NOTICE OF AVAILABILITY

Airport Property Development and Leasing Opportunities

Rhode Island Airport System

Various Locations, Rhode Island

March 10, 2015

The Rhode Island Airport Corporation (RIAC) is issuing this Notice of Availability seeking qualified individuals or corporate entities to undertake development of available “Airside” (aviation-related development within the airport fenceline or located on an airport proper) and “Landside (development located outside the airport fenceline or located off of the airport proper, which may be aviation or non-aviation related) airport property, as well as leasing of available commercial space located within Rhode Island’s airport system comprised of a commercial service airport (T.F. Green Airport [PVD]), and five (5) General Aviation airports. Additionally, RIAC is providing an inventory of available commercial space for lease (i.e. office space, terminal space, restaurant space, etc., both finished and unfinished) within existing buildings and facilities at various airports within the airport system. The information presented herein is intended for informational purposes, and the availability of parcels and commercial space shall be subject to change from time to time. Similarly, parcels or commercial space not listed herein may become available from time to time, and interested parties are encouraged to contact RIAC as to the availability of any parcels or commercial space within the airport system.

INTRODUCTION

The Rhode Island Airport Corporation (RIAC) was created by the Rhode Island Commerce Corporation (RICC), formally the Rhode Island Economic Development Corporation, on December 9, 1992, as a subsidiary public corporation, governmental agency and public instrumentality, having a distinct legal existence from the State and the RICC, and having many of the same powers and purposes of the RICC. Pursuant to its Articles of Incorporation, RIAC is empowered to undertake the planning, development, management, acquisition, ownership, operations, repair, construction, reconstruction, rehabilitation, renovation, improvement, maintenance, development, sale, lease or other disposition of any “airport facility” as defined in Rhode Island General Law. RIAC, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all interested parties that it will affirmatively ensure that any contract entered into pursuant to this notice of availability will afford disadvantaged business enterprises with full and fair opportunity to submit bids in response to this invitation, and RIAC will not discriminate against any interested parties on the grounds of race, color, national origin, sex, or creed in consideration for an award.
SCOPE OF SERVICES

This opportunity consists of the undertaking of development or lease of available Airside and Landside airport property within the Commercial Service, Reliever and General Aviation Airport System of the State of Rhode Island (the “System”). More specifically, the System consists of one Commercial Service Airport: T.F. Green Airport, Warwick, RI [PVD]; two (2) General Aviation Reliever Airports: Quonset State Airport, North Kingstown, RI (OQU) and North Central State Airport, Smithfield, RI (SFZ), as well as three (3) General Aviation Airports: Block Island State Airport, New Shoreham, RI (BID), Newport State Airport, Middletown, RI (UUU), and Westerly State Airport, Westerly, RI (WST), as further detailed on the attached general site plans depicting available property, and recommended compatible uses as provided on “Exhibits A through G-2”. Rates and charges for the various parcels available shall vary based upon an airport’s classification, and are subject to the Fair Market Value Rent requirements of the Federal Aviation Administration (FAA) Grant Assurances which run with each airport in the System.

Interested parties may propose development activity to the entirety of six (6) airports as a System, or may propose to provide development activity or to lease commercial space on an “a la carte” basis from among the six (6) airports in the System.

DESCRIPTION OF PREMISES

All available developable parcels are listed on the attached “Exhibits A through G-2” for each airport within the System. The matrices and narratives further detail recommended compatible uses and also identify commercial leased space available. Please note that in cases where commercial leased space is available within airport facilities, aviation-related use of the commercial space will be given priority consideration over non-aviation use.

SITE CONDITIONS

All available developable sites shall be delivered in “as is” condition, including, without limitation, any existing utility and/or avigation easements, subsurface conditions, existing structures, the presence of oil or hazardous materials, and laws, ordinances and regulations affecting the same. RIAC makes no representation or warranties of any kind, expressed or implied, in fact or in law, with respect to condition of any of the sites available.

AVIATION RESTRICTIONS ON LAND DEVELOPMENT

Interested parties shall comply with FAA regulations that impact development on land parcels adjacent to or at runway ends and comply with FAA Order 8260.3B - United States Standard for Terminal Instrument Procedures (TERPS) and FAA Part 77 - Safe, Efficient Use and Preservation of the Navigable Airspace. Any development must be consistent with criteria and standards set by FAA rules and regulations.

FAA regulation Part 77 requires submission of Form FAA 7460-1 “Notice Of Proposed Construction Or Alteration” to the FAA for any construction or alteration that impacts airport operations. Interested parties are responsible for completing and submitting the Form FAA 7460-1 to the FAA for this development project.
All development upon available parcels shall be consistent and compatible with RIAC’s Airport Layout Plans (ALPs) and Master Plans for each airport in the System as approved by the FAA.

DESIRED IMPROVEMENTS

Interested parties shall be responsible for designing and constructing all facets of the infrastructure of any improvements or facilities to be operated by the proposer(s) or a third party, which operation shall be determined by proposer(s) or third party, subject to RIAC approval and the restrictions stated herein. The proposed improvements or facilities shall be sized to meet the interested parties’ needs and shall be of a type and quality as approved by RIAC and that conform to State and Federal statutes. There is no minimum capital investment. Facilities should typically be designed and constructed to provide a minimum forty (40) year useful life. Building appearance, massing, and height and roof design shall be consistent with typical aviation business-related buildings.

GENERAL

All construction on the parcels or within commercial leased space must conform to the State of Rhode Island Building and Fire Codes and FAA standards and design criteria, and is also subject to the following requirements:

UTILITIES

Water, electric and natural gas utilities are in most cases in close proximity to the sites. Proposer(s) shall arrange for service with all required utility providers during construction at their sole obligation and expense. It is anticipated that water, sanitary sewer, storm drainage, electrical, natural gas, and communications systems will be required for these developments. All utilities shall be separately metered at the point of connection and all subsequent operational utility charges shall be the responsibility of the proposer(s).

DESIGN REVIEW

RIAC will conduct formal design reviews at the conceptual, schematic, design development, and construction document phases of any improvement or facility development proposed. RIAC must review and approve all phases of design.

SITE SURVEY

General site plans and approximate leased premises boundaries and square footages are included on “Exhibits A through G-2”. Detailed design and construction surveys shall be the responsibility of any proposer.

GEOTECHNICAL INVESTIGATION

Proposers will be responsible for all geotechnical investigation requirements to adequately support any project development proposed.
PERMITS

Proposers shall be responsible for securing all federal, state and local permits, licenses, and approvals necessary to develop and operate any proposed improvements or facilities.

SECURITY

Where required, airfield perimeter security must be maintained throughout construction as well as subsequent operation of any improvements or facilities. Proposers must coordinate with RIAC to create a perimeter security plan that outlines security measures during construction and subsequent operation.

SUBMISSION OF RESPONSES TO NOTICE OF AVAILABILITY

Interested parties must possess a demonstrable, current history of construction and development upon Airside and/or Landside airport property as may be required by their proposals, as evidenced by verifiable, development, management, operation, and maintenance experience at airports of at least similar size and operational levels to those within the System in the case of development upon Airside aviation-use airport property, or of comparable commercial properties in the case of development upon Landside, non-aviation use airport property.

Submissions should include the minimum requirements detailed above and also indicate the parcel(s) that the proposer has interest in, as designated by reference to parcel(s) as listed on the matrix included as “Exhibit G-1”, as well as an estimate of capital investment, a description of the proposed use of the parcel(s), and a development timeframe. Interested parties may submit statement of interest responses to this Notice of Availability as follows:

By US Mail, Courier, or Hand-Delivery:

Submissions must be clearly marked “Notice of Availability, Airport Property Development, Rhode Island Airport System”, attention:

David A. Cloutier
Assistant Vice President
Business Development &
Commercial Programs
Rhode Island Airport Corporation
T. F. Green Airport
2000 Post Road
Warwick, RI 02886

Electronically via E Mail:

David A. Cloutier
Assistant Vice President
Business Development &
Commercial Programs
Rhode Island Airport Corporation
T. F. Green Airport
dcloutier@pvdairport.com
EVALUATION OF SUBMISSIONS

Evaluation of submissions received in response to this Notice of Availability will consist of a review of
the scope of services proposed, the highest and best use of the available parcels, compatibility with
Airport Layout Plans and Master Plans, the potential financial benefit to RIAC, and other information
that may be requested, the intent of which will be to identify proposals that would contribute most
positively to the Airport System. Review of all submissions will be conducted by RIAC. RIAC reserves
the right to select respondents based on interest generated by this Notice of Availability. Should RIAC, in
its sole discretion, determine that sufficient interest in the development of the Airport System warrants a
formal Request for Proposals (RFP) document being issued, RIAC will issue an RFP to those interested
parties who have been determined to be qualified by the criteria herein.

RIAC accepts no financial responsibility for any costs incurred by a firm or individual in responding to
this Notice of Availability. The information and material submitted in response to this solicitation
become the property of RIAC. By submitting a response, the firm certifies that it has fully read and
understands the Notice of Availability and has full knowledge of the Scope of Services to be provided,
and the terms and conditions under which the services are to be performed.

RIAC reserves the right to reject any or all submittals and to request and consider additional information
from interested parties. RIAC reserves the right to waive any irregularities and technical defects. RIAC
reserves the right to modify, amend, or waive any provisions of this Notice of Availability.

NOTE: Interested parties may be required to subsequently provide additional information (such as
evidence of financial positions and capability, the ability to acquire all necessary permits, licenses,
approvals, etc.) after their initial submission of interest to assist RIAC in evaluating proposals.

SALE, LEASE AND PAYMENT OF RENT

In accordance with Grant Assurance requirements of the Federal Aviation Administration (FAA), in all
cases RIAC is required to receive Fair Market Value compensation for the sale or lease of airport
property. Proposers will be required to execute a lease agreement in form and substance as provided by
RIAC. Compensation structure and levels to RIAC will be dependent upon the proposed use of the
property involved, with said sale or lease amounts to be negotiated between proposers and RIAC,
provided however that said amounts are equal to Fair Market Value Rent at a minimum.

“EXHIBITS A through G-2”, SUPPORTING DOCUMENTATION ON FOLLOWING PAGES
NOTICE OF AVAILABILITY
“EXHIBIT A”
T.F. GREEN AIRPORT (PVD)
WARWICK, RI

PARCEL “PVD-1”:
Parcel is roughly 38,500 square feet of land area within the perimeter fenceline of the airport with a 6,336 square foot structure used for airport storage and by a ground service equipment repair shop. The parcel is best suited for redevelopment of a corporate aircraft hangar having a maximum hangar bay area of approximately 15,000 feet (125’ x 120’) with office/support area of approximately 3,000 feet (30’ x 100’) for a building of 18,000 feet. Demolition of existing facility would be the responsibility of the proposer, and would need to consider proximity to existing airfield electrical vault.

PARCEL “PVD-2”:
Parcel is 52,514 square feet (roughly 150’ x 350’) of land area located at 1910 Post Road, formerly known as Atwood Grill. Property is non-aeronautical use only, and is presently zoned “General Business”. Property may be leased or purchased. The parcel is subject to favorable “Warwick Station Development District” zoning, enabling a maximum building height of 75 feet. The parcel is best suited to redevelopment as office, retail, or restaurant use. Demolition of existing 5,300 square foot structure and any improvements to the property would be the responsibility of the proposer. Use of the parcel for off-airport parking operations will be prohibited in any sale or lease agreement.

PARCEL “PVD-3”:
Parcel consists of 30,464 square feet of land area zoned “Office” located at 2222 Post Road improved with a 2,024 square foot, 1.5 story raised ranch-style wood frame building configured for office usage. Property is non-aeronautical use only. Property is available for lease only. It would be expected that continued use as an office location would be the preferred use of the property, with any required improvements to the existing structure being the responsibility of the proposer. Use of the parcel for off-airport parking operations will be prohibited in any lease agreement.

PARCEL “PVD-4”:
Parcel consists of 37,080 square feet of land area zoned “General Business” located at 2282 Post Road improved with a 1,323 square foot wood frame office structure presently used as a cell phone lot for T.F. Green Airport. Property is non-aeronautical use only. Property is available for lease only. Anticipated usage of the property would be commercial or retail, with any required improvements to, or demolition of, the existing structure being the responsibility of the proposer. Use of the parcel for off-airport parking operations will be prohibited in any lease agreement.

PARCEL “PVD-5”:
Parcel is located east of Runway 5-23 and Taxiway “M” and is comprised of approximately 9.65 acres with dimensions of approximately 825 feet by 510 feet. It is anticipated that the parcel can support multiple hangar developments. The site terrain of the parcel varies from level and clear, to a rising earthen berm with a blast/sound wall erected atop of it. New ramp and taxiway access to the airside
portion of the site and existing airport taxiway infrastructure must be created and appropriately secured from public access from landside roadways as a component of the development activity. Property is aeronautical use only. Property is available for lease only. Use of the parcel would require design, construction, and operation of multipurpose corporate aircraft hangar(s) having a minimum floor area of 10,000 square feet, with additional requirements for office space and flight support areas sufficient in size to support the hangar square footage. Hangars developed shall be of a type and quality as approved by RIAC, consisting of high quality metal paneled buildings with attractive office entrances and appropriate landscaping. The facilities proposed shall be designed and constructed to provide a minimum fifty (50) year useful life. Building appearance, massing, height, and roof design shall be consistent with typical corporate aviation facilities. Developer(s) will be responsible for construction of all public ingress and egress access points to the parcel, any required utility and site work infrastructure, as well as aircraft access infrastructure to the airport’s taxiway and runway system via the construction of ramp areas and taxiway stubs to be marked and lighted by the developer(s) (to include any required taxiway lighting, reflectors, pavement markings). Taxiway stubs must conform to Federal Aviation Administration (FAA) standards. Developer(s) should reference FAA Advisory Circulars to meet current FAA design criteria.

PROPERTY MAP ON NEXT PAGE
NOTICE OF AVAILABILITY
“EXHIBIT B”

QUONSET STATE AIRPORT (OQU)
NORTH KINGSTOWN, RI

PARCEL “OQU-1”:
Parcel is approximately 7.35 acres of land area developed with the vacant, original airport terminal, as well as individual T-hangars and the existing airport fuel farm, and would be for aeronautical, leased use only. Redevelopment of the site as corporate aircraft hangar locations is the ALP-approved use of the site. Demolition of the vacant terminal building may be necessary. Any required infrastructure would be the responsibility of a proposer. RIAC may need to relocate the individual T-hangars and existing fuel farm based upon the scope of development proposed.

PARCEL “OQU-2”:
Parcel is approximately 11.31 acres of land area adjacent to the Runway 5 approach and would be for aeronautical, leased use only. Site is suitable for construction of T-hangars or other ALP-compatible General Aviation development. All improvements, including buildings, utilities, taxiways, ramp areas, etc. would be the responsibility of the proposer.

PARCEL “OQU-3”:
Parcel is approximately 10.53 acres of unimproved land located between the ends of Runways 23 and 34 along the waterfront. Use may be aeronautical or non-aeronautical under lease. Access to the site is constrained by the runways, and significant infrastructure improvements would be required to gain access to the site as well as to provide necessary utilities. All required improvements would be the responsibility of the proposer.

PARCEL “OQU-4”:
Parcel is approximately 78.29 acres of unimproved land located between the ends of Runways 23 and 16 along the waterfront. Use may be aeronautical or non-aeronautical under lease. Access to the site would be gained by improvements to the airport’s perimeter roadway, with significant infrastructure improvements required to the site to provide necessary utilities and comply with FAA requirements. All required improvements to the site would be the responsibility of the proposer.
PARCEL “OQU-5”:

Parcel is approximately 24.29 acres of unimproved land with waterfront access. Use may be aeronautical or non-aeronautical under lease. Access to the site would be gained by improvements to the airport’s perimeter roadway, with significant infrastructure improvements required to the site to provide necessary utilities. All required improvements to the site would be the responsibility of the proposer.

PARCEL “OQU-6”:

Parcel is approximately 12.00 acres of former military-use land, improved by concrete, bunker-like storage areas. Use may be aeronautical or non-aeronautical under lease. Demolition of existing structures and construction of all required improvements would be the responsibility of the proposer. A Site Inspection Report is available for this parcel upon request.

TERMINAL OFFICE SPACE:

First Floor

Room 1019: 96 square feet, (12’ x 8’), partially finished. Suitable for use as Flight Crew Support or small office, with doorway into hangar bay.

Second Floor (Elevator Accessible)

Room 2009: 175 square feet, (10’ x 17.5’). Office use.

Room 2010: 144 square feet, (12’ x 12’). Office use.

Rooms 2011-2013: 540 square feet, (45’ x 12’), partially finished. Sub-dividable into two offices.

Rooms 2012-2014: 752 square feet, (43’ x 17.5’), partially finished. Sub-dividable into two offices.

PROPERTY MAP ON NEXT PAGE
NOTICE OF AVAILABILITY
“EXHIBIT C”

NORTH CENTRAL STATE AIRPORT (SFZ)
SMITHFIELD, RI

PARCEL “SFZ-1”:
Parcel is approximately 3.91 acres of unimproved land designated for aeronautical use for the development of nested T-hangars. Property would be for lease only, not sale. All required improvements, such as taxiway stubs, ramp areas, utilities, and structures, would be the responsibility of the proposer.

PARCEL “SFZ-2”:
Parcel consists of approximately 7.97 acres of unimproved land designated for aeronautical use for the development of nested T-hangars or corporate general aviation hangars. Property would be for lease only, not sale. All required improvements, such as taxiway stubs, ramp areas, utilities, and structures, would be the responsibility of the proposer.

PARCEL “SFZ-3”:
Parcel is approximately 3.88 acres of unimproved off-airport land at the intersection Jenckes Hill and Limerock Roads. Use of the property may be aeronautical or non-aeronautical, however there is no access to the airfield from this site. Property is available for lease only, with all improvements being the responsibility of the proposer.

TERMINAL OFFICE SPACE “SFZ-4”:
Vacant former airport terminal. All improvements would be the responsibility of the proposer.

First Floor
Approximately 1,300 square feet suitable for single tenant occupancy. Space is broken out into 2 large office areas of 16’ x 20’ and 11’ x 19’, and a central floor area of approximately 18’ x 38’. Male and female restrooms. Flight School (aeronautical) or office (non-aeronautical) uses are possible.

Second Floor
Office 1: 139 square feet. Office use.
Office 2: 114 square feet. Office use.
Office 3: 180 square feet. Office use.
Office 4: 161 square feet. Office use.
NOTICE OF AVAILABILITY
“EXHIBIT D”

NEWPORT STATE AIRPORT (UUU)

MIDDLETOWN, RI

PARCEL “UUU-1”:
Parcel consists of approximately 1.69 acres of unimproved land area designated for aeronautical use for the construction of nested T-hangars. Site would be available for lease only. The site is accessed by a common-use roadway off of Oliphant Lane. All required improvements such as structures, ramp areas, taxiway stubs, etc., as well as the removal of a large dirt pile on the site, would be the responsibility of the proposer.

PARCEL “UUU-2”:
Parcel consists of approximately 18,000 square feet of unimproved land (150’ x 120’). Use may be aeronautical or non-aeronautical, but due to its location outside of the airport fenceline, there is no access to the airfield. Site would be available for lease only. Anticipated uses to be considered could be self-storage units, seasonal boat storage, etc. All required improvements would be the responsibility of the proposer.

TERMINAL OFFICE SPACE:
Vacant Terminal Space.

Second Floor
Room 202 (Space H): 100 square feet (8’ x 12.5’), office use.
Room 203 (Space J): 150 square feet (11.5’ x 13’), office use.

PROPERTY MAP ON NEXT PAGE
NOTICE OF AVAILABILITY
“EXHIBIT E”

WESTERLY STATE AIRPORT (WST)
WESTERLY, RI

PARCEL “WST-1”:
Parcel consists of approximately 1.60 acres of undeveloped land suitable for the aeronautical use of construction of nested T-hangars under a land lease agreement. All required improvements would be the responsibility of the proposer.

TERMINAL OFFICE SPACE:
Vacant Terminal Space.

Restaurant/Flight School/Office: 800 square feet of unfinished space originally intended for restaurant. Suitable uses would be restaurant, flight school, or office space.

Office Space: 150 square foot office.

PROPERTY MAP ON NEXT PAGE
NOTICE OF AVAILABILITY
“EXHIBIT F”

BLOCK ISLAND STATE AIRPORT (BID)
NEW SHOREHAM, RI

NO DEVELOPMENT OR LEASING OPPORTUNITIES EXIST AT BLOCK ISLAND AT THIS TIME

EXHIBITS G-1 and G-2 ON FOLLOWING PAGES
## Notice of Availability

"EXHIBIT G-1" – RI Airport System Land Use Development Matrix

<table>
<thead>
<tr>
<th>Parcel ID Code</th>
<th>PVD Parcel Land Use</th>
<th>OQU Parcel Land Use</th>
<th>SFZ Parcel Land Use</th>
<th>UUU Parcel Land Use</th>
<th>WST Parcel Land Use</th>
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</table>

1 Parcels are coded by Airport and noted for Aviation and/or Non-Aviation Development by an "X". No parcels are currently available at Block Island Airport.

2 See "EXHIBIT G-2" – “Supplemental Information on AIP Development” for more detail on parcel designation and approximate area.
## Notice of Availability

"EXHIBIT G-2" – Supplemental Information on ALP-Compatible Development

<table>
<thead>
<tr>
<th>Parcel ID Code</th>
<th>Approved Airport Layout Plan (ALP) Development Designation(^1)</th>
<th>Approximate Area(^2)</th>
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<tbody>
<tr>
<td>PVD-1</td>
<td>Site of former Fire Station 8 within Airport Fenceline</td>
<td>38,500 ft. land area, 6,336 ft. building (demo)</td>
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<td>PVD-2</td>
<td>Site of former Atwood Grill, 1910 Post Road</td>
<td>52,500 ft. land area, 5,300 ft. building (demo)</td>
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<tr>
<td>PVD-3</td>
<td>Site of Office Building, 2222 Post Road</td>
<td>2,024 ft. building, 17,076 to 30,464 ft. land area</td>
</tr>
<tr>
<td>PVD-4</td>
<td>Site of Cell Phone Lot/Building, 2282 Post Road</td>
<td>1,423 ft. building, 37,080 ft. land area</td>
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<tr>
<td>PVD-5</td>
<td>Vacant Raw Land Located off of Strawberry Field Road</td>
<td>9.65 Acres (approximately 825’ x 510’)</td>
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<tr>
<td>OQU-1</td>
<td>&quot;Proposed for GA and Corporate Aviation Development&quot;</td>
<td>7.35 Acres</td>
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<td>OQU-2</td>
<td>&quot;Reserved for Future GA and Other Aviation Development&quot;</td>
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<td>&quot;Future Aviation Related Development&quot;</td>
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<td>&quot;Former Terminal Development Area&quot;</td>
<td>See &quot;Exhibit C&quot; SFZ-4 Narrative</td>
</tr>
<tr>
<td>UUU-1</td>
<td>&quot;Phase II - Nested T-Hangars&quot;</td>
<td>1.69 Acres</td>
</tr>
<tr>
<td>UUU-2</td>
<td>No current type use designation on ALP</td>
<td>18,000 square feet</td>
</tr>
<tr>
<td>WST-1</td>
<td>&quot;Proposed T-Hangars&quot;</td>
<td>1.60 Acres</td>
</tr>
</tbody>
</table>

### Footnotes:

1. The ALP is an FAA-approved planning document. In addition to airfield development, it typically identifies the highest and best use of airport owned property from an aviation perspective. Alternative aviation uses or layouts will be considered if it can be shown that such uses do not impact the safety and efficiency of the airport.

2. The area in acres shown above and property boundaries represented on the attached Exhibits are rough approximations of the sites available.

3. "Future" denotes a time frame beyond 16 years.

4. “Conventional Hangar” denotes a hangar typically used for storage of large corporate jets or multi-engined piston aircraft.