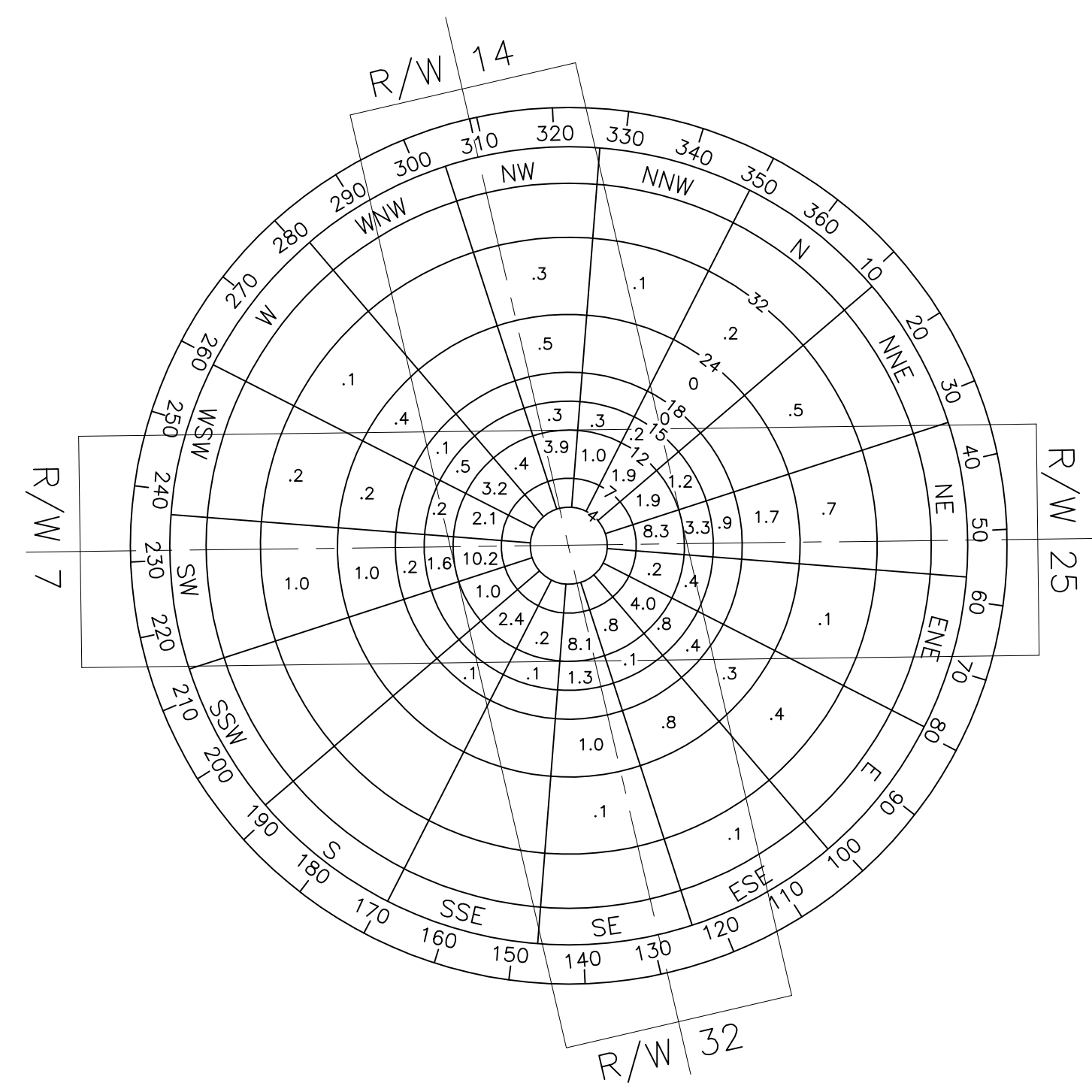


ALL WEATHER WIND ROSE

	12 MPH	15 MPH
R/W 7	48.3%	51.9%
R/W 25	61.6%	64.3%
R/W 7-25	88.2%	94.6%
R/W 14	47.3%	49.2%
R/W 32	63.9%	68.0%
R/W 14-32	89.6%	95.6%
R/W 7-25 & 14-32 COMBINED	97.2%	99.4%
CALMS	21.6%	21.6%

1/ FOR INFORMATION PURPOSES ONLY. THERE ARE NO INSTRUMENT APPROACHES TO RUNWAY ENDS 25, 14 OR 32.

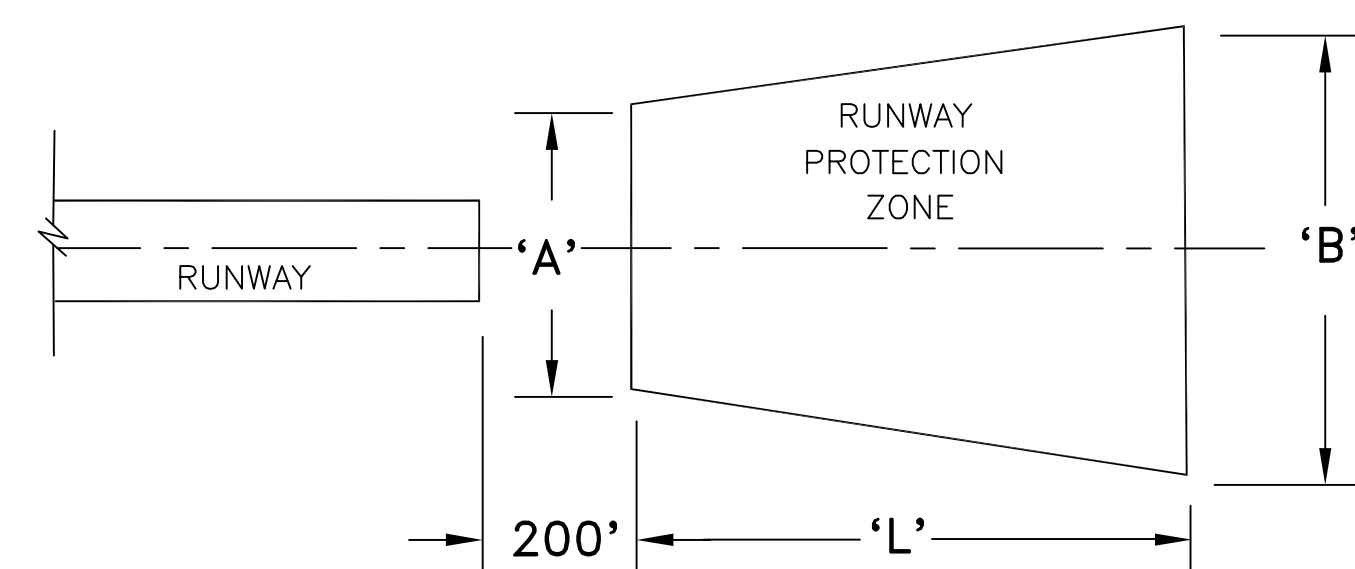
WIND DATA FOR ALL WEATHER AND IFR BASED ON 14,730 ALL WEATHER OBSERVATIONS TAKEN BETWEEN JUNE 1950 AND MAY 1954 AT GROTON-NEW LONDON AIRPORT, NOAA



I.F.R. WIND ROSE

CEILING <1,000' ≥ 500'
VISIBILITY < 3.0 MILES ≥ 1.5 MILES

	12 MPH	15 MPH
R/W 7	59.6%	60.0%
R/W 25	60.3%	61.9%
R/W 7-25	91.8%	93.8%
R/W 14 1/	58.5%	61.3%
R/W 32 1/	54.4%	58.1%
R/W 14-32 1/	84.8%	91.3%
R/W 7-25 & 14-32 COMBINED 1/	98.0%	94.1%
CALMS	28.1%	28.1%



Runway	Category		L: Length (feet)		A: Inner Width (feet)		B: Outer Width (feet)	
	Existing	Future	Existing	Future	Existing	Future	Existing	Future
7	Non-precision	Same	1,000	Same	500	Same	700	Same
25	Visual	Non-precision	1,000	Same	500	Same	700	Same
14	Visual	Same	1,000	Same	500	Same	700	Same
32	Visual	Same	1,000	Same	500	Same	700	Same

Airport Data		
Item	Existing	Future
Airport Elevation (U.S.G.S. - M.S.L.)	81.0	Same
Airport Reference Point (ARP)	41° 20' 58.621"N 71° 48' 12.160"W	Same
Mean Max Temperature (Hottest Month) (1)	75°F	Same
Operational Role (NPIAS) (2)	Commercial Service Non-Primary	Same
Airport Reference Code (ARC)/Design Code for all Runways	B-II	Same
Critical aircraft (approach speed) (3)	Beech Super King Air B200 = 103 knots (B)	Same
Critical aircraft (wingspan) (3)	Beech Super King Air B200 = 54.5 feet (II)	Same
Critical aircraft (runway strength) (3)	Beech Super King Air B200 = 12,500 pounds	Same
Navigation Aids	Localizer Runway 07	Localizer Runway 07 and GPS Runway 25
Combined wind coverage (all weather) (4)	97.20%	Same
Magnetic declination (date) (5)	14° 29' W (9/23/2008)	Same
Distance and direction to the town of Westerly	1.7 miles NW	Same
Land owned in fee (acres)	326 (6)	Same
Avigation easements (acres)	42.85 (6)	59.9
Owner	State of Rhode Island (Rhode Island Airport Corporation)	Same

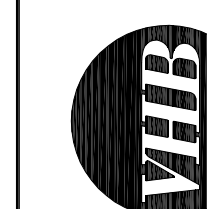
Notes:
 (1) Mean maximum temperature for the hottest month is 75 degrees based on data collected in August 2008.
 (2) Based on the 2007-2011 National Plan of Integrated Airport Systems (NPIAS) (September 29, 2006).
 (3) Critical aircraft approach speed, wingspan, and runway strength based on: U.S. Department of Transportation, Federal Aviation Administration, Airport Design, AC No. 150/5300-13, Changes 1-13, U.S. Government Printing Office, Washington, DC, June 19, 2008.
 (4) Wind data for all weather and IFR based on 14,730 all weather observations taken between June 1950 and May 1954 at Groton New London Airport, NOAA.
 (5) Based on estimated value of magnetic declination, NOAA declination calculator: <http://www.ngdc.noaa.gov/geomagmodels/struts/calcDeclination>
 (6) Based on the Exhibit 'A' Property Map completed by the Rhode Island Airport Corporation on August 2005 and revised on April 21, 2008.

Item	Runway Data			
	Runway 7-25		Runway 14-32	
	Existing	Future	Existing	Future
Runway Elevation (Feet M.S.L.)	RWY 7 = 51.1 RWY 25 = 78.3	Same	RWY 14 = 56.9 RWY 32 = 81.1	Same
Runway End Coordinates	RWY 7 Latitude 41° 20' 44.1520" N Longitude 71° 48' 38.1230" W		RWY 14 Latitude 41° 21' 14.2790" N Longitude 71° 48' 27.0280" W	
	RWY 25 Latitude 41° 21' 07.8750" N Longitude 71° 47' 56.0210" W		RWY 32 Latitude 41° 20' 49.0790" N Longitude 71° 47' 47.3100" W	
Displaced Threshold Coordinates	N/A		RWY 32 Latitude 41° 20' 53.2810" N Longitude 71° 41' 54.7340" W	
Bearing (True)	RWY 7 = 053 RWY 25 = 233	Same	RWY 14 = 130 RWY 32 = 310	Same
Length (feet)	4,010	Same	3,960 (with 750 foot displaced threshold)	Same
Width (feet)	100	Same	75	Same
Safety Area (Width/Length in feet)	150/300	Same	150/300	Same
Taxiway Width (feet)	35	Same	35	Same
Pavement Strength (x 1,000 pounds)	Single wheel = 30 Dual wheel = 50	Same	Single wheel = 12.5	Same
Pavement Type	Bituminous concrete	Same	Bituminous concrete	Same
Runway Lighting	Medium intensity	Same	Medium intensity	Same
Runway Approach Lighting	RWY 7 = MALSF	Same	None	Same
Runway Marking	non-precision	Same	basic	Same
Effective Gradient (%)	RWY 7 = 0.7 RWY 25 = 0.7	Same	RWY 14 = 0.6 RWY 32 = 0.6	Same
All Weather Wind Coverage (%) (12MPH)	88.4	Same	89.6	Same
Navigation and Visual Aids	RWY 7 = Localizer RWY 25 = None	Same	RWY 14 = None RWY 32 = None	Same
FAR Part 77 Data	Non-precision		Visual	
Approach Category	Non-precision		Visual	
Approach Type	RWY 7 = non-precision RWY 25 = visual	Same RWY 25 = non-precision	RWY 14 = visual RWY 32 = visual	Same
Approach Slope (feet)	RWY 7 = 34:1 RWY 25 = 20:1	Same RWY 25 = 34:1	RWY 14 = 20:1 RWY 32 = 20:1	Same
Horizontal Surface Height/Radius of Arc (feet)	231/10,000		231/10,000	
Conical Surface Slope/Length (feet)	20:1/4,000		20:1/4,000	
Primary Surface Width/Length Beyond RWY End (feet)	500/200		500/200	

Airport Data	FAR Part 77 Surface Data							
	Runway 7		Runway 25		Runway 14		Runway 32	
	Existing	Future	Existing	Future	Existing	Future	Existing	Future
Category	Non-precision	Same	Visual	Non-precision	Visual	Same	Visual	Same
Approach Type	Non-precision	Same	Visual	Non-precision	Visual	Same	Visual	Same
Visibility Minimums	1 mile		1 mile		1 mile		1 mile	
Airport Elevation (feet, MSL)	81							
Airport Imaginary Surfaces								
Horizontal Surface:								
Horizontal Surface Elevation (feet, MSL)	231							
Horizontal Surface Radius	10,000	Same	10,000	Same	5,000	Same	5,000	Same
Conical Surface:								
Horizontal Distance	4,000							
Slope	20:1							
Primary Surface:								
Length beyond runway end	200	Same	200	Same	200	Same	200	Same
Width	500	Same	500	Same	500	Same	500	Same
Approach Surface:								
Horizontal Distance	10,000							
Inner Edge Width	500	Same	500	Same	500	Same	500	Same
Outer Edge Width	3,500	Same	1,500	3,500	1,500	Same	1,500	Same
Slope	34:1	Same	20:1	34:1	20:1	Same	20:1	Same
Transitional Surfaces:	7:1		7:1		7:1		7:1	

PROJECT NO.
72088.01
FILE NAME
72088-DATA

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WESTERLY STATE AIRPORT
 WESTERLY, RHODE ISLAND
ALP DATA SHEET

DRAWING NO.

3