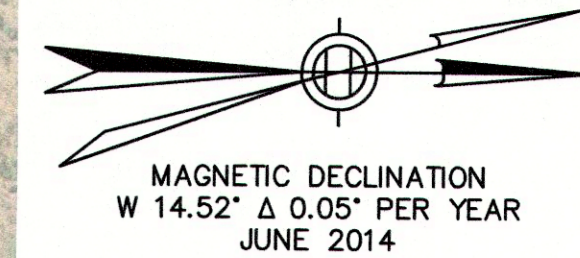
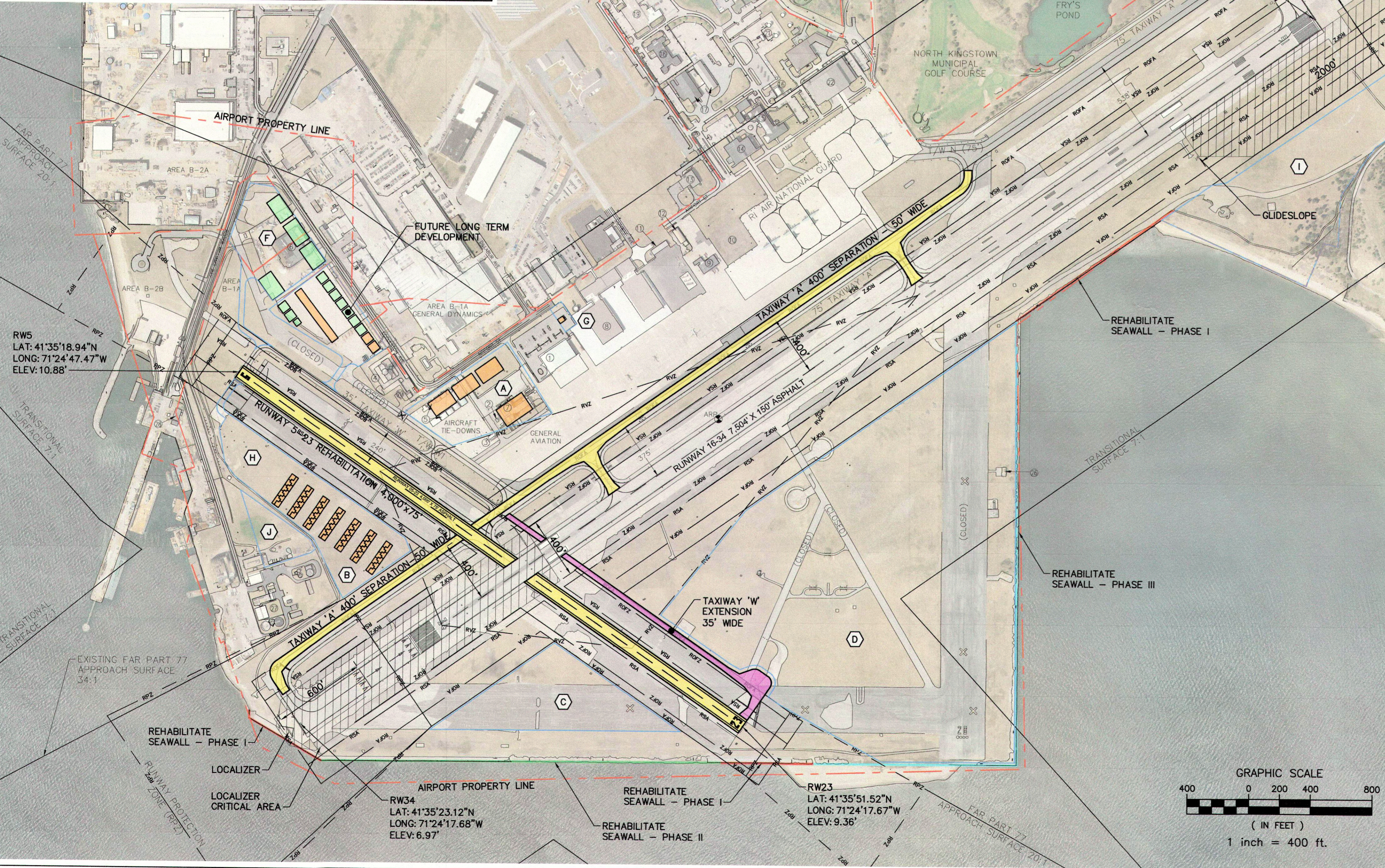


RUNWAY DATA			
	RUNWAY 5-23	RUNWAY 16-34	RUNWAY 16-34
	EXISTING	EXISTING	PROPOSED
ARC	B-II	D-IV	SAME
% WIND COVERAGE (VFR)	95.0	94.4	SAME
% WIND COVERAGE (IFR)	—	89.1	SAME
RUNWAY LENGTH	4003'	7504'	7484'
WIDTH (FULL STRENGTH)	75'	150'	SAME
SURFACE	ASPHALT	ASPHALT/GROOVED	SAME
MAGNETIC HEADING	N 34°-24'-58" E (TRUE)	N 35°-03'-04" W (TRUE)	SAME
EFFECTIVE GRADIENT (%)	0.0	0.1	SAME
DISPLACED THRESHOLD	—	380' (34 END)	SAME
PAVEMENT STRENGTH	13	175	SAME
RUNWAY MARKING	BSC	PIR	SAME
NAVIGATIONAL AIDS	—	ILS (16)	SAME
VISUAL AIDS	—	MALSR, PAPI-L (16) PAPI-L (34)	SAME
RUNWAY LIGHTING	M.I.R.L.	H.I.R.L.	SAME
PART 77 CATEGORY	VISUAL	PRECISION <3/4 mi (16) NON-PRECISION >3/4 mi (34)	SAME
APPROACH SURFACES	20:1	50:1, 40:1 (16) 34:1 (34)	SAME
RSA WIDTH (W)	150'	500'	SAME
DIMENSIONS LENGTH (L) BEYOND RW END	300'	1000'	
ROFA WIDTH (W)	500'	800'	SAME
DIMENSIONS LENGTH (L) BEYOND RW END	300'	1000'	
RPZ INNER (W1)	500'	1000'	SAME
DIMENSIONS OUTER (W2)	700'	1510'	
LENGTH (L)	1000'	2500'	SAME
DIST (D)	200'	200'	
BEYOND RW END	200'	200'	SAME
TAKE OFF RUN AVAIL.	4000'	7100'	
TAKE OFF DIST. AVAIL.	4000'	7100'	SAME
ACFT STOP DIST. AVAIL.	4000'	7100'	
LANDING DIST. AVAIL.	4000'	7100'	SAME
	4000'	7100'	

MODIFICATION OF AIRPORT STANDARDS			
DESCRIPTION	EXISTING CONDITION	FAA STANDARD	COMMENTS
5,600LF OF TAXIWAY 'A'; WEST OF RUNWAY 16-34	375' FROM RW16-34 CENTERLINE	400' FROM RW16-34 CENTERLINE	TAXIWAY 'A' WAS CONSTRUCTED PRIOR TO CURRENT STANDARDS. TAXIWAY RELOCATION TO BE CONSIDERED UPON THE NEED FOR REHABILITATION. MODIFICATION OF STANDARD HAS BEEN APPROVED. SUBMITTED TO FAA ON 11/10/2014
NON-COMPLIANT RW-34 END SAFETY AREA	11,500SF SOUTHEAST CORNER EXTENDS INTO NARRAGANSETT BAY	1,000'x500' WIDE PREPARED SURFACE BEYOND RUNWAY END	SUBMITTAL OF MODIFICATION OF AIRPORT STANDARDS REQUESTED BY RIAC TO FAA HAS BEEN APPROVED.
CERTIFICATION: THE RHODE ISLAND AIRPORT CORPORATION CERTIFIES THAT ALL AIRPORT ELEMENTS SHOWN ON THIS ALP ARE IN ACCORDANCE WITH GUIDELINES DETERMINED IN THE CURRENT EDITION OF FAA ADVISORY CIRCULAR 150/5300-13 (LATEST EDITION)			
APPROVED _____ PRESIDENT AND CEO		APPROVED _____ DATE _____	
RHODE ISLAND AIRPORT CORPORATION		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION NEW ENGLAND REGION	
APPROVED _____ DATE 6/23/15		APPROVED _____ DATE 7-15-2015	



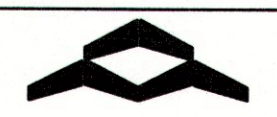
EXISTING AIRPORT FACILITIES		
NO.	DESCRIPTION	ELEV. (MSL)
①	TERMINAL BUILDING AND GA HANGAR	80.4'
②	EXISTING AIRPORT BUILDING	25.6'
③	GA FUEL FARM	NA
④	AIR TRAFFIC CONTROL TOWER	58.9'
⑤	SMALL (TEMPORARY) HANGARS	33.2'
⑥	QUONSET AIR MUSEUM	68.9'
⑦	OLD TERMINAL BUILDING (ABANDONED)	73.2'
⑧	LARGE AIRCRAFT HANGAR (RI ARMY RESERVE)	72.9'
⑨	ARFF	33.6'
⑩	LARGE AIRCRAFT HANGAR (RI AIR NATIONAL GUARD)	79.6'
⑪	EXISTING AIRPORT BUILDING (RIAR)	29.3'
⑫	NCO CLUB	31.9'
⑬	GSE BUILDING (RIANG)	35.3'
⑭	FUEL CELL HANGAR (RIANG)	69.5'
⑮	AIRCRAFT OPERATIONS BUILDING (RIANG)	32.9'
⑯	AIRCRAFT FUEL FARM (RIANG)	37.7'
⑰	GENERAL SUPPLY BUILDINGS (RIANG)	48.8'
⑱	CIVIL ENGINEERING COMPOUND (RIANG)	40.4'
⑲	ADMINISTRATION BUILDING (RIANG)	74.6'
⑳	GROUND VEHICLE MAINTENANCE (RIANG)	40.6'
㉑	GROUND VEHICLE FUEL FARM (RIANG)	44.5'
㉒	AIRCRAFT HANGAR	NA
㉓	EXISTING AIRPORT BUILDING (RIANG) (CONDEMNED)	48.2'
㉔	TRAINING FACILITY (RIANG)	48.2'
㉕	FAA BUILDING (ABANDONED)	37.7'
㉖	EXISTING AIRPORT BUILDING (ABANDONED)	25.4'
㉗	WATER TREATMENT COMPOUND	45.8'
㉘	EXISTING AIRPORT BUILDING (SENESCO)	21.7'
㉙	ELECTRICAL VAULT	

AVIATION / NON-AVIATION DEVELOPMENT	
AREA	LAND USE DESIGNATION
A	PROPOSED FOR G.A. AND CORPORATE AVIATION DEVELOPMENT
B	RESERVED FOR FUTURE G.A. AND OTHER AVIATION DEVELOPMENT
C	RESERVED FOR FUTURE AVIATION DEVELOPMENT
D	RESERVED FOR FUTURE AVIATION DEVELOPMENT
E	PROPOSED FOR G.A. AND CORPORATE AVIATION DEVELOPMENT
F	PROPOSED FOR G.A. AND CORPORATE AVIATION DEVELOPMENT (PRESENT LOCATION OF AIR MUSEUM)
G	PROPOSED FOR RELOCATED FUEL FARM
H	PROPOSED FOR SRE STORAGE SPACE AND POTENTIAL SRE BUILDING SITE
I	FUTURE AVIATION RELATED DEVELOPMENT (INCLUDING POTENTIAL SITE FOR RELOCATED AIR MUSEUM)
J	FUTURE AVIATION OR NON-AVIATION RELATED DEVELOPMENT

1 BASED ON THE FORECAST, AREA A WOULD MEET THE CURRENT AND PROJECTED (2025) G.A. AND CORPORATE NEEDS FOR AVIATION AND HANGAR SPACE (BUILDING/TRANSIT)
2 THE DESIGNATION "PROPOSED" MEANS SOME DEVELOPMENT OF THE PARCEL IS IN PROGRESS OR PROPOSALS BEING CONSIDERED
3 THE DESIGNATION "FUTURE" MEANS DEVELOPMENT NEEDS AFTER 2025
4 IN THE "SHORT-TERM" (<10 YEARS), PARCELS "C" AND "D" CAN BE CONSIDERED FOR NON-AVIATION USE ON A CASE BY CASE BASIS
5 LEASE FOR THE AIR MUSEUM EXPIRES IN 2022
6 AS PART OF THE BASE TRANSFER THIS PARCEL WAS PROVIDED FOR "REVENUE PRODUCING PURPOSES"

PROPOSED DEVELOPMENT	
DESCRIPTION	PROPOSED
AVIATION / NON-AVIATION DEVELOPMENT (SEE TABLE)	
NEAR/MID TERM DEVELOPMENT	
LONG TERM DEVELOPMENT	
PROPOSED RUNWAY AND TAXIWAY PAVEMENT REHABILITATION	
PROPOSED TAXIWAY PAVEMENT EXTENSION	
SEAWALL REHABILITATION PHASES 1-3	

LEGEND	
DESCRIPTION	EXISTING
AIRPORT PROPERTY LINE	
RUNWAY VISIBILITY ZONE (RVZ)	
RUNWAY PROTECTION ZONE (RPZ)	
RUNWAY OBJECT FREE AREA (ROFA)	
RUNWAY SAFETY AREA (RSA)	
RUNWAY OBJECT FREE ZONE (ROFZ)	
INNER APPROACH OBJECT FREE ZONE (IAOFZ)	
TOWN BOUNDARY	
PAVED ROADS, RUNWAYS, ETC.	
UNPAVED ROADS	
BUILDINGS	
MEDIUM INTENSITY LIGHTS (MAL)	
LOCALIZER	
VASI (VISUAL AID)	
FENCING	



RHODE ISLAND AIRPORT CORPORATION
QUONSET AIRPORT
NORTH KINGSTOWN, RHODE ISLAND

AIRPORT LAYOUT PLAN

DESIGNED: TJL

DRAWN: TJL

CHECKED: NAS

APPROVED: NAS

PROJ. NO.: 24331

DATE: DEC. 2014

SHEET: 3