precision approach is implemented, the >500 operations/year by aircraft larger than a B-II, are not projected during the planning period.

Conclusion: With input from the LAG, the "High Growth" scenario was the selected forecast. This judgment was based on the following considerations.

- It tested the limits of the airport's ability to handle the most optimistic demand.
- If the facility requirements analysis showed SFZ could accommodate the "High Growth" demand then it was capable of accommodating less.
- Regardless of the forecast, "*Project development would only occur if the projection is realized."*
- FAA funding is typically available for the highest priority need based on the actual activity.
- An instrument (LPV) approach would improve the airports' role as a Reliever.
- SFZ will remain in its current role as a General Utility Stage II Airport having an ARC of B-II.

Chapter 4 – Facility Requirements

The purpose of this chapter is to determine whether the airport can accommodate the forecasted demand. If it cannot, the Alternatives Analysis chapter will determine the extent new or expanded facilities can meet the forecasted demand. The title implies the facilities are "required" to maintain a viable and safe airport. In an ideal world providing for the requirements to meet the projected demand is a reasonable expectation.

On the other hand, the physical and/or financial resources available may not allow an airport to fully develop under the circumstances. Nonetheless, before the planning can take place to achieve what is "doable" it is important to understand the ultimate facility requirements. The *Facility Requirements* chapter compares the forecasts, to the latest airport industry standards and FAA design guidance. The end result is a list of facility needs. In summary this Chapter introduces a list of needs but it does not produce a plan.

Airport facility improvements (a) meet the existing or forecasted demand of the facility, (b) meet FAA criteria (Advisory Circular 150/5300-13, *Airport Design)*, (c) insure a well maintained facility and (d) enhance operational efficiency.

- Airfield Capacity: The ability to accommodate a specific number of annual aircraft operations. The analysis is based on FAA AC 150/5060-5 *Airport Capacity and Delay.* For SFZ the figure is about 230,000 annual operations. The "High Growth" demand will not exceed the airfield capacity during the planning period. Improvements to increase airfield capacity are not recommended during the 20-year period.

- Wind Coverage: FAA criteria recommend that that a single runway should provide 95% wind coverage. Based on this wind data, the current runway configuration at SFZ provides enough wind coverage to meet the FAA guidelines.

- Runway Length Analysis: The recommended length for a primary runway is based on FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*. Aircraft that utilize the airport on a regular basis (>500 itinerant operations/year includes the Cessna 172 and Piper Navajo and the Beech King Air. The analysis indicates Runway 5-23 is adequate to accommodate 100% of the small aircraft fleet and the critical design aircraft.

- FAA guidelines recommend a cross-wind runway length of at least 80% of the primary runway (4,000 feet). Runway 15/33 is only 3,210 feet. However, based on the excellent wind coverage on Runway 5-23 and the runway length required for the typical aircraft that use SFZ, it is reasonable to state that an extension of the crosswind runway is not essential at this time.

- Additional Taxiway Needs: Runway 15/33 does not have a full length parallel taxiway. Having a full parallel taxiway to the ends of all runways is an especially useful safety feature at airports where an Air Traffic Control Tower does not exist. The alternatives analysis will evaluate extending the existing parallel taxiway to Runway 15.

- Runway and Taxiway Design Standards:

Airfield Component	Dimensional Standards	Existing Condition	Meets Standard
Runway Width			
- 15/33 (B-I)	60'	75'	Yes
- 05/23 (B-II)	75'	100'	Yes
Runway Centerline to:			
- 15/33 to Taxiway A	225'	230'	Yes
- 05/23 to Taxiway B	240'	350'	Yes
- 05/23 to Aircraft Parking Apron	250'	400'	Yes
Taxiway Width			
- Taxiway A	25'	40'	Yes
- Taxiway B	35'	50'	Yes
- Taxiway C	35'	50'	Yes
- Taxiway D	35'	50'	Yes

- Runway Safety Areas (RSA): Must be clear of obstructions, graded and be capable of supporting aircraft without causing structural damage or the risk of serious injuries to passengers. All the RSA meet the standards required by the FAA.

- Object Free Area (OFA): Should be clear of objects except for those whose location is fixed by function. The OFA for Runway 5-23 is 500 feet wide (centered along runway the centerline.) It extends 300 feet beyond runway end. The OFA for Runway 15-33 is 400 feet wide, (centered along runway centerline) and extends 240 feet beyond the runway end. The OFA is free of objects and meets FAA standards.

- Runway Visibility Zone (RVZ): It is an area formed by imaginary lines connecting the visibility points of two runways. Within the RVZ, an unobstructed line of sight from any point five feet above one runway centerline to any point five feet above an intersecting centerline must be protected. A portion of the parking apron and fuel tanks is in the RVZ.

- Runway Protection Zones (RPZ): It is used to enhance the protection of people and property on the ground. It is trapezoidal in shape (centered about the extended runway centerline). The FAA requires the airport to do all that is feasible and prudent to maintain a clear RPZ by purchasing the property or avigation easements.

    - Runway 05 – There is one residence that should be acquired to gain control.
    - Runway 23 – Approximately 50 percent of this RPZ is outside of the airport property.
    - Runway 15 – It meets standards and is wholly within airport property.
    - Runway 33 – It is nearly 100 percent on airport property.

    The alternatives analysis will consider achieving the FAA requirements.

- NAVAID and Visual Aids: [See Precision Approach Feasibility Study]
  GPS can provide the airport with a new instrument approaches at minimal cost because the installation and maintenance of costly ground-based transmission equipment is not required. The feasibility of implementing a new instrument approach procedure is the responsibility of the FAA. The airport must coordinate with the FAA and they will ultimately certify the new procedure. The lowest minimums achievable to Runway 5 are: 400 foot ceiling height and ¾ mile visibility.

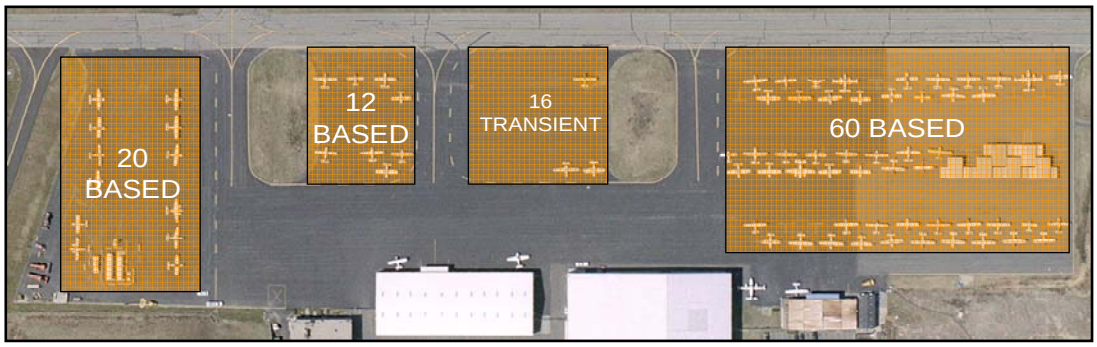
Approach Procedure with Vertical Guidance – Approach Requirements

Visibility Minimums	<3/4-statute mile	<1-statute mile	1-statute mile	>1-statute mile
Height Above Touchdown	250	300	350	400
TERPS Paragraph 251	34:1 clear	20:1 clear	20:1 clear or penetrations lighted for night minimums (see AC 70/7460-1)	
Precision Object Free Zone	Required	Recommended		
Airport Layout Plan	Must be on approved ALP			
Minimum Runway Length	4,200 ft. paved	3,200 ft. paved	3,200 ft.	
Runway Marking	precision	Non-precision	Non-precision	
Runway Edge Lights	HIRL/MIRL		MIRL/LIRL	
Parallel Taxiway	Required		Required	
Approach Lights	Required – ODALS/MALS,SSALS		Recommended	
Runway Design Standard	APV OFZ Required			

- GA Terminal Building: The condition of the terminal facility is excellent and meets the FAA facility objectives. There is no immediate need to increase the size of the facility.

- Apron and Hangar: The tables below project the apron and hangar space. The latter is essential if RIAC is presented a proposal from private investors to develop on the airport.

Existing Apron Space Capacity



Based & Itinerant Aircraft Apron Parking Requirements

	2007	2012	2017	2027
Based Aircraft Apron	24,300	27,300	32,400	48,420
Itinerant Aircraft Apron	4,680	5,760	6,840	9,360
Sub-total	28,980	33,060	39,240	57,780
Existing Area	38,966	38,966	38,966	38,966
Surplus (Deficiency)	9,986	5,906	(274)	(18,814)

Based and Itinerant Aircraft Hangar Requirements

	2007	2012	2017	2027
Based Aircraft	35	42	50	67
Based Requirements @ 1,500 sq. ft.	52,500	63,000	75,000	100,500
Itinerant Aircraft	3	3	4	5
Itinerant Requirements @ 2,500 sq. ft.	7,500	7,500	10,000	12,500
Total Required Hangar Area	60,000	70,500	85,000	113,000
Existing Hangar Area	63,500	63,500	63,500	63,500
Surplus (Deficiency)	3,500	(7,000)	(16,500)	(49,500)

- Fuel Storage Facility: Airport user survey results support a self fueling station to dispense 100LL Avgas fuel. Existing tank capacities will accommodate future demand. The existing fuel farm penetrates the Runway Visibility Zone and must be relocated.

- Maintenance Equipment and Storage: The airport does not have a building to house maintenance vehicles or snow removal equipment (SRE). The vehicles are exposed year round to excessive wear and tear and the planning should provide for and SRE building.

- Airport Utilities: No changes to water and sewer services are anticipated.

- Access Road and Automobile Parking Analysis: The roads to the airport are in good condition, have good traffic flow and adequate signage. The new terminal automobile parking is inadequate. The old terminal location is still utilized to meet parking demand.

Existing Automobile Parking Capacity

Access between the between the old and new terminal two is inadequate. Access between the old and new parking areas is needed to satisfy the auto parking capacity.

Summary of Airport Facility Requirements to be addressed in the Alternatives Analysis.

- Full parallel taxiway to Runway 15-33;
- LPV approach to Runway 05
- Clear Runway Visibility Zone (includes aircraft parking and fuel farm).
- Additional Aircraft Apron Space by 2017 (Possibly sooner to clear the RVZ)
- Additional Hangar Space by 2012 (t-hangar or additional conventional space)
- Self-Service Aircraft Fueling
- Use and Redevelopment of the Old Terminal Facility
- Connection of Upper and Lower Level Auto Parking Areas
- Snow Removal Equipment Building

Chapter 5 – Alternatives Analysis

In Chapter 5, "Alternatives Analysis", the master plan takes the facility requirements discussion and assesses project development concepts that can be realistically provided. It is the difference between "requirements" and "reality". The process identifies and evaluates alternatives that can meet the needs of the airport user and is consistent with the strategic vision of RIAC. The "alternative analysis" process involves:

- Identifying reasonable options that can achieve the facility requirement
- Evaluating the pro and con for each option to understand the most reasonable option
- Selecting the preferred alternative.

When assessing the implications of each alternative the most prominent factors are:

- Operational and safety improvements
- Engineering feasibility
- Environmental, and land use impacts
- Financial implications

SFZ Airfield Quadrants

Airport Alternatives Matrix

The following matrix identifies each of the airport alternatives with the preferred alternative.

Alternatives Analysis Summary Matrix

Category	Alternatives	Preferred Alternative
Runways	R1: No-Build/Status Quo	Option R1 No-Build/Status Quo
Runway 5 LPV and Upgrade Approach Lighting System	L1: No-Build/Status Quo L2: Maintain Existing MALSF with LPV approach L3: Upgrade Approach Lighting (MALSF to MALSR)+LPV	Option L2 is the best option at this time. Do not dismiss L3 for the Medium - Long Range time frame. Perform a more detailed analysis of L3 as part of an AMP Update.
Taxiways	T1: No-Build (Status Quo) Option T2: Construct Parallel Taxiway to Runway 15-33 T3: Extend Taxiway A Up To Delineated Wetlands	Option T3 provides most of the operational benefits wo/ the environmental issues associated with filling wetlands. It has minimal engineering and more reasonable costs.

Category	Alternatives	Preferred Alternative
Aprons	A1: No Build/Status Quo A2: Expand Aircraft Apron Adjacent to Runway 5-23 A3: Expand Aircraft Apron Adjacent to Runway 15-33 A4: Reconfigure Apron in Front of the Old Terminal Build. A5: Reconfigure a portion of the NE Aviation Leasehold	A4 and A5 provide for short-term options, while A2 has the least amount of constraints and provides for the most operational and safety benefits. The need for wetland mitigation will be in the EA.
Old Terminal Bldg.	O1: No-Build-Status Quo O2: Rehabilitate Old Terminal Build. for Aeronautical se O3: Demolish Old Terminal Build. O4: Convert Old Terminal to an Airport Restaurant	Option based on private development proposals provided to RIAC. Highest and Best Use is likely a hybrid maintaining aeronautical development.
Corporate Hangars/T-Hangars	H1: No-Build/Status Quo Options H2: Construct New T-hangars in the East quadrant adjacent to R/W 15-33 H3: Construct New T-hangars in the South quadrant adjacent to R/W 15-33 H4, 4a, 4b: Construct T-hangars or Corporate Hangar Adjacent to R/W 5- 23 (north or south of Rosetti Hangar)	H2 and H4 have their respective operational benefits. To maintain flexibility and provide private investment with different options it is best to show Option H2 and H4 on the ALP. Also, the Old Terminal Building and the New England Aviation hangar provide areas for redevelopment options.
Snow Removal Equipment Building	S1: No Build/Status Quo S2: Const. SRE Build. Airside (E. Quad.) @ Wilbur Rd S3: Const. SRE Build. Landside (E. Quad.) @ Entrance Rd	Option S2 is the logical choice. In addition the practical consideration that an SRE is more efficient if located on the airport, it is also function of what is the most cost effective.
Fuel Farm Relocation	F1: No-Build-Status Quo F2: Relocate Fuel Farm North of the New England Aviation Facility F3: Relocate Fuel Farm to the apron island located outside the RVZ F4: Relocate Fuel Farm south of the Old Terminal building on the existing apron, outside the RVZ F5: Consolidates service facilities with S2 and H2 options minimizing operational impacts	Option F5 appears to have the least number of operational impacts. Option F5 also satisfies the need to clear the RVZ, which is the objective for the Fuel Farm relocation alternatives.

Category	Alternatives	Preferred Alternative
Automobile Parking Area and Access Development	P1: No-Build/Status Quo P2: Construct an Access Road with sidewalk from the Airport Entrance Road to Upper Level Parking Area P3: Construct a Pedestrian Walkway from Upper Level Parking to Existing Terminal	Option P3 provides the greatest benefit in terms of operational efficiency and also increases the safety for pedestrian traffic. Construction could be phased dependent on available funds.

Chapter 6 – Airport Layout Plan

This chapter presents the results of the plan in a set of detailed airport plan drawings referred to as an Airport Layout Plan (ALP) sheet set. The ALP drawing set depicts existing and future facilities planned within a 20 year planning period. The drawing set is submitted to the FAA for approval to, become the official the ALP. The ALP drawing set contains the following drawings:

- Existing Airport Layout Plan: It is a graphic presentation of the existing facilities, their location on the airport and associated dimensional information at the time of this Master Plan. Information provided on this drawing includes data tables, airfield facilities, surrounding transportation infrastructures, off airport buildings, and relevant topography.

- Ultimate Airport Layout Plan: It depicts the proposed projects identified in the, *Alternatives Analysis* chapter of the Master Plan. The projects shown are for the full 20-year planning period.

- FAR Part 77 Surfaces Plan: It shows the full FAR Part 77 Imaginary Surfaces on a USGS Quadrangle map. This plan assists surrounding jurisdictions in determining if the construction of a proposed structure will penetrate any aeronautical surfaces.

- Terminal Area Plan: It shows the location and configuration of existing and proposed buildings and paved areas in the terminal area of the airport, including hangars and parking lots. It depicts future development adjacent to Taxiway "A" on the Runway 33 end.

- Airport Land Use Plan: It shows existing land use within the airport's property limits and the airport vicinity in general. This drawing can be used to assist RIAC with a plan for zoning, and provides guidance to local authorities for establishing zoning.

Chapter 7 – Environmental Review

The purpose of this chapter is to conduct a general assessment of the environmental effects of the all the projects in the 20-year planning period and to define the potential future environmental analyses that is needed to implement the airfield improvements. It will also define any "Categorically Exempt" improvements and identify any possible mitigation measures or modifications to avoid, minimize or mitigate environmental impacts. A comprehensive Environmental Assessment (EA) for the short-term (5 year)

projects will be conducted using the FAA Advisory Circular 150/5070-6B, FAA Order 5050.4B, Airport Environmental Handbook. The standards to be evaluated include:

Noise Impacts, Land Use, Air Quality, Water Quality, Surface Water, Ground Water, Drinking Water, Storm Water, U.S. Department of Transportation Act Section 4(f) Land, Historic, Architectural, Archaeological, and Cultural Resources, Biotic Communities Threatened or Endangered Species of Flora and Fauna, Wetlands, Floodplains, Coastal Zone Management, Coastal Barriers, Wild and Scenic Rivers, Farmland, Energy Supply and Natural Resources Light Emissions, Solid Waste Impact, Environmental Justice (EJ).

Summary – As a result of this environmental overview:

- The projects do not appear to have a significant impact on the community or environment.
- The project design phase will require coordination with federal, state, and local agencies.
- An EA in accordance with FAA requirements will be conducted for each phase.

The recommendations to be incorporated in the EA for the Phase I AMP Implementation Plan:

- Obtain RI/WQC and RI/DEM permit or certification for projects in or adjacent to wetlands.
- Incorporate engineering controls to eliminate the potential effects of peak storm water runoff.
- Modify SWPPP prior to construction to control sedimentation and erosion.
- Conduct field inspection and research for coordination with the RI Historical Preservation & Heritage Commission and RI Historical Society to identify potential cultural resources sites.
- Contact US NRCS to determine if projects affect soils under Federal Farmland Protection Act.

Chapter 8 – Implementation

This chart below represents a list of recommended future airport need. They represent the projects that could part of the RIAC CIP and considered for the FAA AIP. The 5-year, Phase I development is the highest priority and most needed airport development.

Phase I (2010-2014) ▪ Conduct an EA on Phase I Projects ▪ Provide LPV Approach on Runway 5 ▪ Provide Obstruction Free Runway RVZ ▪ Construct of SRE Building ▪ Construct Access Road Connecting ▪ Old and New Terminal Building	Phase II (2015-2019) ▪ Update AMP & ALP ▪ Rehabilitate Apron (Phase I) ▪ Rehabilitate Taxiway “B” ▪ Expand Aircraft Apron (Phase 1) ▪ Rehabilitate Old Terminal Building ▪ Extend Taxiway “A” ▪ Upgrade R/W 5 Approach Lighting ▪ Expand Apron (Phase 2)
Phase III (2020-2029) ▪ Rehabilitate Runway 15/33 ▪ Extend Perimeter Fencing ▪ *Expand Aircraft Apron (Phase 3)* ▪ Rehabilitate Runway 5/23	Summary of Private Development ▪ 2010-2014 10 Unit T-Hangars ▪ 2015-2019 10 Unit T-Hangars and New NE Hangar ▪ 2020-2029 10 Unit T-Hangar and1Conventional Hangar