NEW BEDFORD REGIONAL AIRPORT

NEW BEDFORD, MASSACHUSETTS

AIRPORT LAYOUT PLAN

AIRPORT LAYOUT PLAN EXHIBITS

EXHIBIT	TITLE
I	EXISTING AIRPORT LAYOUT PLAN
II	ULTIMATE AIRPORT LAYOUT PLAN
III	TECHNICAL DATA SHEET
IV	TERMINAL AREA PLAN
V	AIRPORT AIRSPACE DRAWING (14 CFR PART 77 SURFACE) - SHEET 1
VI	AIRPORT AIRSPACE DRAWING (14 CFR PART 77 SURFACE) - SHEET 2
VII	INNER PORTION OF THE APPROACH PLAN AND PROFILE - RUNWAY 5-23
VIII	INNER PORTION OF THE APPROACH PLAN AND PROFILE - RUNWAY 14-32
IX	OFF-AIRPORT LAND USE PLAN

AIP NO. 3-25-0034-44

2013 AIRPORT MASTER PLAN UPDATE

SPONSORED BY:

NEW BEDFORD REGIONAL AIRPORT

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
AERONAUTICS DIVISION

FEDERAL AVIATION ADMINISTRATION

APPROVED BY: _____
CHAIRMAN OF THE AIRPORT COMMISSION — DATE:

APPROVED BY: _____
ADMINISTRATOR — DATE:

APPROVED BY: _____
DIRECTOR OF PLANNING — DATE:

SUBMITTED BY: _____
PROJECT MANAGER — DATE:

PREPARED BY:

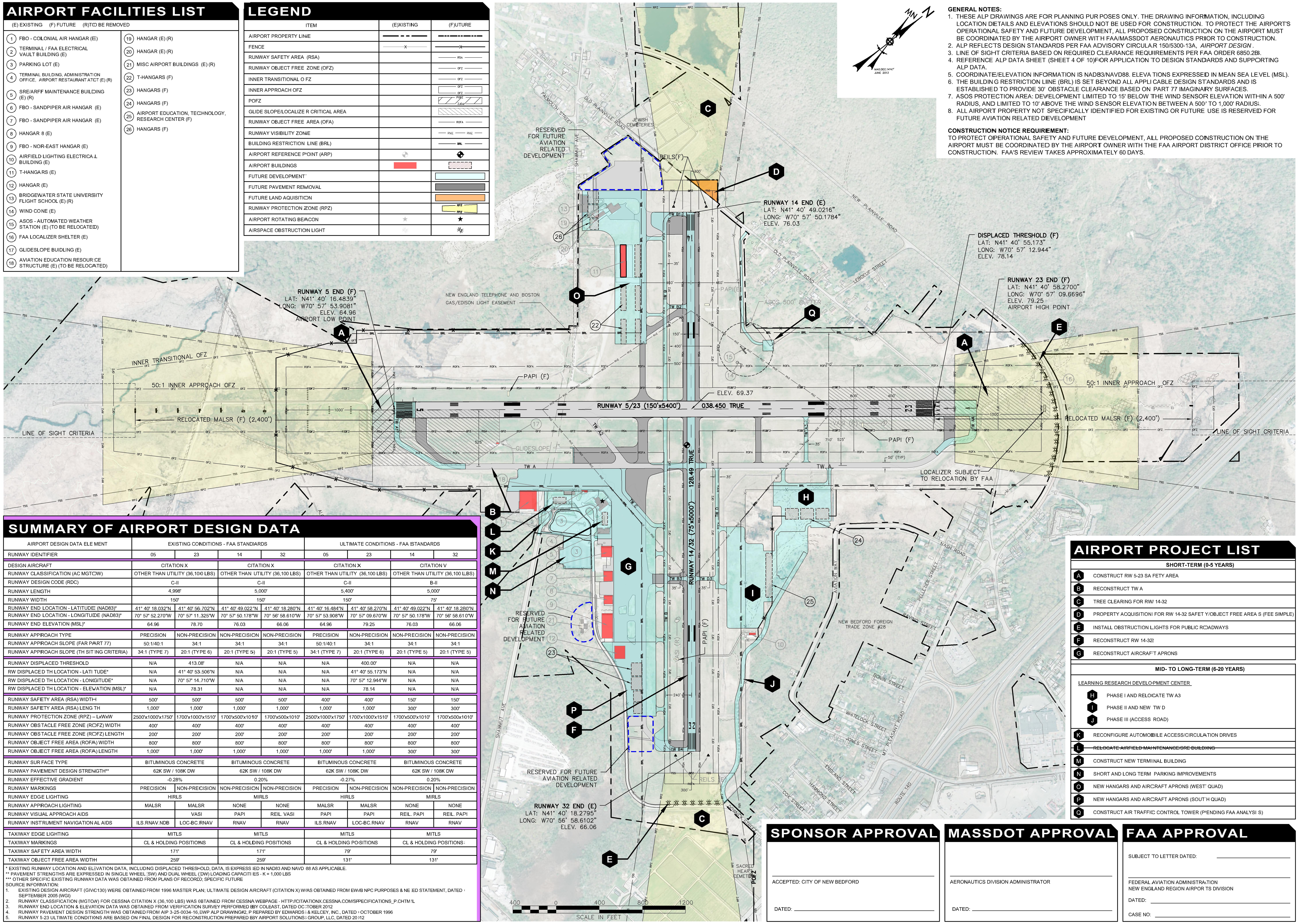
AIRPORT SOLUTIONS GROUP

INNOVATIVE AIRPORT DEVELOPMENT SPECIALISTS

PHONE (781) 491-0083 FAX (781) 491-0360

AIRPORT CONSULTANTS WOBURN, MASSACHUSETTS

DATE FEBRUARY 2014



AIRPORT FACILITIES LIST

(E) EXISTING (F) FUTURE (R) TO BE REMOVED

1. FBO - COLONIAL AIR HANGAR (E)
2. TERMINAL / FAA ELECTRICAL VAULT BUILDING (E)
3. PARKING LOT (E)
4. TERMINAL BUILDING, ADMINISTRATION OFFICE, AIRPORT RESTAURANT ATCT (E) (R)
5. SRE/ARFF MAINTENANCE BUILDING (E) (R)
6. FBO - SANDPIPER AIR HANGAR (E)
7. FBO - SANDPIPER AIR HANGAR (E)
8. HANGAR 8 (E)
9. FBO - NOR-EAST HANGAR (E)
10. AIRFIELD LIGHTING ELECTRICAL BUILDING (E)
11. T-HANGARS (E)
12. HANGAR (E)
13. BRIDGEWATER STATE UNIVERSITY FLIGHT SCHOOL (E) (R)
14. WIND CONE (E)
15. ASOS - AUTOMATED WEATHER STATION (E) (TO BE RELOCATED)
16. FAA LOCALIZER SHELTER (E)
17. GLIDESLOPE BUIDLING (E)
18. AVIATION EDUCATION RESOURCE STRUCTURE (E) (TO BE RELOCATED)
19. HANGAR (E) (R)
20. HANGAR (E) (R)
21. MISC AIRPORT BUILDINGS (E) (R)
22. T-HANGARS (F)
23. HANGARS (F)
24. HANGARS (F)
25. AIRPORT EDUCATION, TECHNOLOGY, RESEARCH CENTER (F)
26. HANGARS (F)

LEGEND

ITEM	(E)XISTING	(F)UTURE
AIRPORT PROPERTY LINE		
FENCE	X	X
RUNWAY SAFETY AREA (RSA)		RSA
RUNWAY OBJECT FREE ZONE (OFZ)		OFZ
INNER TRANSITIONAL O FZ		OFZ
INNER APPROACH OFZ		OFZ
POFZ		POFZ
GLIDE SLOPE/LOCALIZER CRITICAL AREA		
RUNWAY OBJECT FREE AREA (OFA)		ROFA
RUNWAY VISIBILITY ZONE		RVZ
BUILDING RESTRICTION LINE (BRL)		BRL
AIRPORT REFERENCE POINT (ARP)		
AIRPORT BUILDINGS		
FUTURE DEVELOPMENT		
FUTURE PAVEMENT REMOVAL		
FUTURE LAND AQUISITION		
RUNWAY PROTECTION ZONE (RPZ)		RPZ
AIRPORT ROTATING BEACON		
AIRSPACE OBSTRUCTION LIGHT		

GENERAL NOTES:

1. THESE ALP DRAWINGS ARE FOR PLANNING PURPOSES ONLY. THE DRAWING INFORMATION, INCLUDING LOCATION DETAILS AND ELEVATIONS SHOULD NOT BE USED FOR CONSTRUCTION. TO PROTECT THE AIRPORT'S OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH FAA/MASSDOT AERONAUTICS PRIOR TO CONSTRUCTION.
2. ALP REFLECTS DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13A, *AIRPORT DESIGN*.
3. LINE OF SIGHT CRITERIA BASED ON REQUIRED CLEARANCE REQUIREMENTS PER FAA ORDER 6850.2B.
4. REFERENCE ALP DATA SHEET (SHEET 4 OF 10) FOR APPLICATION TO DESIGN STANDARDS AND SUPPORTING ALP DATA.
5. COORDINATE/ELEVATION INFORMATION IS NAD83/NAVD88. ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL).
6. THE BUILDING RESTRICTION LINE (BRL) IS SET BEYOND ALL APPLICABLE DESIGN STANDARDS AND IS ESTABLISHED TO PROVIDE 30' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES.
7. ASOS PROTECTION AREA: DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500' TO 1,000' RADIUS.
8. ALL AIRPORT PROPERTY NOT SPECIFICALLY IDENTIFIED FOR EXISTING OR FUTURE USE IS RESERVED FOR FUTURE AVIATION RELATED DEVELOPMENT

CONSTRUCTION NOTICE REQUIREMENT:

TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORT DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

SUMMARY OF AIRPORT DESIGN DATA

AIRPORT DESIGN DATA ELEMENT	EXISTING CONDITIONS - FAA STANDARDS				ULTIMATE CONDITIONS - FAA STANDARDS			
RUNWAY IDENTIFIER	05	23	14	32	05	23	14	32
DESIGN AIRCRAFT	CITATION X		CITATION X		CITATION X		CITATION V	
RUNWAY CLASSIFICATION (AC MGTOW)	OTHER THAN UTILITY (36,100 LBS)		OTHER THAN UTILITY (36,100 LBS)		OTHER THAN UTILITY (36,100 LBS)		OTHER THAN UTILITY (36,100 LBS)	
RUNWAY DESIGN CODE (RDC)	C-II		C-II		C-II		B-II	
RUNWAY LENGTH	4,998'		5,000'		5,400'		5,000'	
RUNWAY WIDTH	150'		150'		150'		75'	
RUNWAY END LOCATION - LATITUDE (NAD83)*	41° 40' 18.032"N	41° 40' 56.702"N	41° 40' 49.022"N	41° 40' 18.280"N	41° 40' 16.484"N	41° 40' 58.270"N	41° 40' 49.022"N	41° 40' 18.280"N
RUNWAY END LOCATION - LONGITUDE (NAD83)*	70° 57' 52.270"W	70° 57' 11.325"W	70° 57' 50.178"W	70° 56' 58.610"W	70° 57' 53.908"W	70° 57' 09.670"W	70° 57' 50.178"W	70° 56' 58.610"W
RUNWAY END ELEVATION (MSL)*	64.96	78.70	76.03	66.06	64.96	79.25	76.03	66.06
RUNWAY APPROACH TYPE	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
RUNWAY APPROACH SLOPE (FAR PART 77)	50:1/40:1	34:1	34:1	34:1	50:1/40:1	34:1	34:1	34:1
RUNWAY APPROACH SLOPE (TH SITING CRITERIA)	34:1 (TYPE 7)	20:1 (TYPE 6)	20:1 (TYPE 5)	20:1 (TYPE 5)	34:1 (TYPE 7)	20:1 (TYPE 6)	20:1 (TYPE 5)	20:1 (TYPE 5)
RUNWAY DISPLACED THRESHOLD	N/A	413.08'	N/A	N/A	N/A	400.00'	N/A	N/A
RW DISPLACED TH LOCATION - LATITUDE*	N/A	41° 40' 53.506"N	N/A	N/A	N/A	41° 40' 55.173"N	N/A	N/A
RW DISPLACED TH LOCATION - LONGITUDE*	N/A	70° 57' 14.710"W	N/A	N/A	N/A	70° 57' 12.944"W	N/A	N/A
RW DISPLACED TH LOCATION - ELEVATION (MSL)*	N/A	78.31	N/A	N/A	N/A	78.14	N/A	N/A
RUNWAY SAFETY AREA (RSA) WIDTH	500'	500'	500'	500'	400'	400'	150'	150'
RUNWAY SAFETY AREA (RSA) LENGTH	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	300'	300'
RUNWAY PROTECTION ZONE (RPZ) -- LxWxW	2500'x1000'x1750'	1700'x1000'x1510'	1700'x500'x1010'	1700'x500x1010'	2500'x1000'x1750'	1700'x1000'x1510'	1700'x500'x1010'	1700'x500x1010'
RUNWAY OBSTACLE FREE ZONE (ROFZ) WIDTH	400'	400'	400'	400'	400'	400'	400'	400'
RUNWAY OBSTACLE FREE ZONE (ROFZ) LENGTH	200'	200'	200'	200'	200'	200'	200'	200'
RUNWAY OBJECT FREE AREA (ROFA) WIDTH	800'	800'	800'	800'	800'	800'	800'	800'
RUNWAY OBJECT FREE AREA (ROFA) LENGTH	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	300'	300'
RUNWAY SURFACE TYPE	BITUMINOUS CONCRETE		BITUMINOUS CONCRETE		BITUMINOUS CONCRETE		BITUMINOUS CONCRETE	
RUNWAY PAVEMENT DESIGN STRENGTH**	62K SW / 108K DW		62K SW / 108K DW		62K SW / 108K DW		62K SW / 108K DW	
RUNWAY EFFECTIVE GRADIENT	-0.28%		0.20%		-0.27%		0.20%	
RUNWAY MARKINGS	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
RUNWAY EDGE LIGHTING	HIRLS		MIRLS		HIRLS		MIRLS	
RUNWAY APPROACH LIGHTING	MALSR	MALSR	NONE	NONE	MALSR	MALSR	NONE	NONE
RUNWAY VISUAL APPROACH AIDS		VASI	PAPI	REIL. VASI	PAPI	PAPI	REIL. PAPI	REIL. PAPI
RUNWAY INSTRUMENT NAVIGATIONAL AIDS	ILS.RNAV.NDB	LOC-BC.RNAV	RNAV	RNAV	ILS.RNAV	LOC-BC.RNAV	RNAV	RNAV
TAXIWAY EDGE LIGHTING	MITLS		MITLS		MITLS		MITLS	
TAXIWAY MARKINGS	CL & HOLDING POSITIONS		CL & HOLDING POSITIONS		CL & HOLDING POSITIONS		CL & HOLDING POSITIONS	
TAXIWAY SAFETY AREA WIDTH	171'		171'		79'		79'	
TAXIWAY OBJECT FREE AREA WIDTH	259'		259'		131'		131'	

* EXISTING RUNWAY LOCATION AND ELEVATION DATA, INCLUDING DISPLACED THRESHOLD, DATA, IS EXPRESSED IN NAD83 AND NAVD 88 AS APPLICABLE.
** PAVEMENT STRENGTHS ARE EXPRESSED IN SINGLE WHEEL (SW) AND DUAL WHEEL (DW) LOADING CAPACITIES - K = 1,000 LBS
*** OTHER SPECIFIC EXISTING RUNWAY DATA WAS OBTAINED FROM PLANS OF RECORD; SPECIFIC FUTURE
SOURCE INFORMATION:

1. EXISTING DESIGN AIRCRAFT (GIV/C130) WERE OBTAINED FROM 1996 MASTER PLAN; ULTIMATE DESIGN AIRCRAFT (CITATION X) WAS OBTAINED FROM EWB NPC PURPOSES & NEED STATEMENT, DATED SEPTEMBER 2005 (WGI)
2. RUNWAY CLASSIFICATION (MGTOW) FOR CESSNA CITATION X (36,100 LBS) WAS OBTAINED FROM CESSNA WEBPAGE - HTTP://CITATIONX.CESSNA.COM/SPECIFICATIONS_P.CHTML
3. RUNWAY END LOCATION & ELEVATION DATA WAS OBTAINED FROM VERIFICATION SURVEY PERFORMED BY COLEAST, DATED OCTOBER 2012
4. RUNWAY PAVEMENT DESIGN STRENGTH WAS OBTAINED FROM AIP 3-25-0034-16, EWP ALP DRAWING#2, PREPARED BY EDWARDS & KELCEY, INC., DATED OCTOBER 1996
5. RUNWAY 5-23 ULTIMATE CONDITIONS ARE BASED ON FINAL DESIGN FOR RECONSTRUCTION PREPARED BY AIRPORT SOLUTIONS GROUP, LLC, DATED 2012

AIRPORT PROJECT LIST

SHORT-TERM (0-5 YEARS)

- A CONSTRUCT RW 5-23 SAFETY AREA
- B RECONSTRUCT TW A
- C TREE CLEARING FOR RW 14-32
- D PROPERTY ACQUISITION FOR RW 14-32 SAFETY/OBJECT FREE AREAS (FEE SIMPLE)
- E INSTALL OBSTRUCTION LIGHTS FOR PUBLIC ROADWAYS
- F RECONSTRUCT RW 14-32
- G RECONSTRUCT AIRCRAFT APRONS

MID- TO LONG-TERM (6-20 YEARS)

LEARNING RESEARCH DEVELOPMENT CENTER

- H PHASE I AND RELOCATE TW A3
- I PHASE II AND NEW TW D
- J PHASE III (ACCESS ROAD)
- K RECONFIGURE AUTOMOBILE ACCESS/CIRCULATION DRIVES
- L ~~RELOCATE AIRFIELD MAINTENANCE/SRE BUILDING~~
- M CONSTRUCT NEW TERMINAL BUILDING
- N SHORT AND LONG TERM PARKING IMPROVEMENTS
- O NEW HANGARS AND AIRCRAFT APRONS (WEST QUAD)
- P NEW HANGARS AND AIRCRAFT APRONS (SOUTH QUAD)
- Q CONSTRUCT AIR TRAFFIC CONTROL TOWER (PENDING FAA ANALYSIS)

SPONSOR APPROVAL

ACCEPTED: CITY OF NEW BEDFORD

DATED: ____________

MASSDOT APPROVAL

AERONAUTICS DIVISION ADMINISTRATOR

DATED: ____________

FAA APPROVAL

SUBJECT TO LETTER DATED: ____________

FEDERAL AVIATION ADMINISTRATION
NEW ENGLAND REGION AIRPORTS DIVISION

DATED: ____________

CASE NO: ____________

CADD FILE NO. 103-018-SHEET_EWB ALP 2013.dwg

A.I.P. PROJECT. NO. 3-25-0034-44

REV.	DATE	DESCRIPTION

FAA DISCLAIMER: THE PREPARATION OF THIS ALP SET HAS BEEN SUPPORTED, IN PART, THROUGH FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS ALP SET BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT SOLUTIONS GROUP
INNOVATIVE AIRPORT DEVELOPMENT SPECIALISTS
PHONE (781) 491-0083 FAX (781) 491-0360
AIRPORT CONSULTANTS • WOBURN, MASSACHUSETTS

newbedford regional airport
1569 Airport Road
New Bedford, MA 02746
(508) 991-6161

SHEET TITLE: ULTIMATE AIRPORT LAYOUT PLAN

PROJECT: 2013 AIRPORT MASTER PLAN UPDATE

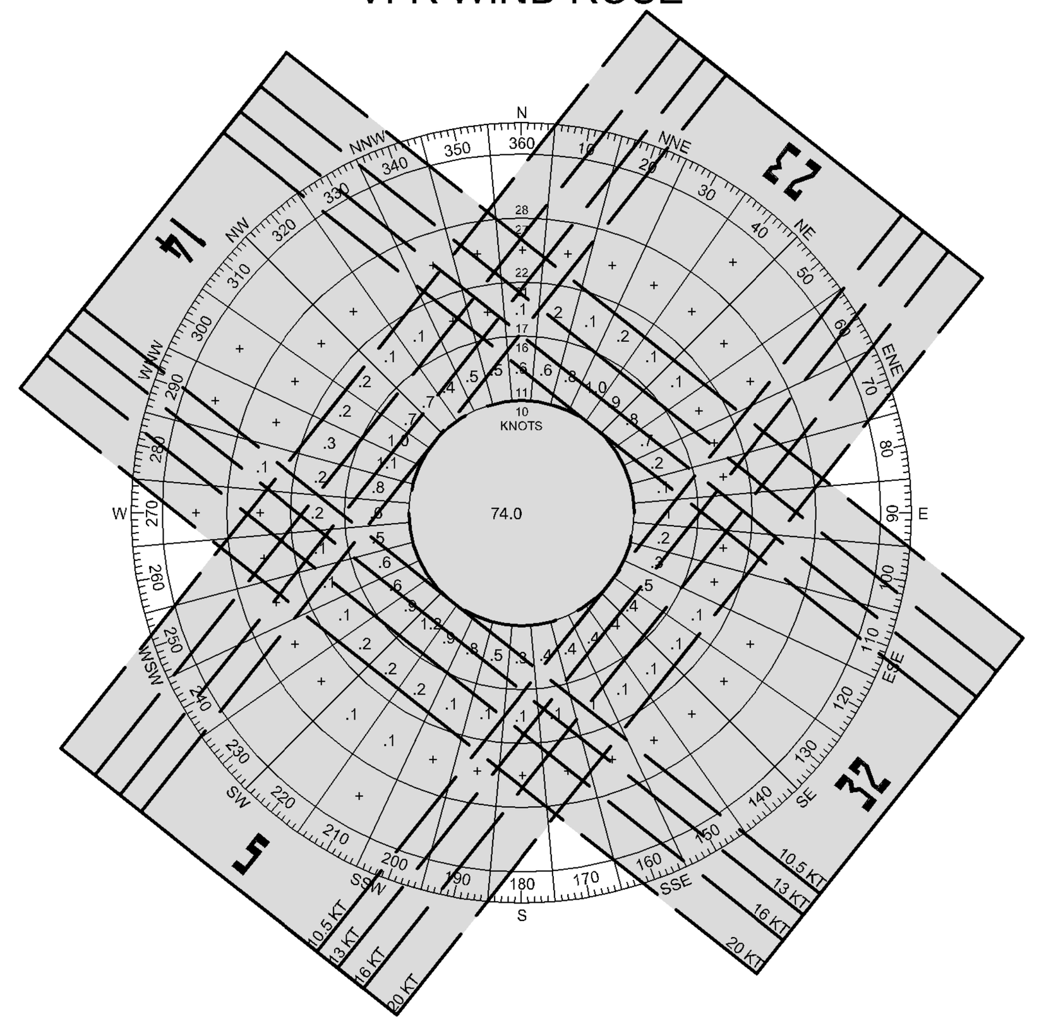
DESIGNER: JBM CADD TECH: TAL APPROVED: RJM

FEBRUARY 2014

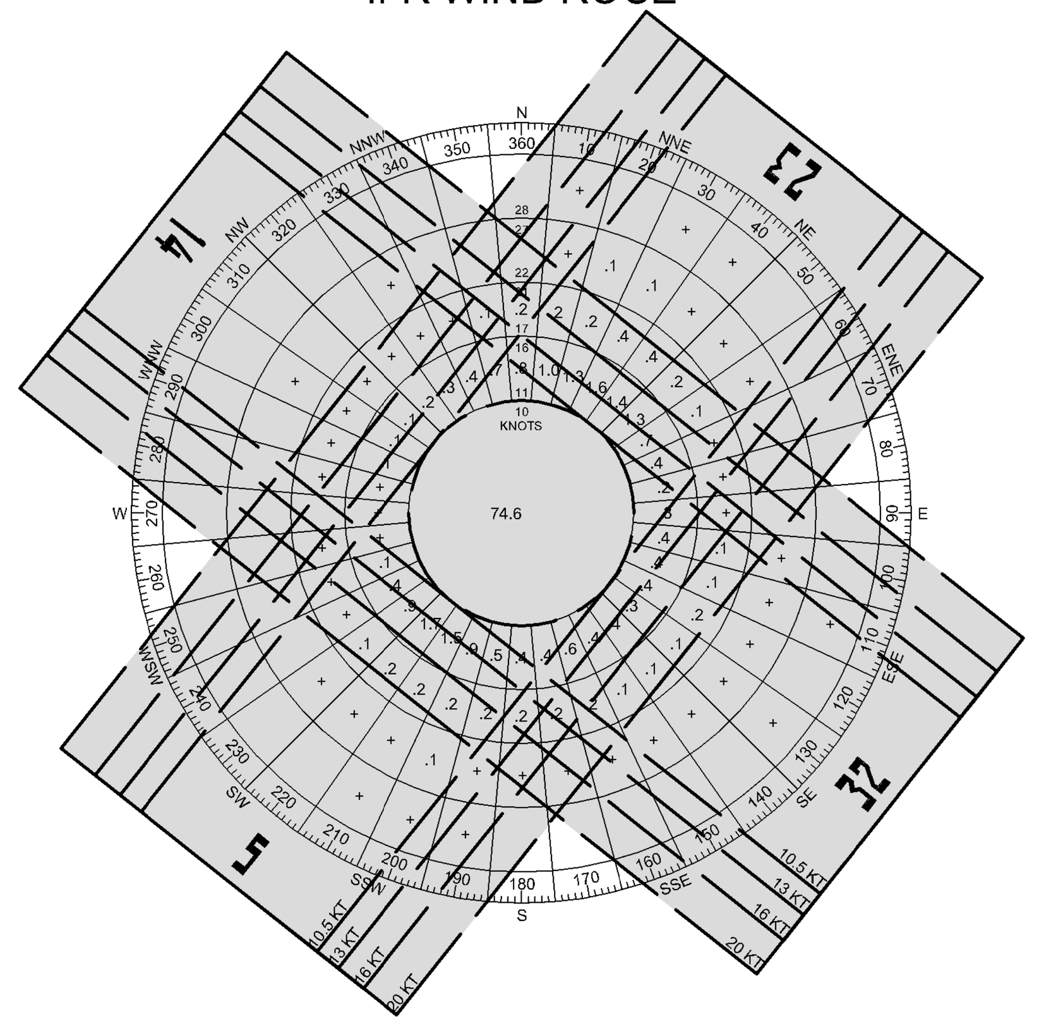
EXHIBIT II

AIRPORT WIND ROSES

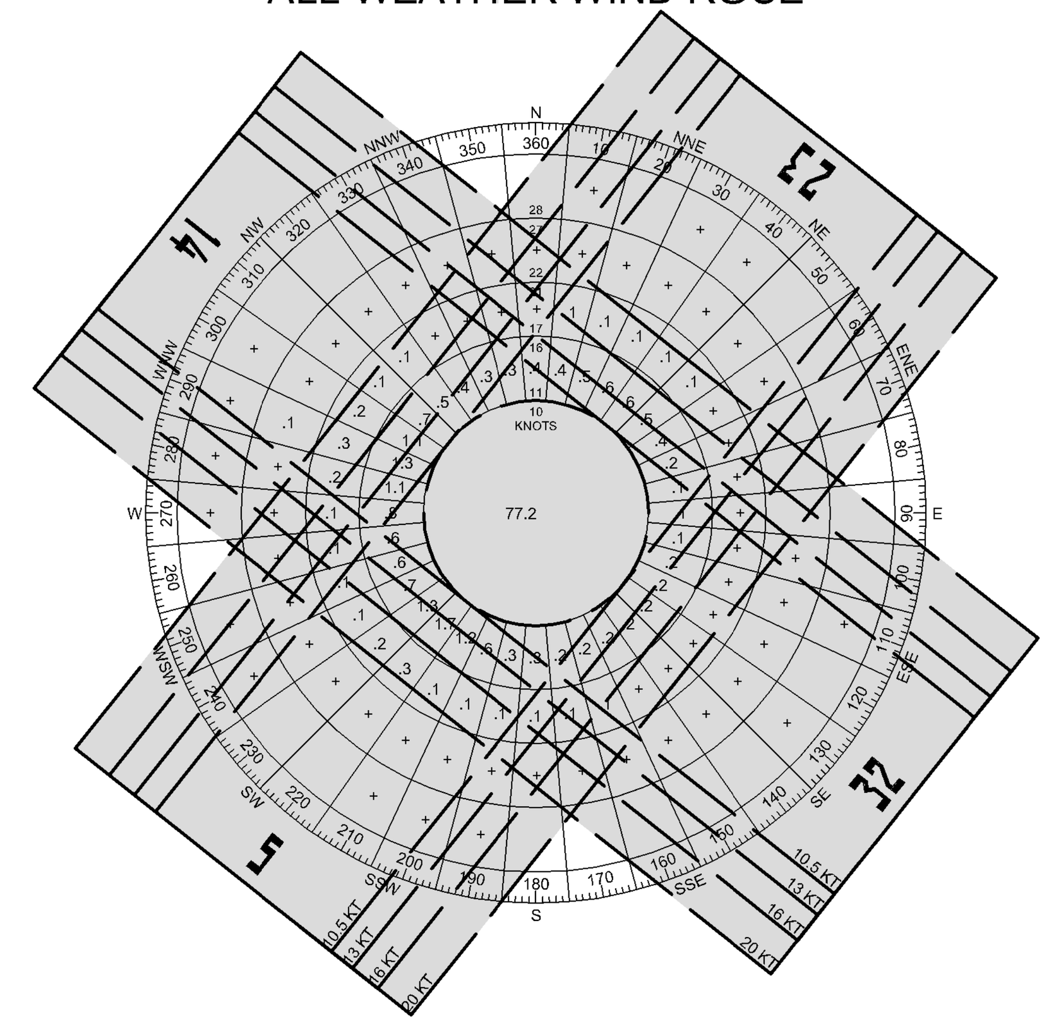
VFR WIND ROSE



IFR WIND ROSE



ALL-WEATHER WIND ROSE



	Wind Coverage Provided Under VFR* Conditions 5-Knot Tailwind to Maximum Headwind			
	10.5-knot	13-knot	16-knot	20-knot
RUNWAY 5	67.55 %	70.47 %	73.51 %	74.39 %
RUNWAY 23	70.62 %	74.20 %	77.90 %	79.22 %
RUNWAY 5/23	89.55 %	93.93 %	98.10 %	99.54 %
RUNWAY 14	66.68 %	70.65 %	75.33 %	76.63 %
RUNWAY 32	69.99 %	73.46 %	77.05 %	78.38 %
RUNWAY 14/32	86.32 %	91.88 %	97.62 %	99.35 %
COMBINED	98.86 %	99.73 %	99.95 %	100.00 %

* Ceiling greater than 1,000 feet and/or visibility greater than three miles.

	Wind Coverage Provided Under IFR* Conditions 5-Knot Tailwind to Maximum Headwind			
	10.5-knot	13-knot	16-knot	20-knot
RUNWAY 5	69.31 %	71.35 %	73.07 %	73.71 %
RUNWAY 23	65.29 %	67.09 %	68.88 %	69.65 %
RUNWAY 5/23	93.39 %	96.27 %	98.65 %	99.62 %
RUNWAY 14	72.68 %	78.12 %	84.56 %	86.61 %
RUNWAY 32	68.66 %	74.09 %	80.49 %	82.47 %
RUNWAY 14/32	82.59 %	89.26 %	96.69 %	99.09 %
COMBINED	98.68 %	99.66 %	99.96 %	100.00 %

* Ceiling less than or equal to 1,000 feet and/or visibility less than 3 miles and ceiling greater than or equal to 200 feet and visibility greater than or equal to 0.50 miles.

	Wind Coverage Provided Under All-Weather Conditions 5-Knot Tailwind to Maximum Headwind			
	10.5-knot	13-knot	16-knot	20-knot
RUNWAY 5	64.87 %	67.26 %	69.81 %	70.53 %
RUNWAY 23	77.69 %	81.02 %	84.33 %	85.44 %
RUNWAY 5/23	90.86 %	94.74 %	98.39 %	99.60 %
RUNWAY 14	66.78 %	70.29 %	74.57 %	75.74 %
RUNWAY 32	79.19 %	83.48 %	88.10 %	89.39 %
RUNWAY 14/32	88.07 %	92.95 %	98.08 %	99.51 %
COMBINED	99.13 %	99.81 %	99.98 %	100.00 %

NOTE: Wind Data was obtained from EWB ASOS, January 1, 1997 to December 31, 2006, NOAA National Data Center, Report #725065

LOCATION MAP

SUMMARY OF AIRPORT DESIGN DATA

AIRPORT DESIGN DATA ELEMENT	EXISTING CONDITIONS - FAA STANDARDS				ULTIMATE CONDITIONS - FAA STANDARDS			
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DESIGN AIRCRAFT	CITATION X		CITATION X		CITATION X		CITATION V	
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RUNWAY WIDTH	150'		150'		150'		75'	
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RUNWAY APPROACH TYPE	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
RUNWAY APPROACH SLOPE (FAR PART 77)	50:1/40:1	34:1	34:1	34:1	50:1/40:1	34:1	34:1	34:1
RUNWAY APPROACH SLOPE (TH SITING CRITERIA)	34:1 (TYPE 7)	20:1 (TYPE 6)	20:1 (TYPE 5)	20:1 (TYPE 5)	34:1 (TYPE 7)	20:1 (TYPE 6)	20:1 (TYPE 5)	20:1 (TYPE 5)
RUNWAY DISPLACED THRESHOLD	N/A	413.08'	N/A	N/A	N/A	400.00'	N/A	N/A
RW DISPLACED TH LOCATION - LATITUDE*	N/A	41° 40' 53.506"N	N/A	N/A	N/A	41° 40' 55.173"N	N/A	N/A
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RW DISPLACED TH LOCATION - ELEVATION (MSL)*	N/A	78.31	N/A	N/A	N/A	78.14	N/A	N/A
RUNWAY SAFETY AREA (RSA) WIDTH	500'	500'	500'	500'	400'	400'	150'	150'
RUNWAY SAFETY AREA (RSA) LENGTH	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	300'	300'
RUNWAY PROTECTION ZONE (RPZ) - LxWxW	2500'x1000'x1750'	1700'x1000'x1510'	1700'x500'x1010'	1700'x500x1010'	2500'x1000'x1750'	1700'x1000'x1510'	1700'x500'x1010'	1700'x500x1010'
RUNWAY OBSTACLE FREE ZONE (ROFZ) WIDTH	400'	400'	400'	400'	400'	400'	400'	400'
RUNWAY OBSTACLE FREE ZONE (ROFZ) LENGTH	200'	200'	200'	200'	200'	200'	200'	200'
RUNWAY OBJECT FREE AREA (ROFA) WIDTH	800'	800'	800'	800'	800'	800'	800'	800'
RUNWAY OBJECT FREE AREA (ROFA) LENGTH	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	300'	300'
RUNWAY SURFACE TYPE	BITUMINOUS CONCRETE		BITUMINOUS CONCRETE		BITUMINOUS CONCRETE		BITUMINOUS CONCRETE	
RUNWAY PAVEMENT DESIGN STRENGTH**	62K SW / 108K DW		62K SW / 108K DW		62K SW / 108K DW		62K SW / 108K DW	
RUNWAY EFFECTIVE GRADIENT	-0.28%		0.20%		-0.27%		0.20%	
RUNWAY MARKINGS	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
RUNWAY EDGE LIGHTING	HIRLS		MIRLS		HIRLS		MIRLS	
RUNWAY APPROACH LIGHTING	MALSR	MALSR	NONE	NONE	MALSR	MALSR	NONE	NONE
RUNWAY VISUAL APPROACH AIDS		VASI	PAPI	REIL. VASI	PAPI	PAPI	REIL. PAPI	REIL. PAPI
RUNWAY INSTRUMENT NAVIGATIONAL AIDS	ILS.RNAV.NDB	LOC-BC.RNAV	RNAV	RNAV	ILS.RNAV	LOC-BC.RNAV	RNAV	RNAV
TAXIWAY EDGE LIGHTING	MITLS		MITLS		MITLS		MITLS	
TAXIWAY MARKINGS	CL & HOLDING POSITIONS		CL & HOLDING POSITIONS		CL & HOLDING POSITIONS		CL & HOLDING POSITIONS	
TAXIWAY SAFETY AREA WIDTH	171'		171'		79'		79'	
TAXIWAY OBJECT FREE AREA WIDTH	259'		259'		131'		131'	

* EXISTING RUNWAY LOCATION AND ELEVATION DATA, INCLUDING DISPLACED THRESHOLD, DATA, IS EXPRESSED IN NAD83 AND NAVD88 AS APPLICABLE.
** PAVEMENT STRENGTHS ARE EXPRESSED IN SINGLE WHEEL (SW) AND DUAL WHEEL (DW) LOADING CAPACITIES - K = 1,000 LBS
*** OTHER SPECIFIC EXISTING RUNWAY DATA WAS OBTAINED FROM PLANS OF RECORD; SPECIFIC FUTURE

SOURCE INFORMATION
1. EXISTING DESIGN AIRCRAFT (GIV/C130) WERE OBTAINED FROM 1996 MASTER PLAN; ULTIMATE DESIGN AIRCRAFT (CITATION X) WAS OBTAINED FROM EWB NPC PURPOSES & NEED STATEMENT, DATED SEPTEMBER 2005 (WGI)
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3. RUNWAY END LOCATION & ELEVATION DATA WAS OBTAINED FROM VERIFICATION SURVEY PERFORMED BY COLEAST, DATED OCTOBER 2012
4. RUNWAY PAVEMENT DESIGN STRENGTH WAS OBTAINED FROM AIP 3-25-0034-16, EWP ALP DRAWING#2, PREPARED BY EDWARDS & KELCEY, INC., DATED OCTOBER 1996
5. RUNWAY 5-23 ULTIMATE CONDITIONS ARE BASED ON FINAL DESIGN FOR RECONSTRUCTION PREPARED BY AIRPORT SOLUTIONS GROUP, LLC, DATED 2012

AIRPORT DATA

		EXISTING	FUTURE
AIRPORT ELEVATION		78.7	79.3
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD83)	LAT. LONG.	41° 40' 35.510" 70° 57' 28.095"	41° 40' 35.465" 70° 57' 28.233"
MEAN MAX. TEMP. (HOTTEST MONTH)		80°F	80°F
FUNCTIONAL ROLE (NPIAS)		COMMERCIAL SERVICE	COMMERCIAL SERVICE
FUNCTIONAL ROLE (FAA ASSET)		NA	NA
FUNCTIONAL ROLE (MA STATEWIDE AIRPORT SYSTEM PLAN)		COMMERCIAL SERVICE/ SCHEDULED CHARTER	COMMERCIAL SERVICE/ SCHEDULED CHARTER
AIRPORT CLASSIFICATION		OTHER THAN UTILITY	OTHER THAN UTILITY
AIRPORT REFERENCE CODE		C-II	C-II

DECLARED DISTANCES

	RUNWAY 5	RUNWAY 23
TAKEOFF FUN AVAILABLE (TORA)	5000'	5400'
TAKEOFF DISTANCE AVAILABLE (TODA)	5000'	5400'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	5000'	5400'
LANDING DISTANCE AVAILABLE (LDA)	5000'	5000'

MODIFICATION TO STANDARDS

APPROVED:
-NONE

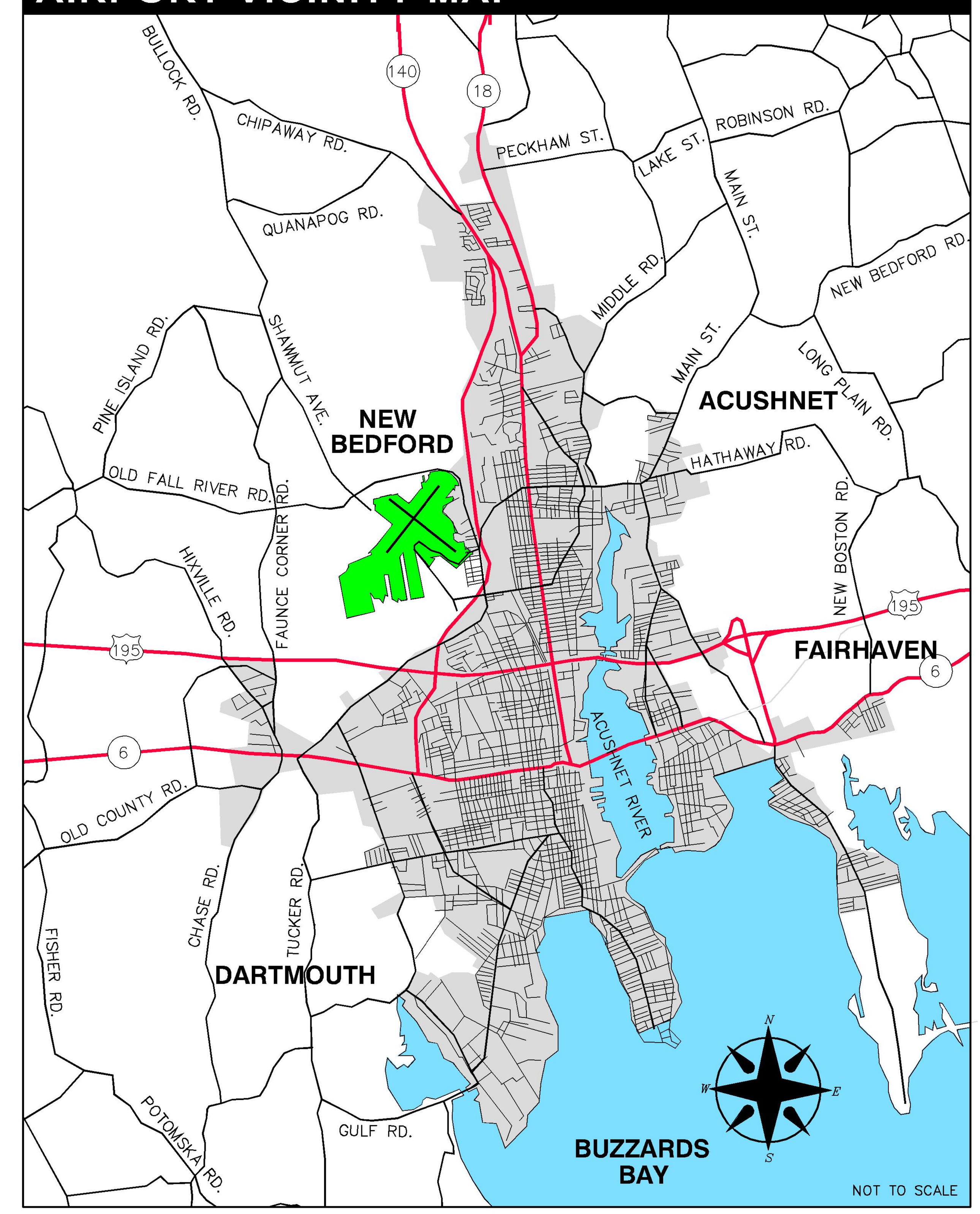
REQUESTED:
-NONE

THE UNDERSIGNED CERTIFIES THAT AIRPORT ELEMENTS SHOWN ON THIS ALP ARE IN ACCORDANCE WITH CRITERIA CONTAINED IN THE CURRENT EDITION OF THE FAA ADVISORY CIRCULAR 150/5300-13A (SEPTEMBER 28, 2012) EXCEPT AS NOTED ABOVE.

SIGNATURE OF SPONSOR

DATE

AIRPORT VICINITY MAP



CADD FILE NO. 103-018-SHEET_EWB ALP 2013.dwg

A.I.P. PROJECT. NO. 3-25-0034-44

REV.	DATE	DESCRIPTION

FAA DISCLAIMER: THE PREPARATION OF THIS ALP SET HAS BEEN SUPPORTED, IN PART, THROUGH FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS ALP SET BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT SOLUTIONS GROUP
INNOVATIVE AIRPORT DEVELOPMENT SPECIALISTS
PHONE (781) 491-0083 FAX (781) 491-0360
AIRPORT CONSULTANTS • WOBURN, MASSACHUSETTS

newbedford regional airport
1569 Airport Road
New Bedford, MA 02746
(508) 991-6161

SHEET TITLE
TECHNICAL DATA SHEET

PROJECT
2013 AIRPORT MASTER PLAN UPDATE

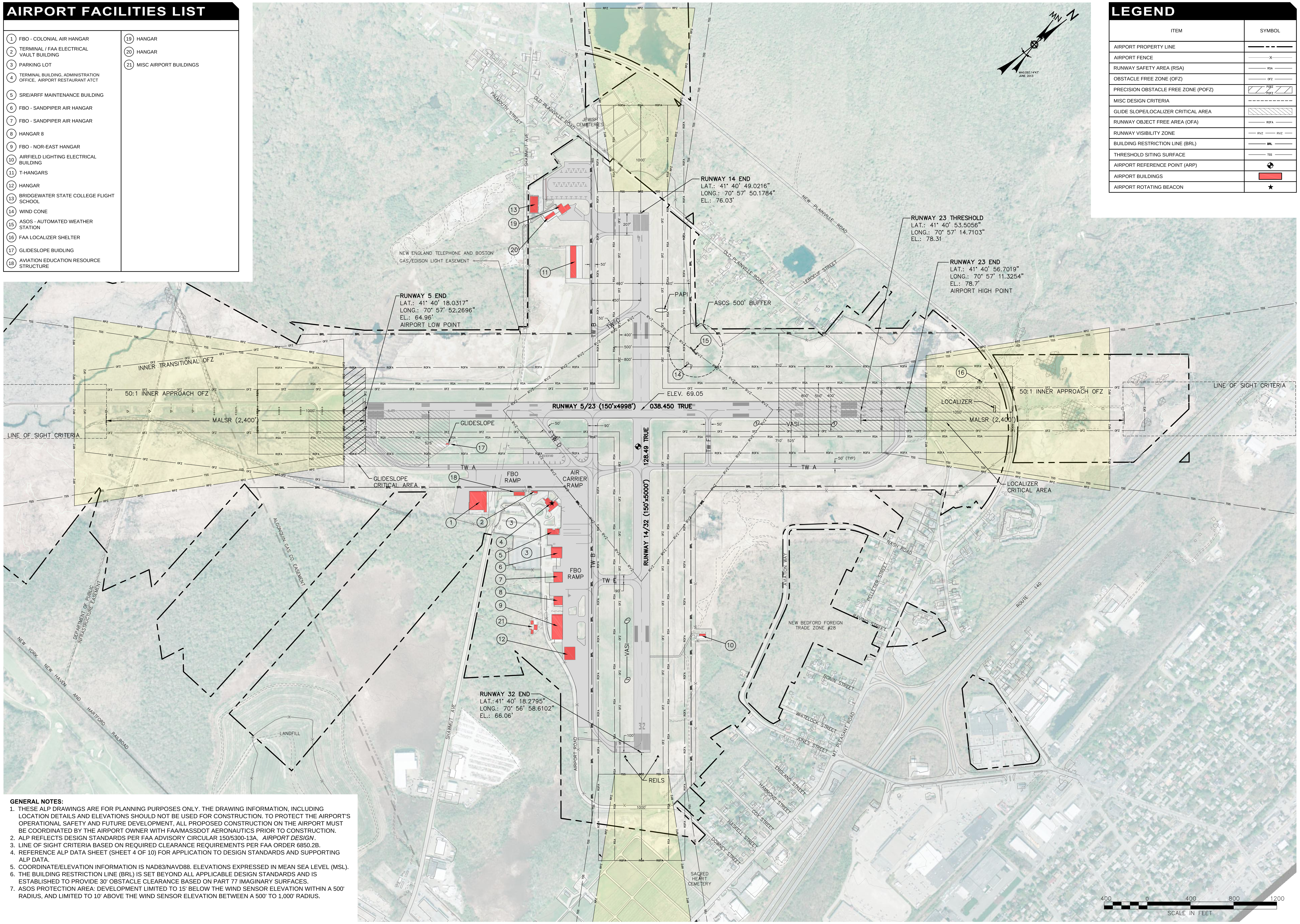
DESIGNER: JBM CADD TECH: TAL APPROVED: RJM

FEBRUARY 2014

EXHIBIT III

AIRPORT FACILITIES LIST

No.	Facility
1	FBO - COLONIAL AIR HANGAR
2	TERMINAL / FAA ELECTRICAL VAULT BUILDING
3	PARKING LOT
4	TERMINAL BUILDING, ADMINISTRATION OFFICE, AIRPORT RESTAURANT ATCT
5	SRE/ARFF MAINTENANCE BUILDING
6	FBO - SANDPIPER AIR HANGAR
7	FBO - SANDPIPER AIR HANGAR
8	HANGAR 8
9	FBO - NOR-EAST HANGAR
10	AIRFIELD LIGHTING ELECTRICAL BUILDING
11	T-HANGARS
12	HANGAR
13	BRIDGEWATER STATE COLLEGE FLIGHT SCHOOL
14	WIND CONE
15	ASOS - AUTOMATED WEATHER STATION
16	FAA LOCALIZER SHELTER
17	GLIDESLOPE BUILDING
18	AVIATION EDUCATION RESOURCE STRUCTURE
19	HANGAR
20	HANGAR
21	MISC AIRPORT BUILDINGS



MN
N
RUNWAY 14 END
LAT.: 41° 40' 49.0216"
LONG.: 70° 57' 50.1784"
EL.: 76.03'
RUNWAY 23 THRESHOLD
LAT.: 41° 40' 53.5056"
LONG.: 70° 57' 14.7103"
EL.: 78.31
RUNWAY 23 END
LAT.: 41° 40' 56.7019"
LONG.: 70° 57' 11.3254"
EL.: 78.7'
AIRPORT HIGH POINT
RUNWAY 5 END
LAT.: 41° 40' 18.0317"
LONG.: 70° 57' 52.2696"
EL.: 64.96'
AIRPORT LOW POINT
RUNWAY 32 END
LAT.: 41° 40' 18.2795"
LONG.: 70° 56' 58.6102"
EL.: 66.06'
RUNWAY 5/23 (150'x4998') 038.450 TRUE
RUNWAY 14/32 (150'x5000')
128.49 TRUE
ELEV. 69.05
INNER TRANSITIONAL OFZ
50:1 INNER APPROACH OFZ
MALSR (2,400')
LINE OF SIGHT CRITERIA
GLIDESLOPE
GLIDESLOPE CRITICAL AREA
LOCALIZER
LOCALIZER CRITICAL AREA
VASI
PAPI
REILS
ASOS 500' BUFFER
FBO RAMP
AIR CARRIER RAMP
TW A
TW B
TW C
TW D
TW E
TW F
NEW ENGLAND TELEPHONE AND BOSTON GAS/EDISON LIGHT EASEMENT
JEWISH CEMETERIES
OLD PLAINVILLE ROAD
NEW PLAINVILLE ROAD
FALMOUTH STREET
SHAWMUT AVE
LEBOEUF STREET
ALGONQUIN GAS CO. EASEMENT
DEPARTMENT OF PUBLIC INFRASTRUCTURE EASEMENT
NEW YORK NEW HAVEN AND HARTFORD RAILROAD
LANDFILL
AIRPORT ROAD
AVIATION WAY
NEW BEDFORD FOREIGN TRADE ZONE #28
NASH ROAD
PELLETIER STREET
ROUTE 140
ROBIN STREET
WHITELOCK STREET
JONES STREET
MT. PLEASANT ROAD
ENGLAND STREET
HAMMOND STREET
COX STREET
HASKELL STREET
DOWNEY STREET
SACRED HEART CEMETERY
400 0 400 800 1200
SCALE IN FEET

LEGEND

ITEM	SYMBOL
AIRPORT PROPERTY LINE	
AIRPORT FENCE	
RUNWAY SAFETY AREA (RSA)	
OBSTACLE FREE ZONE (OFZ)	
PRECISION OBSTACLE FREE ZONE (POFZ)	
MISC DESIGN CRITERIA	
GLIDE SLOPE/LOCALIZER CRITICAL AREA	
RUNWAY OBJECT FREE AREA (OFA)	
RUNWAY VISIBILITY ZONE	
BUILDING RESTRICTION LINE (BRL)	
THRESHOLD SITING SURFACE	
AIRPORT REFERENCE POINT (ARP)	
AIRPORT BUILDINGS	
AIRPORT ROTATING BEACON	★

GENERAL NOTES:

1. THESE ALP DRAWINGS ARE FOR PLANNING PURPOSES ONLY. THE DRAWING INFORMATION, INCLUDING LOCATION DETAILS AND ELEVATIONS SHOULD NOT BE USED FOR CONSTRUCTION. TO PROTECT THE AIRPORT'S OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH FAA/MASSDOT AERONAUTICS PRIOR TO CONSTRUCTION.
2. ALP REFLECTS DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13A, *AIRPORT DESIGN*.
3. LINE OF SIGHT CRITERIA BASED ON REQUIRED CLEARANCE REQUIREMENTS PER FAA ORDER 6850.2B.
4. REFERENCE ALP DATA SHEET (SHEET 4 OF 10) FOR APPLICATION TO DESIGN STANDARDS AND SUPPORTING ALP DATA.
5. COORDINATE/ELEVATION INFORMATION IS NAD83/NAVD88. ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL).
6. THE BUILDING RESTRICTION LINE (BRL) IS SET BEYOND ALL APPLICABLE DESIGN STANDARDS AND IS ESTABLISHED TO PROVIDE 30' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES.
7. ASOS PROTECTION AREA: DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500' TO 1,000' RADIUS.

CADD FILE NO. 103-018-SHEET_EWB ALP 2013.dwg

A.I.P. PROJECT NO. 3-25-0034-44

REV.	DATE	DESCRIPTION

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newbedford regional airport
1569 Airport Road
New Bedford, MA 02746
(508) 991-6161

SHEET TITLE
EXISTING AIRPORT LAYOUT PLAN

PROJECT
2013 AIRPORT MASTER PLAN UPDATE

DESIGNER: JBM CADD TECH: TAL APPROVED: RJM

FEBRUARY 2014

EXHIBIT I

SHEET 2 OF 10

AIRPORT FACILITIES LIST

(E) EXISTING (F) FUTURE (R) TO BE REMOVED

1. FBO - COLONIAL AIR HANGAR (E)
2. TERMINAL / FAA ELECTRICAL VAULT BUILDING (E)
3. PARKING LOT (E)
4. TERMINAL BUILDING, ADMINISTRATION OFFICE, AIRPORT RESTAURANT ATCT (E) (R)
5. SRE/ARFF MAINTENANCE BUILDING (E) (R)
6. FBO - SANDPIPER AIR HANGAR (E)
7. FBO - SANDPIPER AIR HANGAR (E)
8. HANGAR 8 (E)
9. FBO - NOR-EAST HANGAR (E)
10. AIRFIELD LIGHTING ELECTRICAL BUILDING (E)
11. T-HANGARS (E)
12. HANGAR (F)
13. BRIDGEWATER STATE UNIVERSITY FLIGHT SCHOOL (E) (R)
14. WIND CONE (E)
15. ASOS - AUTOMATED WEATHER STATION (E) (TO BE RELOCATED)
16. FAA LOCALIZER SHELTER (E)
17. GLIDESLOPE BUILDING (E)
18. AVIATION EDUCATION RESOURCE STRUCTURE (E) (TO BE RELOCATED)
19. HANGAR (E) (R)
20. HANGAR (E) (R)
21. RUNWAY VISUAL RANGE STATION (RVR) (E)
22. T-HANGARS (E)
23. HANGARS (F)
24. HANGARS (F)
25. AIRPORT EDUCATION, TECHNOLOGY, RESEARCH CENTER (F)
26. HANGARS (F)

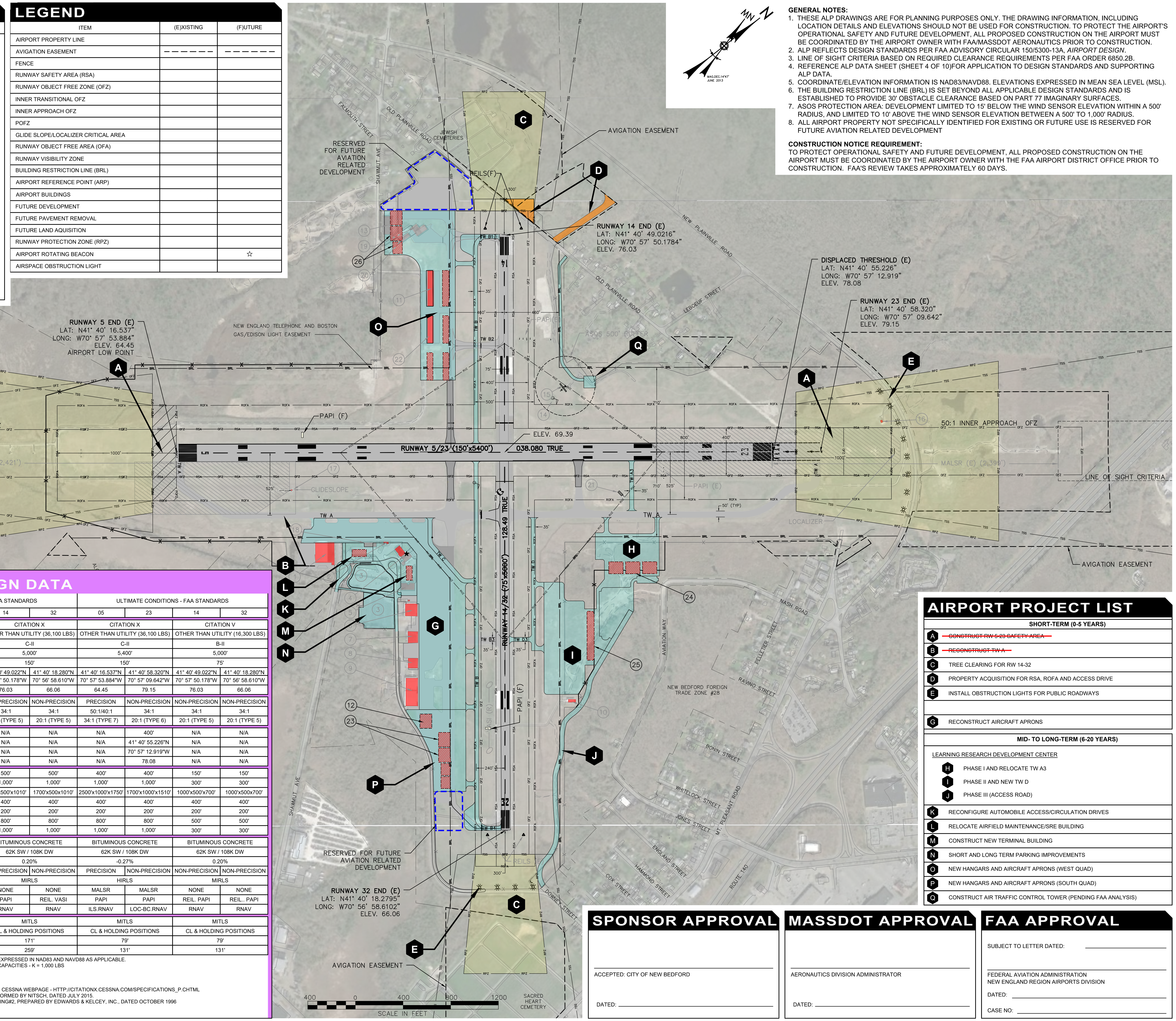
LEGEND

ITEM	(E)XISTING	(F)UTURE
AIRPORT PROPERTY LINE		
AVIGATION EASEMENT	– – – – – –	– – – – – –
FENCE		
RUNWAY SAFETY AREA (RSA)		
RUNWAY OBJECT FREE ZONE (OFZ)		
INNER TRANSITIONAL OFZ		
INNER APPROACH OFZ		
POFZ		
GLIDE SLOPE/LOCALIZER CRITICAL AREA		
RUNWAY OBJECT FREE AREA (OFA)		
RUNWAY VISIBILITY ZONE		
BUILDING RESTRICTION LINE (BRL)		
AIRPORT REFERENCE POINT (ARP)		
AIRPORT BUILDINGS		
FUTURE DEVELOPMENT		
FUTURE PAVEMENT REMOVAL		
FUTURE LAND AQUISITION		
RUNWAY PROTECTION ZONE (RPZ)		
AIRPORT ROTATING BEACON		☆
AIRSPACE OBSTRUCTION LIGHT		

GENERAL NOTES:

1. THESE ALP DRAWINGS ARE FOR PLANNING PURPOSES ONLY. THE DRAWING INFORMATION, INCLUDING LOCATION DETAILS AND ELEVATIONS SHOULD NOT BE USED FOR CONSTRUCTION. TO PROTECT THE AIRPORT'S OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH FAA/MASSDOT AERONAUTICS PRIOR TO CONSTRUCTION.
2. ALP REFLECTS DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13A, *AIRPORT DESIGN*.
3. LINE OF SIGHT CRITERIA BASED ON REQUIRED CLEARANCE REQUIREMENTS PER FAA ORDER 6850.2B.
4. REFERENCE ALP DATA SHEET (SHEET 4 OF 10)FOR APPLICATION TO DESIGN STANDARDS AND SUPPORTING ALP DATA.
5. COORDINATE/ELEVATION INFORMATION IS NAD83/NAVD88. ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL).
6. THE BUILDING RESTRICTION LINE (BRL) IS SET BEYOND ALL APPLICABLE DESIGN STANDARDS AND IS ESTABLISHED TO PROVIDE 30' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES.
7. ASOS PROTECTION AREA: DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500' TO 1,000' RADIUS.
8. ALL AIRPORT PROPERTY NOT SPECIFICALLY IDENTIFIED FOR EXISTING OR FUTURE USE IS RESERVED FOR FUTURE AVIATION RELATED DEVELOPMENT

CONSTRUCTION NOTICE REQUIREMENT:
TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORT DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.



SUMMARY OF AIRPORT DESIGN DATA

AIRPORT DESIGN DATA ELEMENT	EXISTING CONDITIONS - FAA STANDARDS				ULTIMATE CONDITIONS - FAA STANDARDS			
RUNWAY IDENTIFIER	05	23	14	32	05	23	14	32
DESIGN AIRCRAFT	CITATION X		CITATION X		CITATION X		CITATION V	
RUNWAY CLASSIFICATION (AC MGTOW)	OTHER THAN UTILITY (36,100 LBS)		OTHER THAN UTILITY (36,100 LBS)		OTHER THAN UTILITY (36,100 LBS)		OTHER THAN UTILITY (16,300 LBS)	
RUNWAY DESIGN CODE (RDC)	C-II		C-II		C-II		B-II	
RUNWAY LENGTH	5,400'		5,000'		5,400'		5,000'	
RUNWAY WIDTH	150'		150'		150'		75'	
RUNWAY END LOCATION - LATITUDE (NAD83)*	41° 40' 16.537"N	41° 40' 58.320"N	41° 40' 49.022"N	41° 40' 18.280"N	41° 40' 16.537"N	41° 40' 58.320"N	41° 40' 49.022"N	41° 40' 18.280"N
RUNWAY END LOCATION - LONGITUDE (NAD83)*	70° 57' 53.884"W	70° 57' 09.642"W	70° 57' 50.178"W	70° 56' 58.610"W	70° 57' 53.884"W	70° 57' 09.642"W	70° 57' 50.178"W	70° 56' 58.610"W
RUNWAY END ELEVATION (MSL)*	64.45	79.15	76.03	66.06	64.45	79.15	76.03	66.06
RUNWAY APPROACH TYPE	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
RUNWAY APPROACH SLOPE (FAR PART 77)	50:1/40:1	34:1	34:1	34:1	50:1/40:1	34:1	34:1	34:1
RUNWAY APPROACH SLOPE (TH SITING CRITERIA)	34:1 (TYPE 7)	20:1 (TYPE 6)	20:1 (TYPE 5)	20:1 (TYPE 5)	34:1 (TYPE 7)	20:1 (TYPE 6)	20:1 (TYPE 5)	20:1 (TYPE 5)
RUNWAY DISPLACED THRESHOLD	N/A	400'	N/A	N/A	N/A	400'	N/A	N/A
RW DISPLACED TH LOCATION - LATITUDE*	N/A	41° 40' 55.226"N	N/A	N/A	N/A	41° 40' 55.226"N	N/A	N/A
RW DISPLACED TH LOCATION - LONGITUDE*	N/A	70° 57' 12.919"W	N/A	N/A	N/A	70° 57' 12.919"W	N/A	N/A
RW DISPLACED TH LOCATION - ELEVATION (MSL)*	N/A	78.08	N/A	N/A	N/A	78.08	N/A	N/A
RUNWAY SAFETY AREA (RSA) WIDTH	400'	400'	500'	500'	400'	400'	150'	150'
RUNWAY SAFETY AREA (RSA) LENGTH	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	300'	300'
RUNWAY PROTECTION ZONE (RPZ) - LxWxW	2500'x1000'x1750'	1700'x1000'x1510'	1700'x500'x1010'	1700'x500x1010'	2500'x1000'x1750'	1700'x1000'x1510'	1000'x500'x700'	1000'x500x700'
RUNWAY OBSTACLE FREE ZONE (ROFZ) WIDTH	400'	400'	400'	400'	400'	400'	400'	400'
RUNWAY OBSTACLE FREE ZONE (ROFZ) LENGTH	200'	200'	200'	200'	200'	200'	200'	200'
RUNWAY OBJECT FREE AREA (ROFA) WIDTH	800'	800'	800'	800'	800'	800'	500'	500'
RUNWAY OBJECT FREE AREA (ROFA) LENGTH	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	300'	300'
RUNWAY SURFACE TYPE	BITUMINOUS CONCRETE		BITUMINOUS CONCRETE		BITUMINOUS CONCRETE		BITUMINOUS CONCRETE	
RUNWAY PAVEMENT DESIGN STRENGTH**	62K SW / 108K DW		62K SW / 108K DW		62K SW / 108K DW		62K SW / 108K DW	
RUNWAY EFFECTIVE GRADIENT	-0.27%		0.20%		-0.27%		0.20%	
RUNWAY MARKINGS	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
RUNWAY EDGE LIGHTING	HIRLS		MIRLS		HIRLS		MIRLS	
RUNWAY APPROACH LIGHTING	MALSR	MALSR	NONE	NONE	MALSR	MALSR	NONE	NONE
RUNWAY VISUAL APPROACH AIDS		PAPI	PAPI	REIL. VASI	PAPI	PAPI	REIL. PAPI	REIL.. PAPI
RUNWAY INSTRUMENT NAVIGATIONAL AIDS	ILS.RNAV.NDB	LOC-BC.RNAV	RNAV	RNAV	ILS.RNAV	LOC-BC.RNAV	RNAV	RNAV
TAXIWAY EDGE LIGHTING	MITLS		MITLS		MITLS		MITLS	
TAXIWAY MARKINGS	CL & HOLDING POSITIONS		CL & HOLDING POSITIONS		CL & HOLDING POSITIONS		CL & HOLDING POSITIONS	
TAXIWAY SAFETY AREA WIDTH	171'		171'		79'		79'	
TAXIWAY OBJECT FREE AREA WIDTH	259'		259'		131'		131'	

* EXISTING RUNWAY LOCATION AND ELEVATION DATA, INCLUDING DISPLACED THRESHOLD, DATA, IS EXPRESSED IN NAD83 AND NAVD88 AS APPLICABLE.
** PAVEMENT STRENGTHS ARE EXPRESSED IN SINGLE WHEEL (SW) AND DUAL WHEEL (DW) LOADING CAPACITIES - K = 1,000 LBS

SOURCE INFORMATION:
1. EXISTING AND ULTIMATE DESIGN AIRCRAFT BASED ON 2013 EWB MASTER PLAN UPDATE.
2. RUNWAY CLASSIFICATION (MGTOW) FOR CESSNA CITATION X (36,100 LBS) WAS OBTAINED FROM CESSNA WEBPAGE - HTTP://CITATIONX.CESSNA.COM/SPECIFICATIONS_P.CHTML
3. RUNWAY END LOCATION & ELEVATION DATA WAS OBTAINED FROM VERIFICATION SURVEY PERFORMED BY NITSCH, DATED JULY 2015.
4. RUNWAY PAVEMENT DESIGN STRENGTH WAS OBTAINED FROM AIP 3-25-0034-16, EWP ALP DRAWING#2, PREPARED BY EDWARDS & KELCEY, INC., DATED OCTOBER 1996
5. AERIAL IMAGE WAS OBTAINED FROM GOOGLE EARTH, DATED MAY 2015.

AIRPORT PROJECT LIST

SHORT-TERM (0-5 YEARS)

- A ~~CONSTRUCT RW 5-23 SAFETY AREA~~
- B ~~RECONSTRUCT TW A~~
- C TREE CLEARING FOR RW 14-32
- D PROPERTY ACQUISITION FOR RSA, ROFA AND ACCESS DRIVE
- E INSTALL OBSTRUCTION LIGHTS FOR PUBLIC ROADWAYS
- G RECONSTRUCT AIRCRAFT APRONS

MID- TO LONG-TERM (6-20 YEARS)

LEARNING RESEARCH DEVELOPMENT CENTER
- H PHASE I AND RELOCATE TW A3
- I PHASE II AND NEW TW D
- J PHASE III (ACCESS ROAD)
- K RECONFIGURE AUTOMOBILE ACCESS/CIRCULATION DRIVES
- L RELOCATE AIRFIELD MAINTENANCE/SRE BUILDING
- M CONSTRUCT NEW TERMINAL BUILDING
- N SHORT AND LONG TERM PARKING IMPROVEMENTS
- O NEW HANGARS AND AIRCRAFT APRONS (WEST QUAD)
- P NEW HANGARS AND AIRCRAFT APRONS (SOUTH QUAD)
- Q CONSTRUCT AIR TRAFFIC CONTROL TOWER (PENDING FAA ANALYSIS)

SPONSOR APPROVAL

ACCEPTED: CITY OF NEW BEDFORD

DATED: ____________

MASSDOT APPROVAL

AERONAUTICS DIVISION ADMINISTRATOR

DATED: ____________

FAA APPROVAL

SUBJECT TO LETTER DATED: ____________

FEDERAL AVIATION ADMINISTRATION
NEW ENGLAND REGION AIRPORTS DIVISION

DATED: ____________

CASE NO: ____________

CADD FILE NO.
103-052 -SHEET_EWB ALP 2020 - FENCE UPDATE.dwg

A.I.P. PROJECT. NO. 3-25-0034-061-2020

REV.	DATE	DESCRIPTION
1	09/2015	RUNWAY 5-23 CONSTRUCTION UPDATE
2	02/2020	RUNWAY 14-32 CONSTRUCTION UPDATE
3	09/2020	RECONSTRUCT TAXIWAY A
4	01/2021	PERIMETER/WIDLIFE FENCE IMPROVEMENTS

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newbedford regional airport
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New Bedford, MA 02746
(508) 991-6161

SHEET TITLE: ULTIMATE AIRPORT LAYOUT PLAN

PROJECT: 2013 AIRPORT MASTER PLAN UPDATE

DESIGNER: JBM CADD TECH: TJL APPROVED: RJM

FEBRUARY 2014

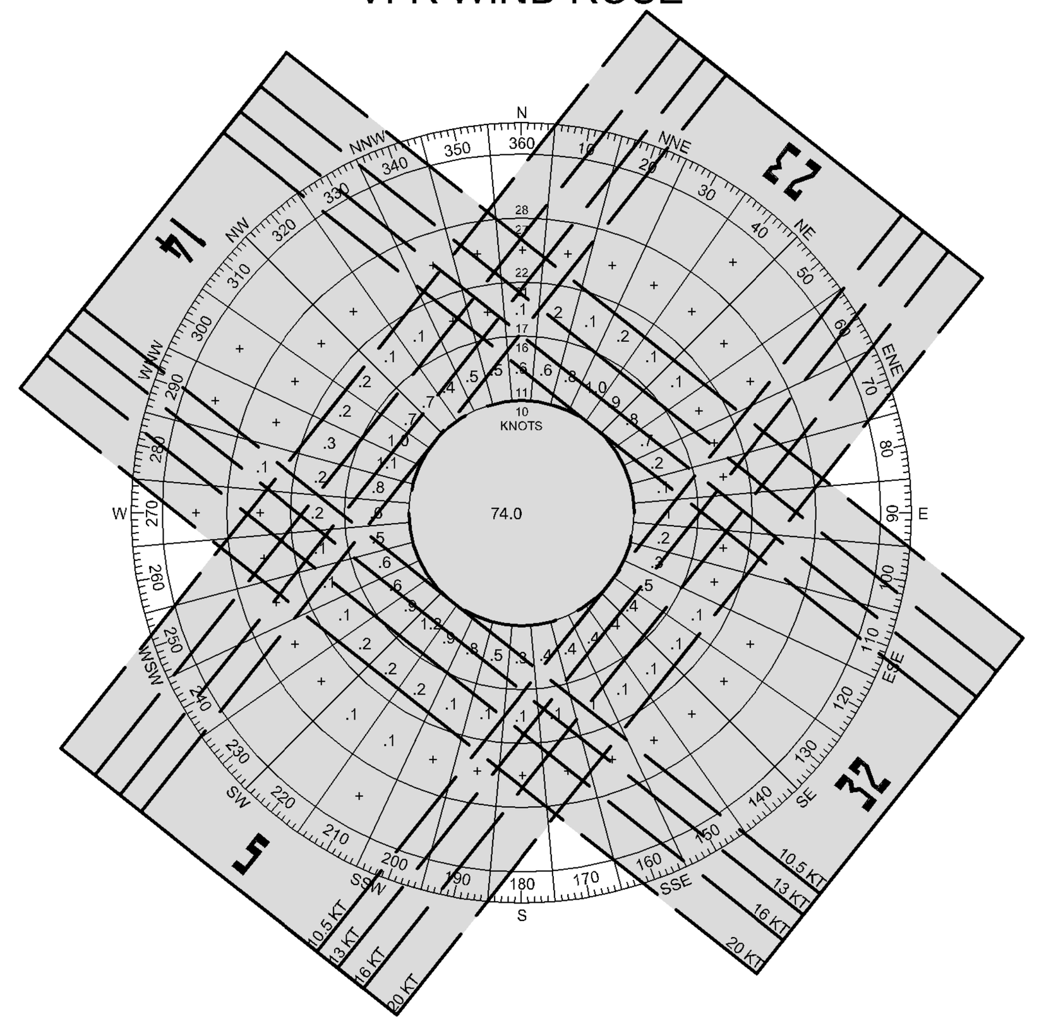
EXHIBIT II

SHEET 3 OF 10

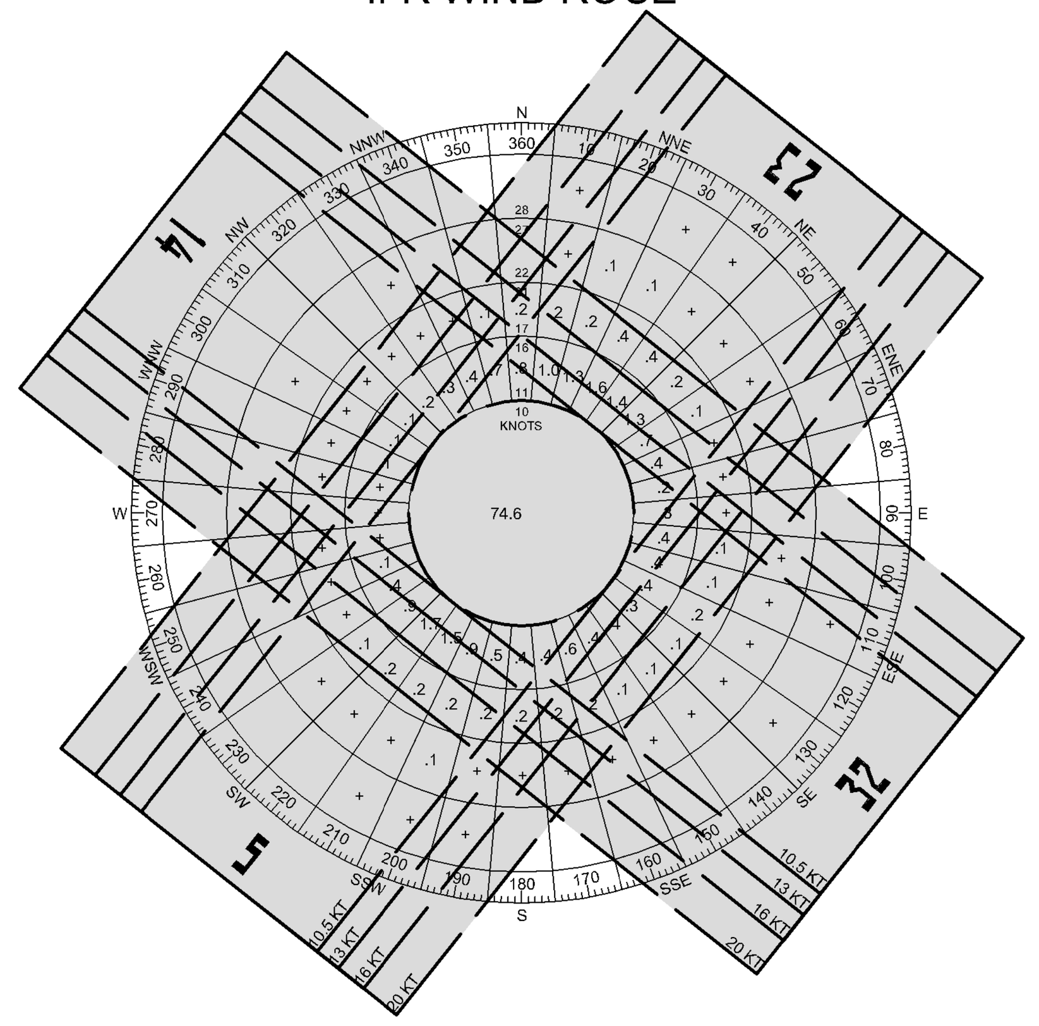
1/13/2021 8:00:22 AM P:\ASG Data\Projects\MA - New Bedford\052 Construct Wildlife-Security Fence - Ph1\CADD\ALP 2020 RW 14-32 Construction Update\103-052 -SHEET_EWB ALP 2020 - FENCE UPDATE.dwg (PEJ)

AIRPORT WIND ROSES

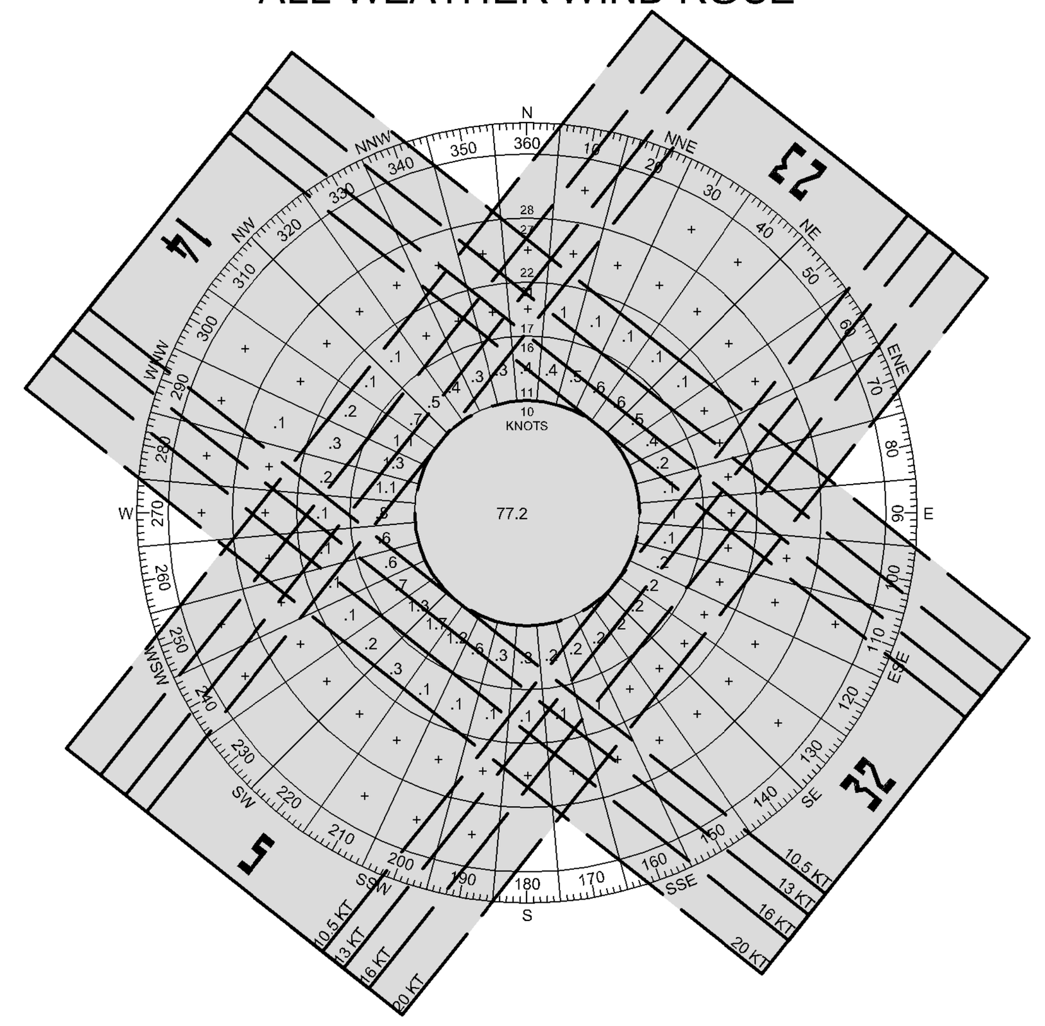
VFR WIND ROSE



IFR WIND ROSE



ALL-WEATHER WIND ROSE



	Wind Coverage Provided Under VFR* Conditions 5-Knot Tailwind to Maximum Headwind			
	10.5-knot	13-knot	16-knot	20-knot
RUNWAY 5	67.55 %	70.47 %	73.51 %	74.39 %
RUNWAY 23	70.62 %	74.20 %	77.90 %	79.22 %
RUNWAY 5/23	89.55 %	93.93 %	98.10 %	99.54 %
RUNWAY 14	66.68 %	70.65 %	75.33 %	76.63 %
RUNWAY 32	69.99 %	73.46 %	77.05 %	78.38 %
RUNWAY 14/32	86.32 %	91.88 %	97.62 %	99.35 %
COMBINED	98.86 %	99.73 %	99.95 %	100.00 %

* Ceiling greater than 1,000 feet and/or visibility greater than three miles.

	Wind Coverage Provided Under IFR* Conditions 5-Knot Tailwind to Maximum Headwind			
	10.5-knot	13-knot	16-knot	20-knot
RUNWAY 5	69.31 %	71.35 %	73.07 %	73.71 %
RUNWAY 23	65.29 %	67.09 %	68.88 %	69.65 %
RUNWAY 5/23	93.39 %	96.27 %	98.65 %	99.62 %
RUNWAY 14	72.68 %	78.12 %	84.56 %	86.61 %
RUNWAY 32	68.66 %	74.09 %	80.49 %	82.47 %
RUNWAY 14/32	82.59 %	89.26 %	96.69 %	99.09 %
COMBINED	98.68 %	99.66 %	99.96 %	100.00 %

* Ceiling less than or equal to 1,000 feet and/or visibility less than 3 miles and ceiling greater than or equal to 200 feet and visibility greater than or equal to 0.50 miles.

	Wind Coverage Provided Under All-Weather Conditions 5-Knot Tailwind to Maximum Headwind			
	10.5-knot	13-knot	16-knot	20-knot
RUNWAY 5	64.87 %	67.26 %	69.81 %	70.53 %
RUNWAY 23	77.69 %	81.02 %	84.33 %	85.44 %
RUNWAY 5/23	90.86 %	94.74 %	98.39 %	99.60 %
RUNWAY 14	66.78 %	70.29 %	74.57 %	75.74 %
RUNWAY 32	79.19 %	83.48 %	88.10 %	89.39 %
RUNWAY 14/32	88.07 %	92.95 %	98.08 %	99.51 %
COMBINED	99.13 %	99.81 %	99.98 %	100.00 %

NOTE: Wind Data was obtained from EWB ASOS, January 1, 1997 to December 31, 2006, NOAA National Data Center, Report #725065

LOCATION MAP

SUMMARY OF AIRPORT DESIGN DATA

AIRPORT DESIGN DATA ELEMENT	EXISTING CONDITIONS - FAA STANDARDS				ULTIMATE CONDITIONS - FAA STANDARDS			
RUNWAY IDENTIFIER	05	23	14	32	05	23	14	32
DESIGN AIRCRAFT	CITATION X		CITATION X		CITATION X		CITATION V	
RUNWAY CLASSIFICATION (AC MGTOW)	OTHER THAN UTILITY (36,100 LBS)		OTHER THAN UTILITY (36,100 LBS)		OTHER THAN UTILITY (36,100 LBS)		OTHER THAN UTILITY (73,600 LBS)	
RUNWAY DESIGN CODE (RDC)	C-II		C-II		C-II		B-II	
RUNWAY LENGTH	4,998'		5,000'		5,400'		5,000'	
RUNWAY WIDTH	150'		150'		150'		75'	
RUNWAY END LOCATION - LATITUDE (NAD83)*	41° 40' 18.032"N	41° 40' 56.702"N	41° 40' 49.022"N	41° 40' 18.280"N	41° 40' 16.484"N	41° 40' 58.270"N	41° 40' 49.022"N	41° 40' 18.280"N
RUNWAY END LOCATION - LONGITUDE (NAD83)*	70° 57' 52.270"W	70° 57' 11.325"W	70° 57' 50.178"W	70° 56' 58.610"W	70° 57' 53.908"W	70° 57' 09.670"W	70° 57' 50.178"W	70° 56' 58.610"W
RUNWAY END ELEVATION (MSL)*	64.96	78.70	76.03	66.06	64.96	79.25	76.03	66.06
RUNWAY APPROACH TYPE	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
RUNWAY APPROACH SLOPE (FAR PART 77)	50:1/40:1	34:1	34:1	34:1	50:1/40:1	34:1	34:1	34:1
RUNWAY APPROACH SLOPE (TH SITING CRITERIA)	34:1 (TYPE 7)	20:1 (TYPE 6)	20:1 (TYPE 5)	20:1 (TYPE 5)	34:1 (TYPE 7)	20:1 (TYPE 6)	20:1 (TYPE 5)	20:1 (TYPE 5)
RUNWAY DISPLACED THRESHOLD	N/A	413.08'	N/A	N/A	N/A	400.00'	N/A	N/A
RW DISPLACED TH LOCATION - LATITUDE*	N/A	41° 40' 53.506"N	N/A	N/A	N/A	41° 40' 55.173"N	N/A	N/A
RW DISPLACED TH LOCATION - LONGITUDE*	N/A	70° 57' 14.710"W	N/A	N/A	N/A	70° 57' 12.944"W	N/A	N/A
RW DISPLACED TH LOCATION - ELEVATION (MSL)*	N/A	78.31	N/A	N/A	N/A	78.14	N/A	N/A
RUNWAY SAFETY AREA (RSA) WIDTH	500'	500'	500'	500'	400'	400'	150'	150'
RUNWAY SAFETY AREA (RSA) LENGTH	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	300'	300'
RUNWAY PROTECTION ZONE (RPZ) - LxWxW	2500'x1000'x1750'	1700'x1000'x1510'	1700'x500'x1010'	1700'x500x1010'	2500'x1000'x1750'	1700'x1000'x1510'	1700'x500'x1010'	1700'x500x1010'
RUNWAY OBSTACLE FREE ZONE (ROFZ) WIDTH	400'	400'	400'	400'	400'	400'	400'	400'
RUNWAY OBSTACLE FREE ZONE (ROFZ) LENGTH	200'	200'	200'	200'	200'	200'	200'	200'
RUNWAY OBJECT FREE AREA (ROFA) WIDTH	800'	800'	800'	800'	800'	800'	800'	800'
RUNWAY OBJECT FREE AREA (ROFA) LENGTH	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	300'	300'
RUNWAY SURFACE TYPE	BITUMINOUS CONCRETE		BITUMINOUS CONCRETE		BITUMINOUS CONCRETE		BITUMINOUS CONCRETE	
RUNWAY PAVEMENT DESIGN STRENGTH**	62K SW / 108K DW		62K SW / 108K DW		62K SW / 108K DW		62K SW / 108K DW	
RUNWAY EFFECTIVE GRADIENT	-0.28%		0.20%		-0.27%		0.20%	
RUNWAY MARKINGS	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
RUNWAY EDGE LIGHTING	HIRLS		MIRLS		HIRLS		MIRLS	
RUNWAY APPROACH LIGHTING	MALSR	MALSR	NONE	NONE	MALSR	MALSR	NONE	NONE
RUNWAY VISUAL APPROACH AIDS		VASI	PAPI	REIL. VASI	PAPI	PAPI	REIL. PAPI	REIL. PAPI
RUNWAY INSTRUMENT NAVIGATIONAL AIDS	ILS.RNAV.NDB	LOC-BC.RNAV	RNAV	RNAV	ILS.RNAV	LOC-BC.RNAV	RNAV	RNAV
TAXIWAY EDGE LIGHTING	MITLS		MITLS		MITLS		MITLS	
TAXIWAY MARKINGS	CL & HOLDING POSITIONS		CL & HOLDING POSITIONS		CL & HOLDING POSITIONS		CL & HOLDING POSITIONS	
TAXIWAY SAFETY AREA WIDTH	171'		171'		79'		79'	
TAXIWAY OBJECT FREE AREA WIDTH	259'		259'		131'		131'	

* EXISTING RUNWAY LOCATION AND ELEVATION DATA, INCLUDING DISPLACED THRESHOLD, DATA, IS EXPRESSED IN NAD83 AND NAVD88 AS APPLICABLE.
** PAVEMENT STRENGTHS ARE EXPRESSED IN SINGLE WHEEL (SW) AND DUAL WHEEL (DW) LOADING CAPACITIES - K = 1,000 LBS
*** OTHER SPECIFIC EXISTING RUNWAY DATA WAS OBTAINED FROM PLANS OF RECORD; SPECIFIC FUTURE

SOURCE INFORMATION

1. EXISTING DESIGN AIRCRAFT (GIV/C130) WERE OBTAINED FROM 1996 MASTER PLAN; ULTIMATE DESIGN AIRCRAFT (CITATION X) WAS OBTAINED FROM EWB NPC PURPOSES & NEED STATEMENT, DATED SEPTEMBER 2005 (WGI)
2. RUNWAY CLASSIFICATION (MGTOW) FOR CESSNA CITATION X (36,100 LBS) WAS OBTAINED FROM CESSNA WEBPAGE - HTTP://CITATIONX.CESSNA.COM/SPECIFICATIONS_P. CHTML
3. RUNWAY END LOCATION & ELEVATION DATA WAS OBTAINED FROM VERIFICATION SURVEY PERFORMED BY COLEAST, DATED OCTOBER 2012
4. RUNWAY PAVEMENT DESIGN STRENGTH WAS OBTAINED FROM AIP 3-25-0034-16, EWP ALP DRAWING#2, PREPARED BY EDWARDS & KELCEY, INC., DATED OCTOBER 1996
5. RUNWAY 5-23 ULTIMATE CONDITIONS ARE BASED ON FINAL DESIGN FOR RECONSTRUCTION PREPARED BY AIRPORT SOLUTIONS GROUP, LLC, DATED 2012

AIRPORT DATA

		EXISTING	FUTURE
AIRPORT ELEVATION		78.7	79.3
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD83)	LAT. LONG.	41° 40' 35.510" 70° 57' 28.095"	41° 40' 35.465" 70° 57' 28.233"
MEAN MAX. TEMP. (HOTTEST MONTH)		80°F	80°F
FUNCTIONAL ROLE (NPIAS)		COMMERCIAL SERVICE	COMMERCIAL SERVICE
FUNCTIONAL ROLE (FAA ASSET)		NA	NA
FUNCTIONAL ROLE (MA STATEWIDE AIRPORT SYSTEM PLAN)		COMMERCIAL SERVICE/ SCHEDULED CHARTER	COMMERCIAL SERVICE/ SCHEDULED CHARTER
AIRPORT CLASSIFICATION		OTHER THAN UTILITY	OTHER THAN UTILITY
AIRPORT REFERENCE CODE		C-II	C-II

DECLARED DISTANCES

	RUNWAY 5	RUNWAY 23
TAKEOFF FUN AVAILABLE (TORA)	5000'	5400'
TAKEOFF DISTANCE AVAILABLE (TODA)	5000'	5400'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	5000'	5400'
LANDING DISTANCE AVAILABLE (LDA)	5000'	5000'

MODIFICATION TO STANDARDS

APPROVED:
-NONE

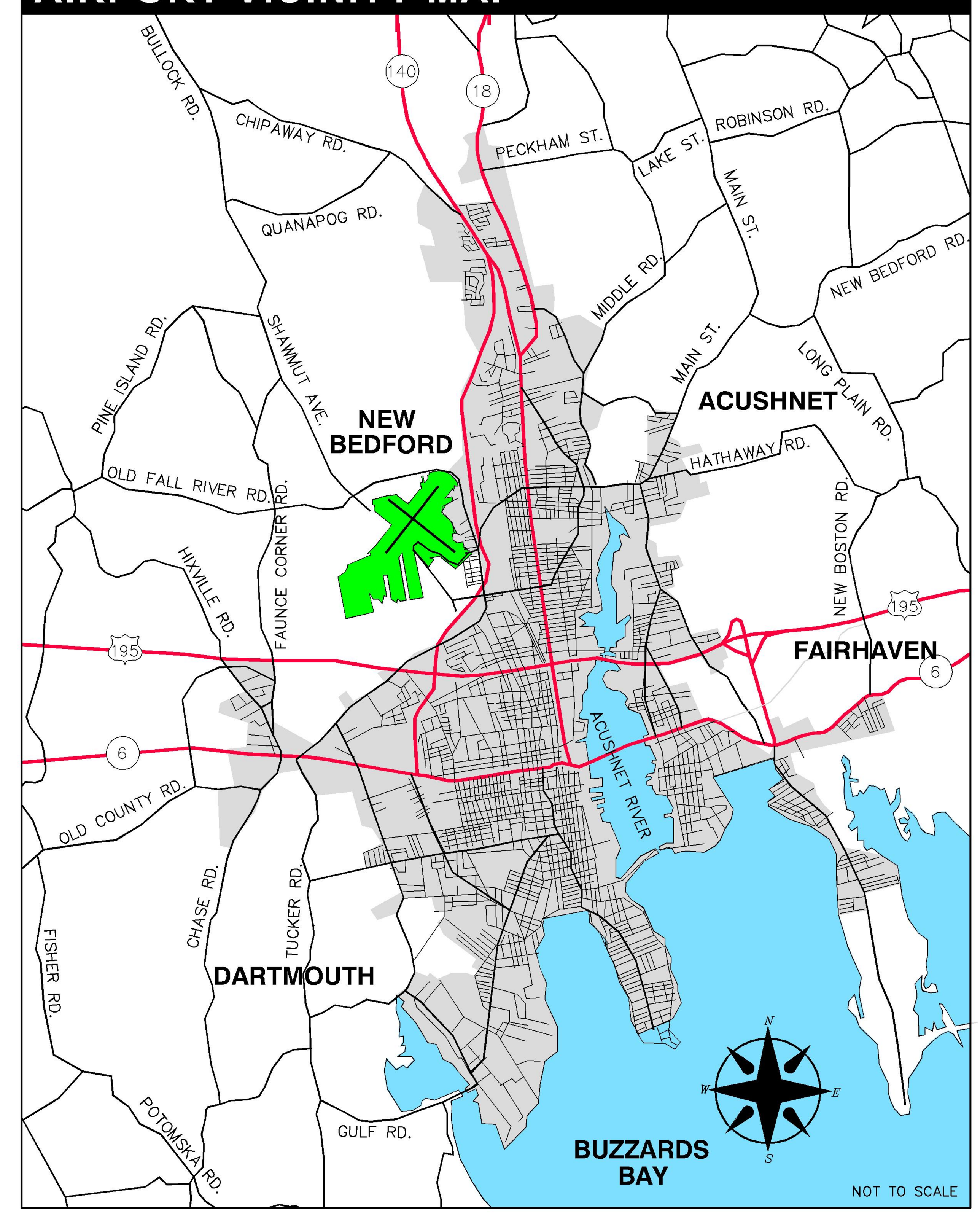
REQUESTED:
-NONE

THE UNDERSIGNED CERTIFIES THAT AIRPORT ELEMENTS SHOWN ON THIS ALP ARE IN ACCORDANCE WITH CRITERIA CONTAINED IN THE CURRENT EDITION OF THE FAA ADVISORY CIRCULAR 150/5300-13A (SEPTEMBER 28, 2012) EXCEPT AS NOTED ABOVE.

SIGNATURE OF SPONSOR

DATE

AIRPORT VICINITY MAP



CADD FILE NO. 103-018-SHEET_EWB ALP 2013.dwg

A.I.P. PROJECT NO. 3-25-0034-44

REV. | DATE | DESCRIPTION

AIRPORT SOLUTIONS GROUP
INNOVATIVE AIRPORT DEVELOPMENT SPECIALISTS
PHONE (781) 491-0083 FAX (781) 491-0360
AIRPORT CONSULTANTS • WOBURN, MASSACHUSETTS

newbedford regional airport
1569 Airport Road
New Bedford, MA 02746
(508) 991-6161

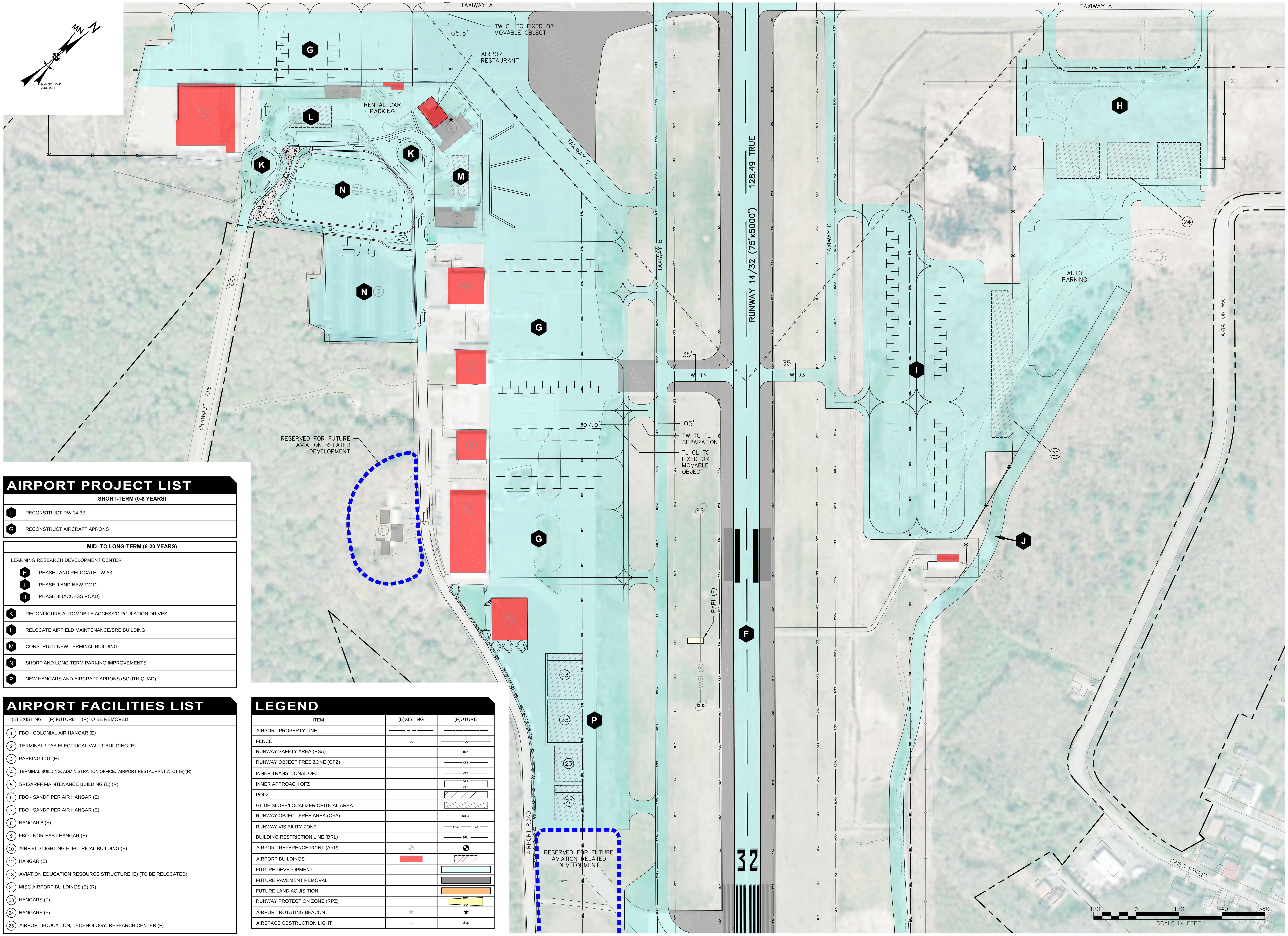
SHEET TITLE
TECHNICAL DATA SHEET

PROJECT
2013 AIRPORT MASTER PLAN UPDATE

DESIGNER: JBM | CADD TECH: TAL | APPROVED: RJM

FEBRUARY 2014

EXHIBIT III



AIRPORT PROJECT LIST

SHORT-TERM (0-5 YEARS)

- F RECONSTRUCT RW 14-32
- G RECONSTRUCT AIRCRAFT APRONS

MID- TO LONG-TERM (6-20 YEARS)

LEARNING RESEARCH DEVELOPMENT CENTER

- H PHASE I AND RELOCATE TW A3
- I PHASE II AND NEW TW D
- J PHASE III (ACCESS ROAD)

- K RECONFIGURE AUTOMOBILE ACCESS/CIRCULATION DRIVES
- L RELOCATE AIRFIELD MAINTENANCE/SRE BUILDING
- M CONSTRUCT NEW TERMINAL BUILDING
- N SHORT AND LONG TERM PARKING IMPROVEMENTS
- P NEW HANGARS AND AIRCRAFT APRONS (SOUTH QUAD)

AIRPORT FACILITIES LIST

(E) EXISTING (F) FUTURE (R)TO BE REMOVED

1. FBO - COLONIAL AIR HANGAR (E)
2. TERMINAL / FAA ELECTRICAL VAULT BUILDING (E)
3. PARKING LOT (E)
4. TERMINAL BUILDING, ADMINISTRATION OFFICE, AIRPORT RESTAURANT ATCT (E) (R)
5. SRE/ARFF MAINTENANCE BUILDING (E) (R)
6. FBO - SANDPIPER AIR HANGAR (E)
7. FBO - SANDPIPER AIR HANGAR (E)
8. HANGAR 8 (E)
9. FBO - NOR-EAST HANGAR (E)
10. AIRFIELD LIGHTING ELECTRICAL BUILDING (E)
12. HANGAR (E)
18. AVIATION EDUCATION RESOURCE STRUCTURE (E) (TO BE RELOCATED)
21. MISC AIRPORT BUILDINGS (E) (R)
23. HANGARS (F)
24. HANGARS (F)
25. AIRPORT EDUCATION, TECHNOLOGY, RESEARCH CENTER (F)

LEGEND

ITEM	(E)XISTING	(F)UTURE
AIRPORT PROPERTY LINE		
FENCE		
RUNWAY SAFETY AREA (RSA)		RSA
RUNWAY OBJECT FREE ZONE (OFZ)		OFZ
INNER TRANSITIONAL OFZ		OFZ
INNER APPROACH OFZ		OFZ
POFZ		
GLIDE SLOPE/LOCALIZER CRITICAL AREA		
RUNWAY OBJECT FREE AREA (OFA)		ROFA
RUNWAY VISIBILITY ZONE		RVZ RVZ
BUILDING RESTRICTION LINE (BRL)		BRL
AIRPORT REFERENCE POINT (ARP)		
AIRPORT BUILDINGS		
FUTURE DEVELOPMENT		
FUTURE PAVEMENT REMOVAL		
FUTURE LAND AQUISITION		
RUNWAY PROTECTION ZONE (RPZ)		RPZ
AIRPORT ROTATING BEACON	★	★
AIRSPACE OBSTRUCTION LIGHT		

CADD FILE NO. 103-018-SHEET_EWB ALP 2013.dwg

A.I.P. PROJECT. NO. 3-25-0034-44

REV.	DATE	DESCRIPTION

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AIRPORT SOLUTIONS GROUP
INNOVATIVE AIRPORT DEVELOPMENT SPECIALISTS
PHONE (781) 491-0083 FAX (781) 491-0360
AIRPORT CONSULTANTS • WOBURN, MASSACHUSETTS

newbedford regional airport
1569 Airport Road
New Bedford, MA 02746
(508) 991-6161

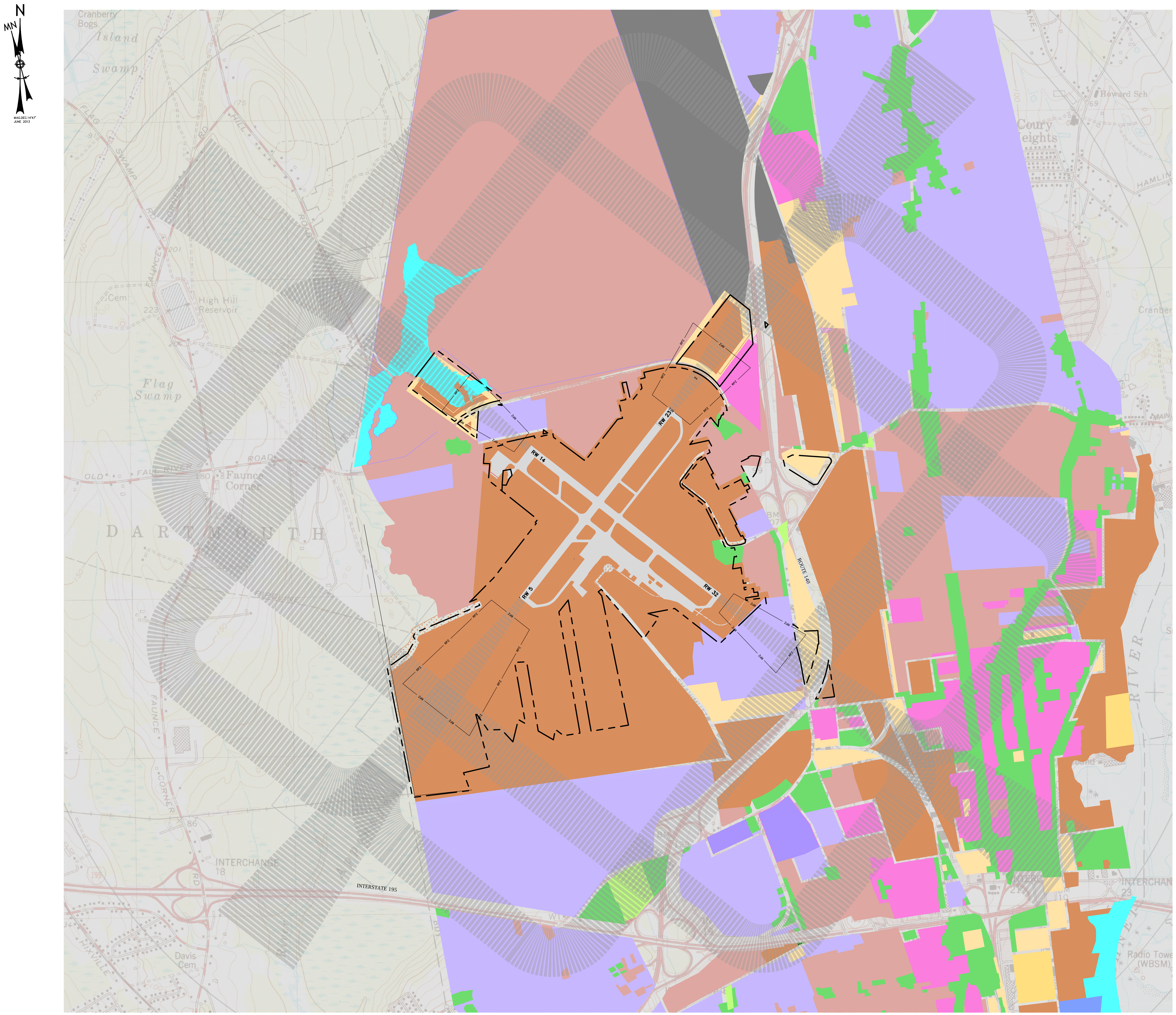
SHEET TITLE: TERMINAL AREA PLAN

PROJECT: 2013 AIRPORT MASTER PLAN UPDATE

DESIGNER: JBM CADD TECH: TAL APPROVED: RJM

FEBRUARY 2014

EXHIBIT IV



GENERAL LEGEND

- AIRPORT PROPERTY LINE
- GENERALIZED FLIGHT PATTERNS (BI-DIRECTIONAL)
- RUNWAY PROTECTION ZONE (RPZ)

LAND USE LEGEND

- RESIDENCE "A"
- RESIDENCE "AA"
- RESIDENCE "B"
- RESIDENCE "C"
- BUSINESS, MIXED-USE
- BUSINESS, PLANNED
- INDUSTRIAL "A"
- INDUSTRIAL "B"
- INDUSTRIAL "C"
- WATERFRONT INDUSTRIAL
- WATER
- MILL OVERLAY
- AVIGATION CLEAR ZONE (NO BUILDING)

NOTES:

1. LAND USE DATA PROVIDED BY CITY OF NEW BEDFORD PLANNING DEPARTMENT
2. IMAGE SOURCE: USGS.GOV, USGS US TOPO 7.5 MINUTE MAPS, V1979 & V2012
3. FLIGHT PATTERNS REPRESENT TYPICAL OPERATIONS AROUND EWB, HOWEVER, THESE CAN BE MODIFIED BASED ON AIRCRAFT TYPE AND SPECIFIC ATCT INSTRUCTIONS.

1000 0 1000 2000 3000
SCALE IN FEET

CADD FILE NO.
103-018-SHEET_EWB ALP 2013.dwg

A.I.P. PROJECT. NO. 3-25-0034-44

REV.	DATE	DESCRIPTION

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AIRPORT CONSULTANTS • WOBURN, MASSACHUSETTS

newbedford regional airport
1569 Airport Road
New Bedford, MA 02746
(508) 991-6161

SHEET TITLE
OFF-AIRPORT LAND USE PLAN

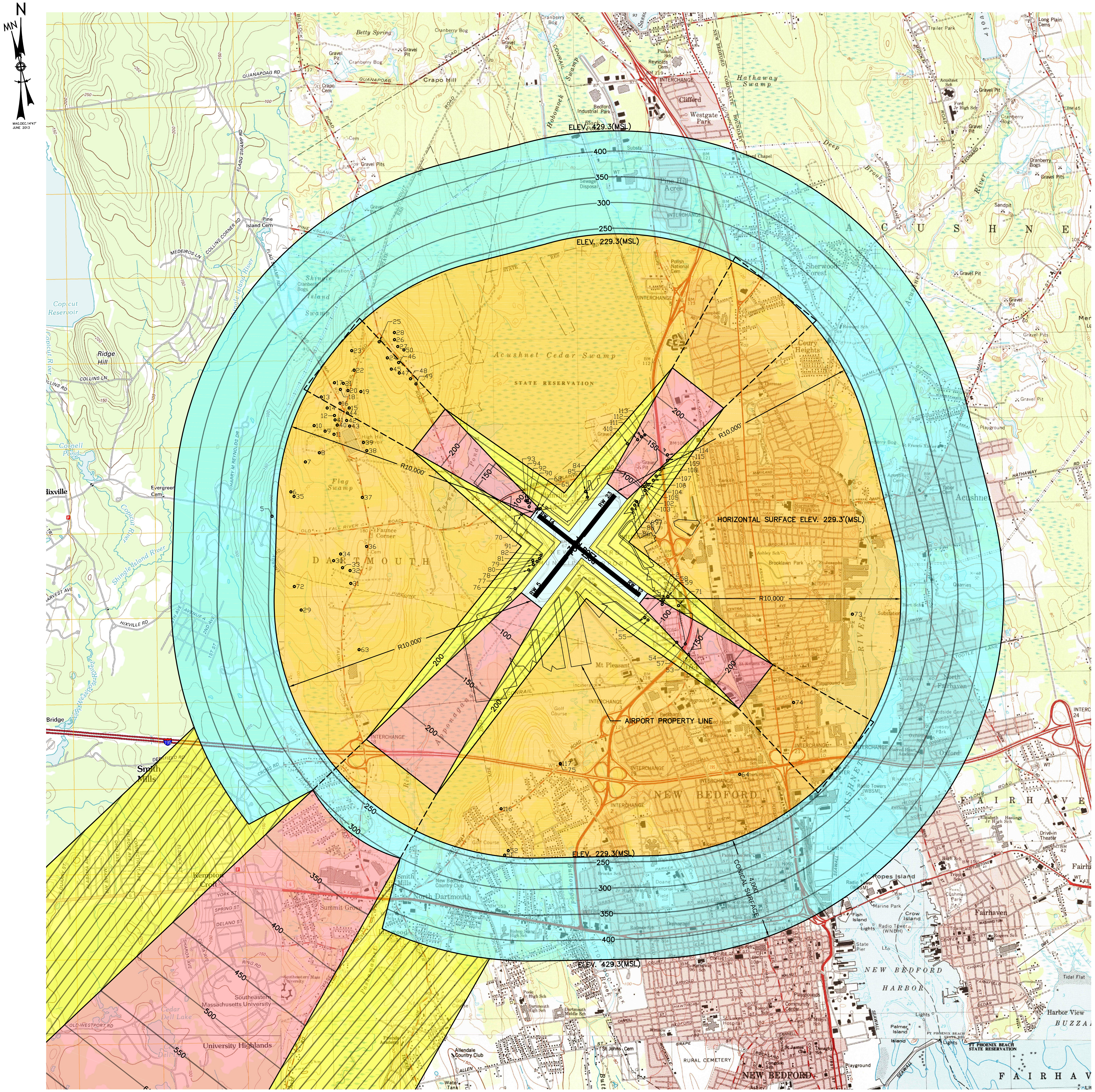
PROJECT
2013 AIRPORT MASTER PLAN UPDATE

DESIGNER: JBM CADD TECH: TAL APPROVED: RJM

FEBRUARY 2014

EXHIBIT IX

SHEET 10 OF 10



CONTINUED ON SHEET 7 OF 10

PART 77 DIMENSIONAL CRITERIA

EXISTING CONDITIONS **

RUNWAY	RUNWAY CLASSIFICATION	APPROACH PROCEDURE	VISIBILTIY MINIMUMS	PRIMARY SURFACE	INNER APPROACH WIDTH	OUTER APPROACH WIDTH	APPROACH LENGHT	APPROACH SLOPE
5	OTHER THAN UTILITY	PRECISION	½ MI.	1,000'	1,000'	16,000'	50,000'	50:1/40:1*
23	OTHER THAN UTILITY	NON-PRECISION	¾ MI.	1,000'	1,000'	4,000'	10,000'	34:1
14	OTHER THAN UTILITY	NON-PRECISION	> ¾ MI.	500'	500'	3,500'	10,000'	34:1
32	OTHER THAN UTILITY	NON-PRECISION	> ¾ MI.	500'	500'	3,500'	10,000'	34:1

ULTIMATE CONDITIONS

RUNWAY	RUNWAY CLASSIFICATION	APPROACH PROCEDURE	VISIBILTIY MINIMUMS	PRIMARY SURFACE	INNER APPROACH WIDTH	OUTER APPROACH WIDTH	APPROACH LENGHT	APPROACH SLOPE
5	OTHER THAN UTILITY	PRECISION	½ MI.	1,000'	1,000'	16,000'	50,000'	50:1/40:1*
23	OTHER THAN UTILITY	NON-PRECISION	¾ MI.	1,000'	1,000'	4,000'	10,000'	34:1
14	OTHER THAN UTILITY	NON-PRECISION	> ¾ MI.	500'	500'	3,500'	10,000'	34:1
32	OTHER THAN UTILITY	NON-PRECISION	> ¾ MI.	500'	500'	3,500'	10,000'	34:1

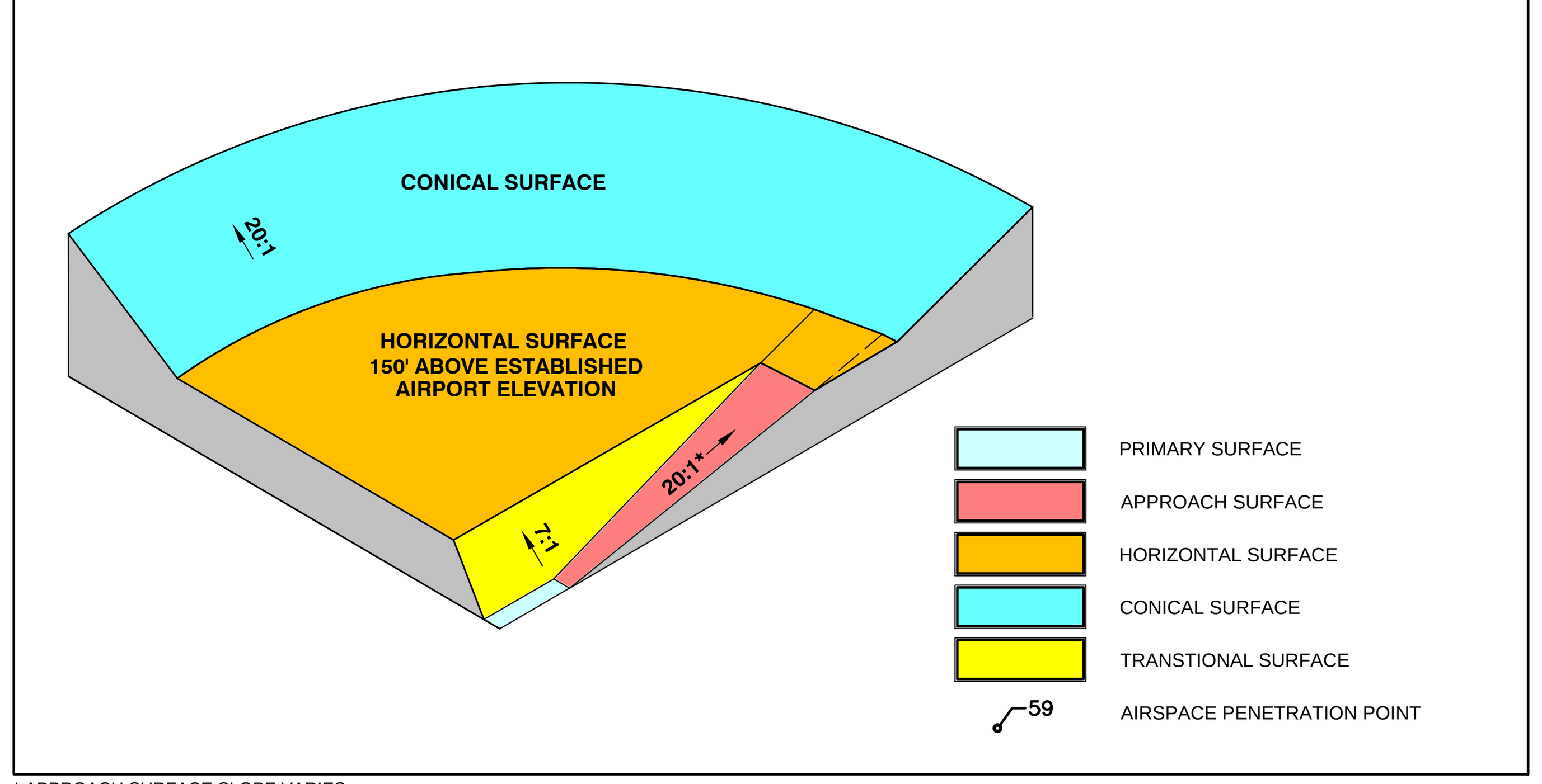
* THE PRECISION APPROACH SURFACE EXTENDS 10,000 @ 50:1, THEN EXTENDS ANOTHER 40,000' @ 40:1
** EXISTING CONDITIONS AS OF JUNE 2013

PART 77 IMAGINARY SURFACE DIMENSIONS

TYPE	DIMENSIONAL STANDARDS (FEET)					
	VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
	A	B	A	B		
				C	D	
EXISTING RUNWAY ENDS				RW 14 RW 32	RW 23	RW 5
FUTURE RUNWAY ENDS				RW 14 RW 32	RW 23	RW 5
WIDTH OF PRIMARY SURFACE & APPROACH SURFACE AT INNER END	250'	500'	500'	500'	1,000'	1,000'
PRIMARY SURFACE BEYOND RW END	200'	200'	200'	200'	200'	200'
RADIUS OF HORIZONTAL SURFACE	5,000'	5,000'	5,000'	10,000'	10,000'	10,000'
APPROACH SURFACE WIDTH AT END	1,250'	1,500'	2,000'	3,500'	4,000'	16,000'
APPROACH SURFACE LENGTH	5,000'	5,000'	5,000'	10,000'	10,000'	50,000'
APPROACH SURFACE SLOPE	20:1	20:1	20:1	34:1	34:1	50:1 / 40:1 *
TRANSITIONAL SURFACE SLOPE	7:1	7:1	7:1	7:1	7:1	7:1
CONICAL SURFACE HORIZONTAL DIST	4,000'	4,000'	4,000'	4,000'	4,000'	4,000'
CONICAL SURFACE SLOPE	20:1	20:1	20:1	20:1	20:1	20:1

RUNWAY TYPE: A - UTILITY RUNWAY; B - OTHER THAN UTILITY RUNWAY
VISIBILITY TYPE: C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE; D -VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* THE PRECISION APPROACH SURFACE EXTENDS 10,000 @ 50:1, THEN EXTENDS ANOTHER 40,000' @ 40:1

ISOMETRIC VIEW OF PART 77 SURFACES



* APPROACH SURFACE SLOPE VARIES
NOT TO SCALE

OFF-AIRPORT OBSTRUCTIONS

OBJECT NUMBER	DESCRIPTION	OBJECT ELEVATION (FT MSL)	SURFACE PENETRATION (FT)	PART 77 SURFACE	PART 77 MITIGATION / DISPOSITION**
1	TREE	124.9	11.5	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
2	TREE	101.0	14.2	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
5	TREE	288.4	59.2	CONICAL	NO ACTION PENDING FURTHER ANALYSIS
6	TREE	277.1	47.9	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
7	TREE	271.2	42.0	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
8	TREE	274.9	45.6	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
9	TREE	278.6	49.3	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
10	TREE	274.4	45.1	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
11	TREE	274.7	45.5	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
12	TREE	299.9	70.7	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
13	TREE	254.8	25.6	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
14	TREE	274.7	45.5	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS

TABLE CONTINUED ON SHEET EXHIBIT VI
** OFF AIRPORT PART 77 OBSTRUCTIONS WILL REQUIRE ADDITIONAL ANALYSIS TO IDENTIFY ANY APPROPRIATE MITIGATION MEASURES

GENERAL NOTES:
1. ALL ELEVATIONS ARE TO MEAN SEA LEVEL (MSL)
2. IMAGE SOURCE: USGS.GOV, USGS US TOPO 7.5 MINUTE MAPS, v1979 & v2012
3. COORDINATE/ELEVATION DATA IS NAD83/NAVD88
4. OBSTRUCTIONS DATA WAS OBTAINED FROM VERIFICATION SURVEY PERFORMED BY COLEAST, DATED OCTOBER 2012
5. SEE *INNER PORTION OF THE APPROACH PLAN AND PROFILE* SHEETS FOR CLOSE IN OBSTRUCTIONS

2,000 1,000 0 2,000
SCALE: 1"=2,000'

CADD FILE NO. 103-018-SHEET_EWB ALP 2013.dwg
A.I.P. PROJECT. NO. 3-25-0034-44

REV.	DATE	DESCRIPTION

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AIRPORT SOLUTIONS GROUP
INNOVATIVE AIRPORT DEVELOPMENT SPECIALISTS
PHONE (781) 491-0083 FAX (781) 491-0360
AIRPORT CONSULTANTS • WOBURN, MASSACHUSETTS

newbedford regional airport
1569 Airport Road
New Bedford, MA 02746
(508) 991-6161

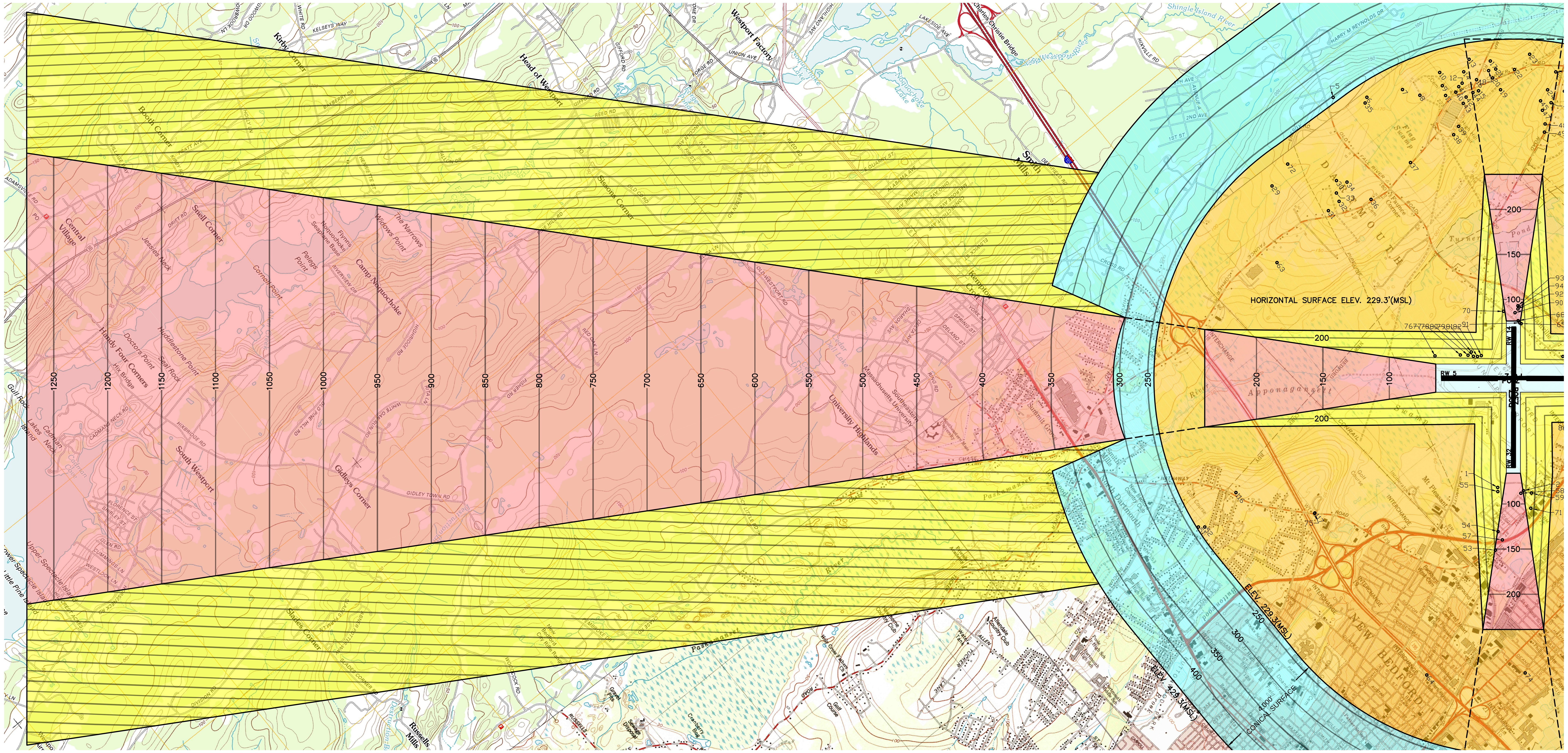
SHEET TITLE
AIRPORT AIRSPACE DRAWING
(14 CFR PART 77 SURFACE) – SHEET 1

PROJECT
2013 AIRPORT MASTER PLAN UPDATE

DESIGNER: JBM CADD TECH: TAL APPROVED: RJM

FEBRUARY 2014

EXHIBIT V



CONTINUED ON SHEET 6 OF 10

OFF-AIRPORT OBSTRUCTIONS

OBJECT NUMBER	DESCRIPTION	OBJECT ELEVATION (FT MSL)	SURFACE PENETRATION (FT)	PART 77 SURFACE	PART 77 MITIGATION / DISPOSITION **
15	TREE	272.4	43.2	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
16	TREE	266.1	36.9	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
17	TREE	257.8	28.5	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
18	TREE	269.2	39.9	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
19	TREE	256.4	27.1	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
20	TREE	264.9	35.6	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
21	TREE	263.2	34.0	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
22	TREE	258.8	29.6	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
23	TREE	252.6	23.4	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
24	TREE	263.4	34.1	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
25	TREE	263.4	34.1	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
26	TREE	294.0	64.7	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
27	TREE	295.7	66.5	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
28	TREE	286.4	57.1	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
29	TREE	229.7	0.4	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
30	TREE	275.9	46.6	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
31	TREE	278.8	49.5	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
32	TREE	274.8	45.6	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
33	TREE	275.3	46.1	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
34	TREE	277.1	47.8	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
35	TREE	277.0	47.8	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
36	TREE	280.4	51.2	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
37	TREE	270.2	40.9	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
38	TREE	273.1	43.9	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
39	TREE	272.9	43.6	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
40	TREE	283.3	54.1	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
41	TREE	285.8	56.6	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
42	TREE	283.1	53.9	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
43	TREE	280.6	51.4	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS

** OFF AIRPORT PART 77 OBSTRUCTIONS WILL REQUIRE ADDITIONAL ANALYSIS TO IDENTIFY ANY APPROPRIATE MITIGATION MEASURES

OBJECT NUMBER	DESCRIPTION	OBJECT ELEVATION (FT MSL)	SURFACE PENETRATION (FT)	PART 77 SURFACE	PART 77 MITIGATION / DISPOSITION **
44	TREE	275.9	46.7	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
45	TREE	257.6	28.4	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
46	TREE	274.0	44.7	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
47	TREE	267.8	38.5	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
48	TREE	258.1	28.8	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
49	TREE	257.0	27.8	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
50	TREE	287.0	57.7	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
51	TREE	263.6	34.3	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
52	TREE	260.4	31.2	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
53	TREE	159.4	13.0	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
54	TREE	149.7	22.7	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
55	TREE	127.6	13.8	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
57	TREE	149.3	13.5	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
58	TREE	97.7	10.7	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
59	TREE	140.6	12.7	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
63	COMMUNICATION TOWER	260.4	31.1	HORIZONTAL	LIGHTED
64	COMMUNICATION TOWER	276.9	47.7	HORIZONTAL	LIGHTED
65	MONUMENT	80.1	0.5	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
68	GROUND	78.5	2.3	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
69	POLE	138.1	6.5	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
70	POLE	106.1	13.2	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
71	POLE	138.5	9.2	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
72	STACK	319.4	90.2	HORIZONTAL	LIGHTED
73	STACK	248.7	19.5	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
74	STEEPLE	277.6	48.3	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
75	TANK	284.3	55.1	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
76	TREE	125.1	19.0	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
77	TREE	133.2	20.1	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
78	TREE	147.1	34.4	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS

OBJECT NUMBER	DESCRIPTION	OBJECT ELEVATION (FT MSL)	SURFACE PENETRATION (FT)	PART 77 SURFACE	PART 77 MITIGATION / DISPOSITION **
79	TREE	150.5	20.7	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
80	TREE	134.2	26.0	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
81	TREE	128.5	21.0	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
82	TREE	132.1	19.9	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
84	TREE	137.8	22.7	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
85	TREE	144.8	1.4	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
86	TREE	160.8	27.5	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
88	TREE	156.2	24.0	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
90	TREE	99.7	15.1	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
91	TREE	90.3	14.4	PRIMARY	NO ACTION PENDING FURTHER ANALYSIS
92	TREE	109.1	20.5	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
93	TREE	114.6	22.8	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
94	TREE	115.2	24.6	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
102	TREE	128.3	19.8	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
103	TREE	154.2	22.2	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
104	TREE	152.2	23.3	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
105	TREE	143.2	22.4	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
106	TREE	124.0	12.1	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
107	TREE	155.8	18.6	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
108	TREE	153.1	16.1	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
109	TREE	143.4	10.3	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
110	TREE	150.8	13.3	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
111	TREE	156.0	16.0	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
112	TREE	158.4	13.1	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
113	TREE	160.7	11.2	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
114	TREE	160.7	13.3	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
115	TREE	159.2	16.6	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
116	ANTENNA	239.5	10.3	HORIZONTAL	NO ACTION PENDING FURTHER ANALYSIS
117	ANTENNA	298.9	69.6	HORIZONTAL	LIGHTED

NOTE:

1. FOR AIRSPACE DATA AND NOTES SEE SHEET EXHIBIT V

2,000 1,000 0 2,000
SCALE: 1"=2,000'

CADD FILE NO. 103-018-SHEET_EWB ALP 2013.dwg

A.I.P. PROJECT. NO. 3-25-0034-44

REV.	DATE	DESCRIPTION

AIRPORT SOLUTIONS GROUP
INNOVATIVE AIRPORT DEVELOPMENT SPECIALISTS
PHONE (781) 491-0083 FAX (781) 491-0360
AIRPORT CONSULTANTS • WOBURN, MASSACHUSETTS

newbedford regional airport
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New Bedford, MA 02746
(508) 991-6161

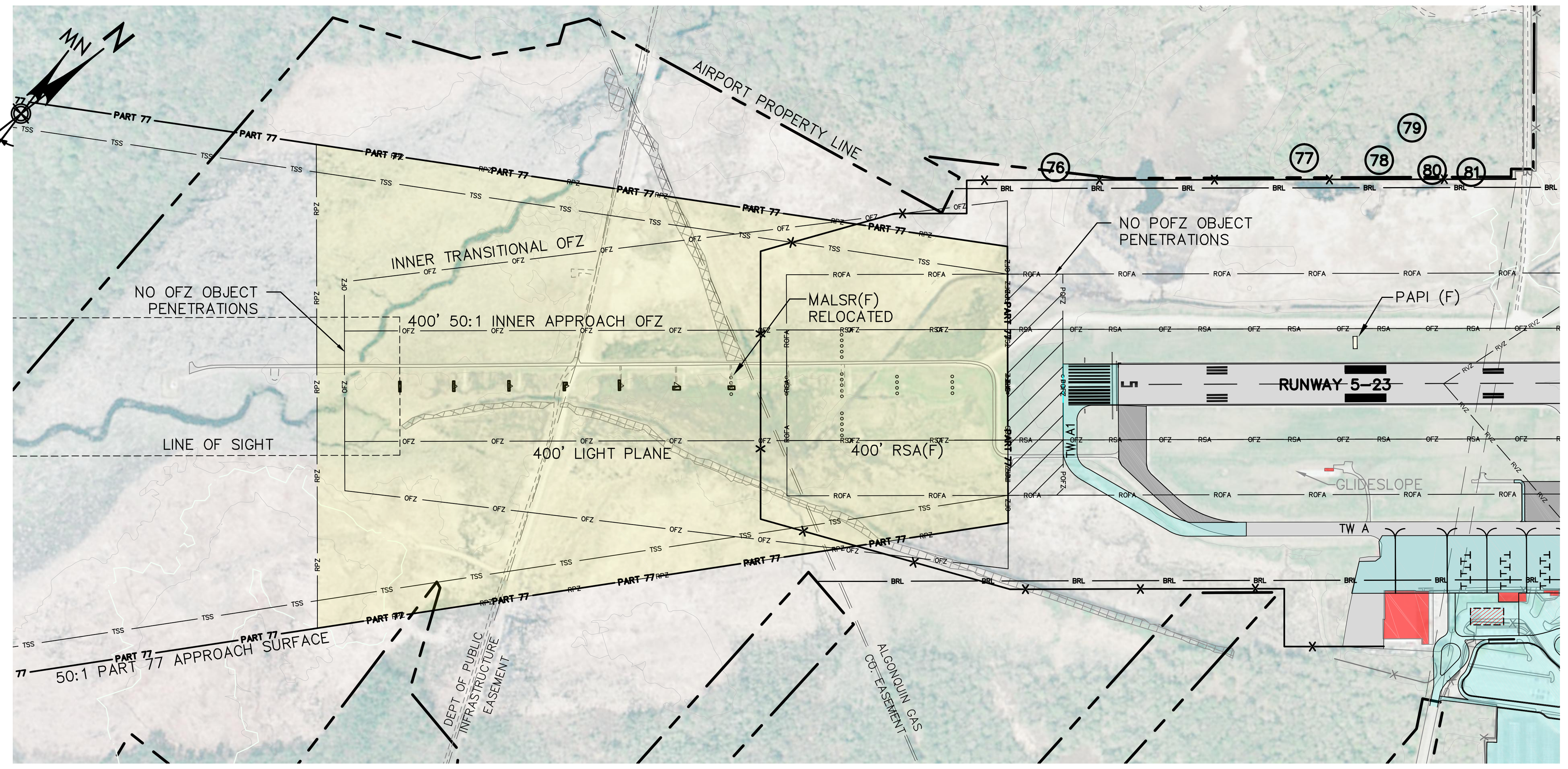
SHEET TITLE
AIRPORT AIRSPACE DRAWING
(14 CFR PART 77 SURFACE) – SHEET 2

PROJECT
2013 AIRPORT MASTER PLAN UPDATE

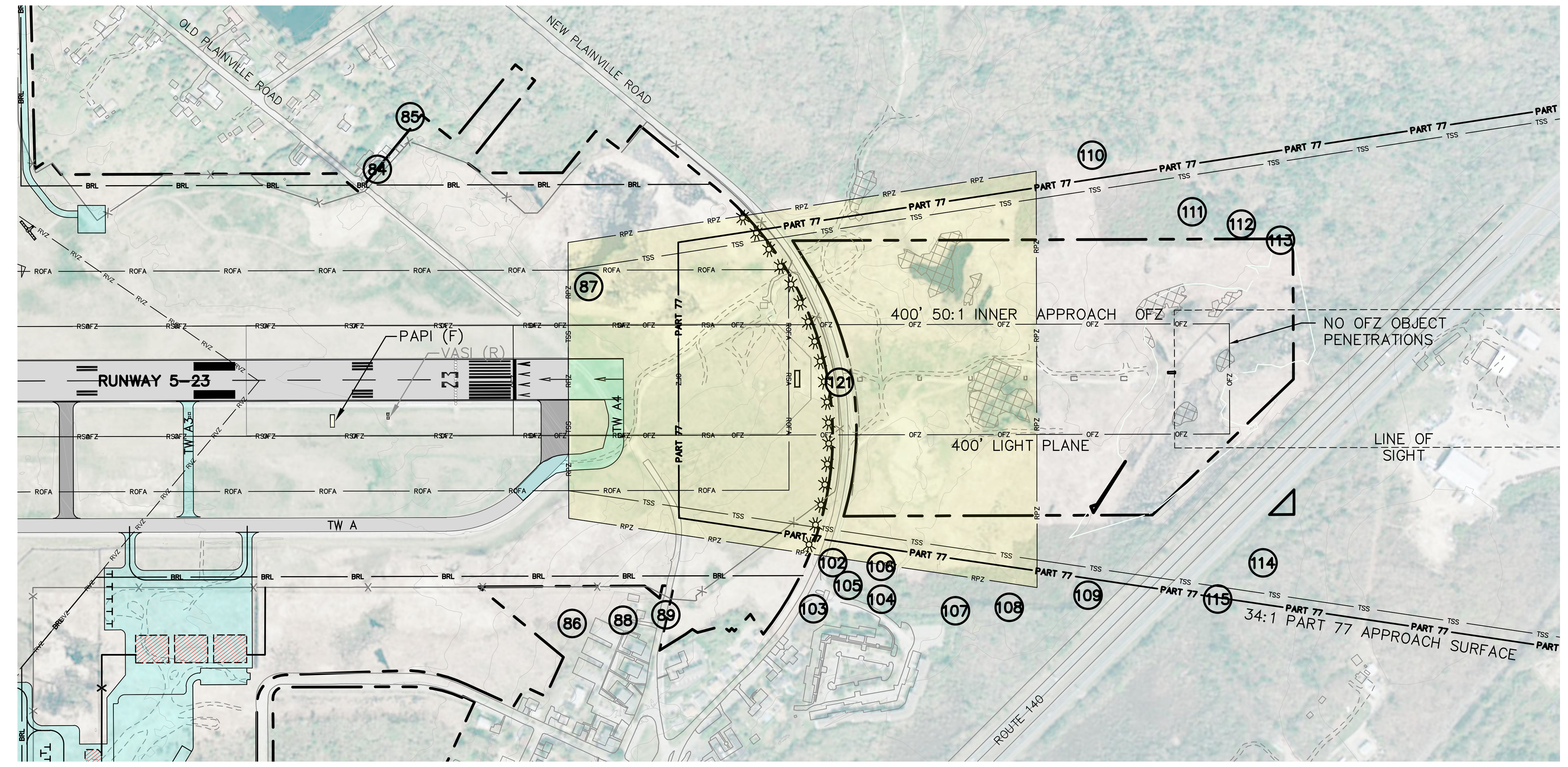
DESIGNER: JBM CADD TECH: TAL APPROVED: RJM

FEBRUARY 2014

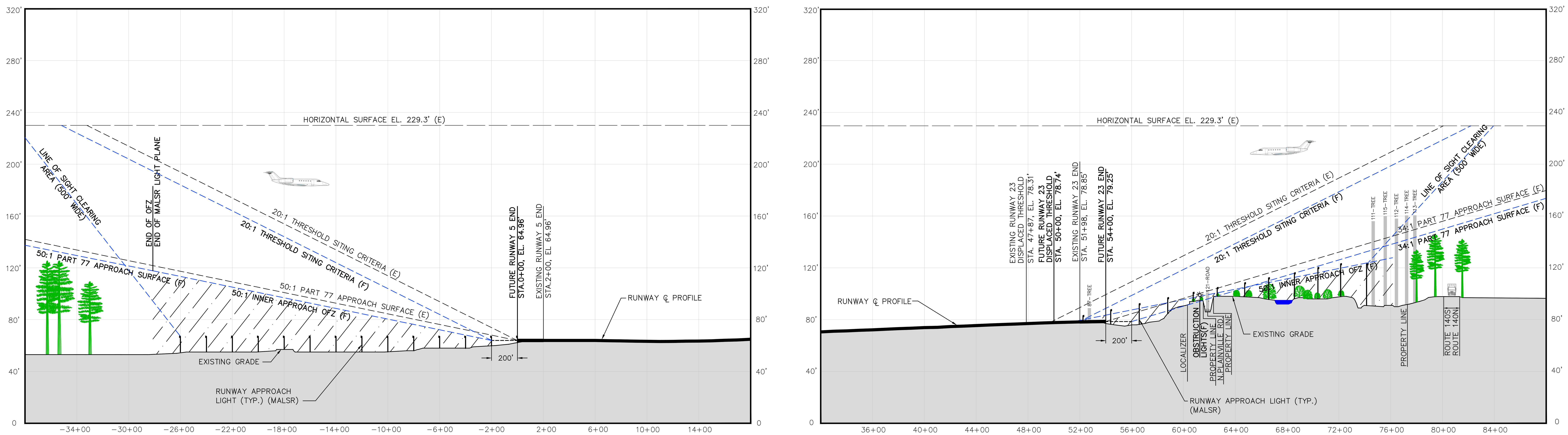
EXHIBIT VI



RUNWAY 5 PLAN
SCALE 1" = 400'



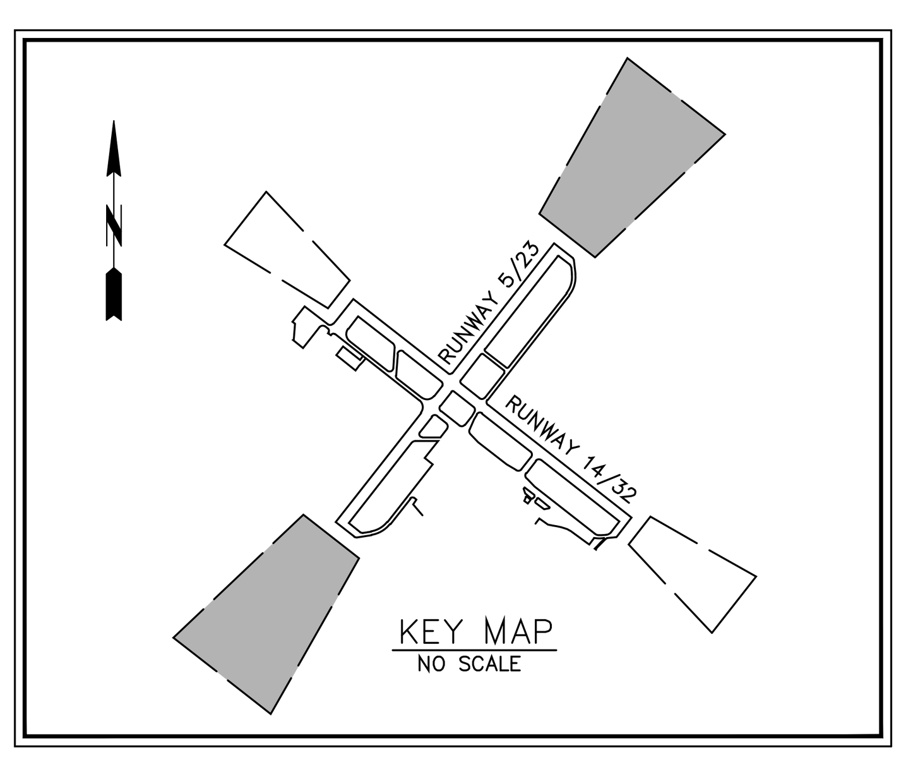
RUNWAY 23 PLAN
SCALE 1" = 400'



RUNWAY 5 – 23 PROFILE
HORIZONTAL SCALE 1" = 400'
VERTICAL SCALE 1" = 40'

LEGEND

ITEM	(E)XISTING	(F)UTURE
AIRPORT PROPERTY LINE		
FENCE		
RUNWAY SAFETY AREA (RSA)		RSA
RUNWAY OBJECT FREE ZONE (OFZ)		OFZ
INNER TRANSITIONAL OFZ		OFZ
INNER APPROACH OFZ		OFZ
POFZ		
GLIDE SLOPE/LOCALIZER CRITICAL AREA		
RUNWAY OBJECT FREE AREA (OFA)		ROFA
RUNWAY VISIBILITY ZONE		RVZ
BUILDING RESTRICTION LINE (BRL)		BRL
AIRPORT BUILDINGS		
FUTURE DEVELOPMENT		
RUNWAY PROTECTION ZONE (RPZ)		RPZ
AIRSPACE SURFACE PROFILE		



KEY MAP
NO SCALE

AIRPORT OBSTRUCTIONS

OBJECT NUMBER	DESCRIPTION	OBJECT ELEVATION (FT MSL)	SURFACE PENETRATION (FT)	PART 77 SURFACE	PART 77 MITIGATION / DISPOSITION **
76	TREE	125.1	19.0	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
77	TREE	133.2	20.1	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
78	TREE	147.1	34.4	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
79	TREE	150.5	20.7	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
80	TREE	134.2	26.0	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
81	TREE	128.5	21.0	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
84	TREE	137.8	22.7	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
85	TREE	144.8	1.4	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
86	TREE	160.8	27.5	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
88	TREE	156.2	24.0	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
102	TREE	128.3	19.8	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
103	TREE	154.2	22.2	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS

** OFF AIRPORT PART 77 OBSTRUCTIONS WILL REQUIRE ADDITIONAL ANALYSIS TO IDENTIFY ANY APPROPRIATE MITIGATION MEASURES

OBJECT NUMBER	DESCRIPTION	OBJECT ELEVATION (FT MSL)	SURFACE PENETRATION (FT)	PART 77 SURFACE	PART 77 MITIGATION / DISPOSITION **
104	TREE	152.2	23.3	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
105	TREE	143.2	22.4	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
106	TREE	124.0	12.1	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
107	TREE	155.8	18.6	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
108	TREE	153.1	16.1	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
109	TREE	143.4	10.3	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
110	TREE	150.8	13.3	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
111	TREE	156.0	16.0	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
112	TREE	158.4	13.1	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
113	TREE	160.7	11.2	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
114	TREE	160.7	13.3	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
115	TREE	159.2	16.6	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
121	ROAD	NA	5.0	APPROACH	ROAD LIGHTED

400 0 400 800 1200
SCALE IN FEET

CADD FILE NO. 103-018-SHEET_EWB ALP 2013.dwg
A.I.P. PROJECT NO. 3-25-0034-44

REV.	DATE	DESCRIPTION

AIRPORT SOLUTIONS GROUP
INNOVATIVE AIRPORT DEVELOPMENT SPECIALISTS
AIRPORT CONSULTANTS • WOBURN, MASSACHUSETTS

newbedford regional airport
1569 Airport Road
New Bedford, MA 02746
(508) 991-6161

SHEET TITLE
INNER PORTION OF THE APPROACH PLAN AND PROFILE – RUNWAY 5–23

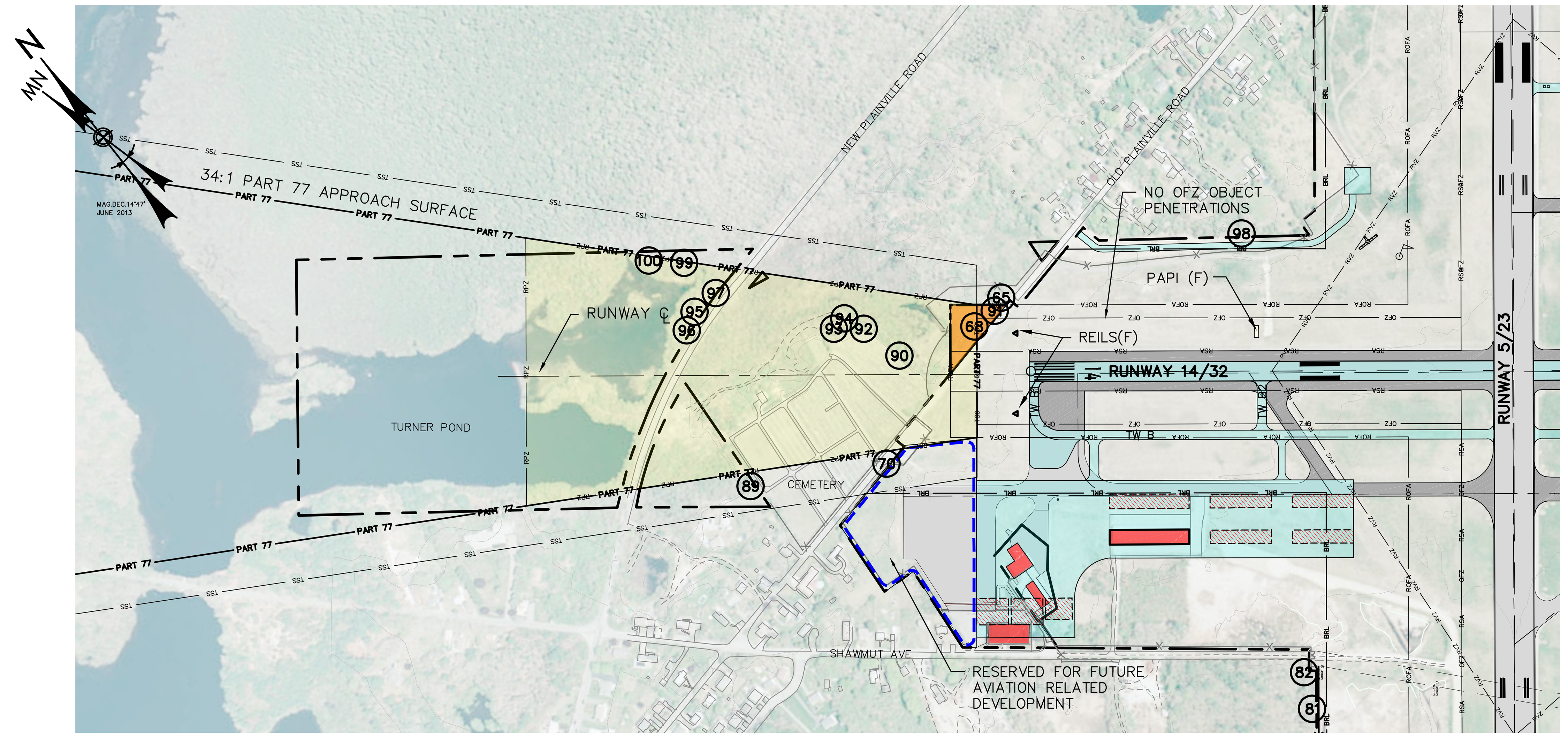
PROJECT
2013 AIRPORT MASTER PLAN UPDATE

DESIGNER: JBM CADD TECH: TAL APPROVED: RJM

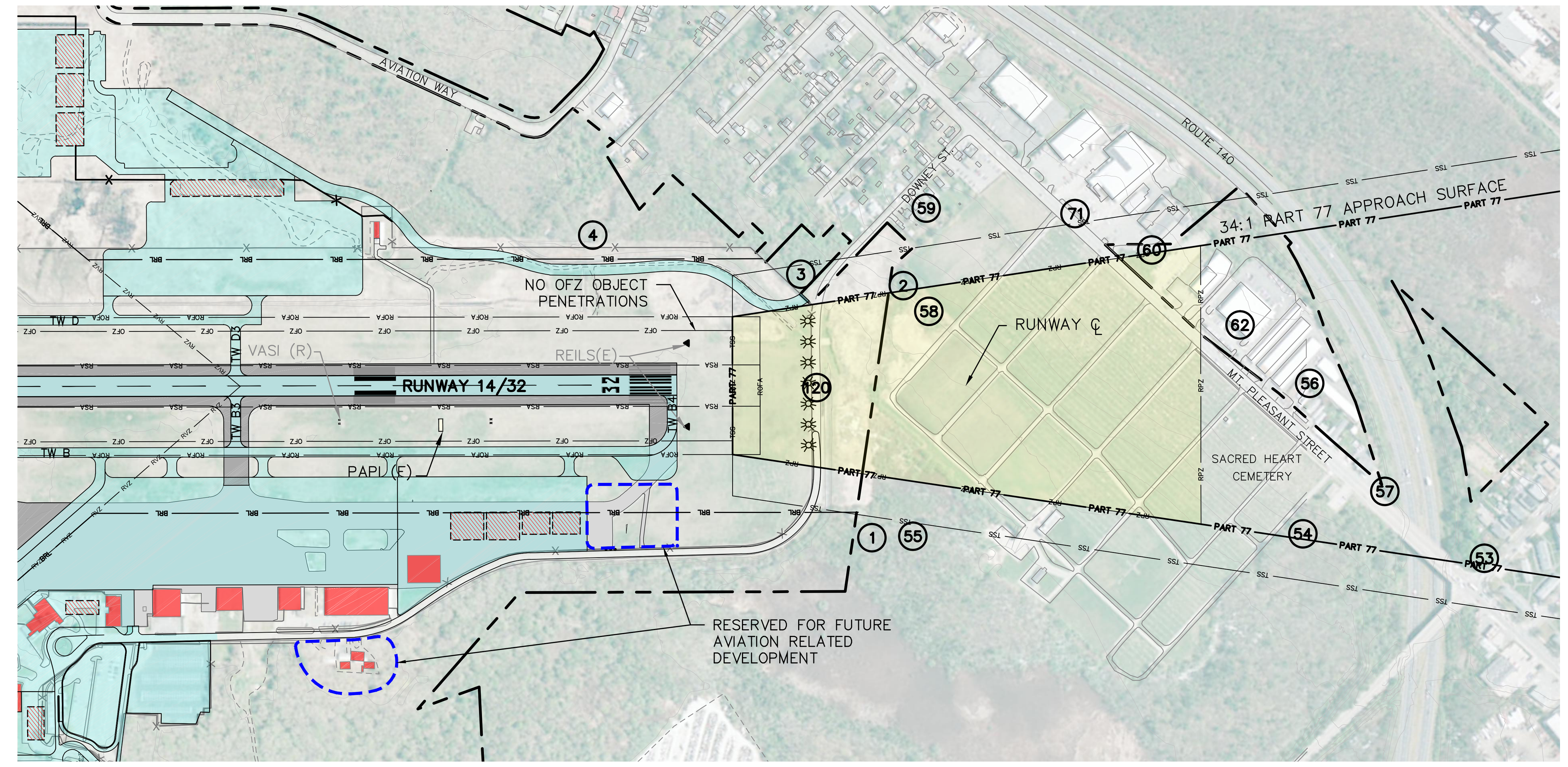
FEBRUARY 2014

EXHIBIT VII

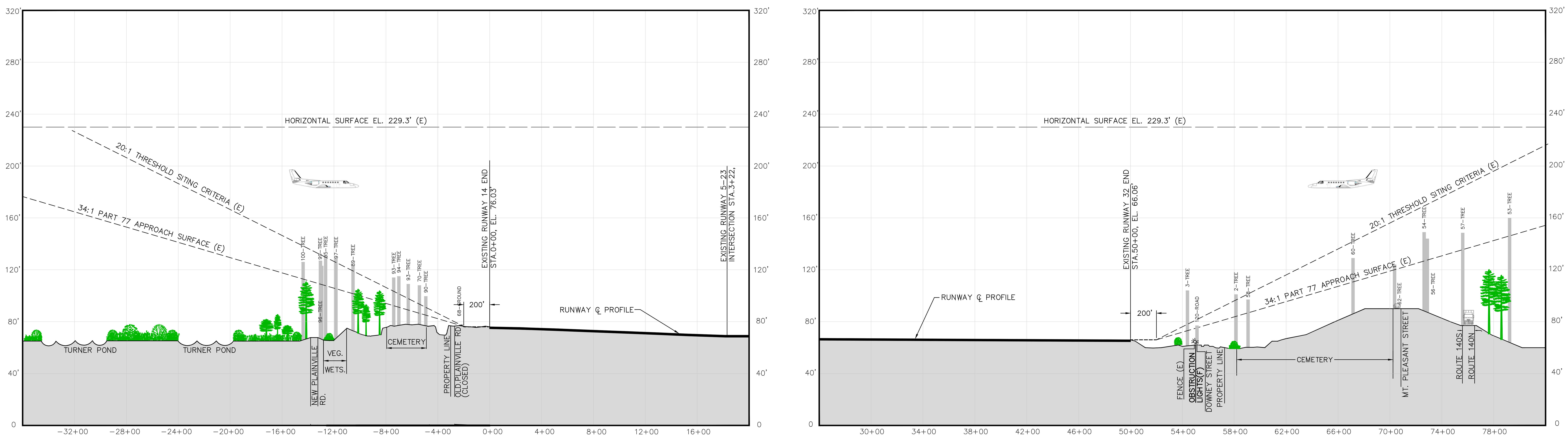
SHEET 8 OF 10



RUNWAY 14 PLAN
SCALE 1" = 400'

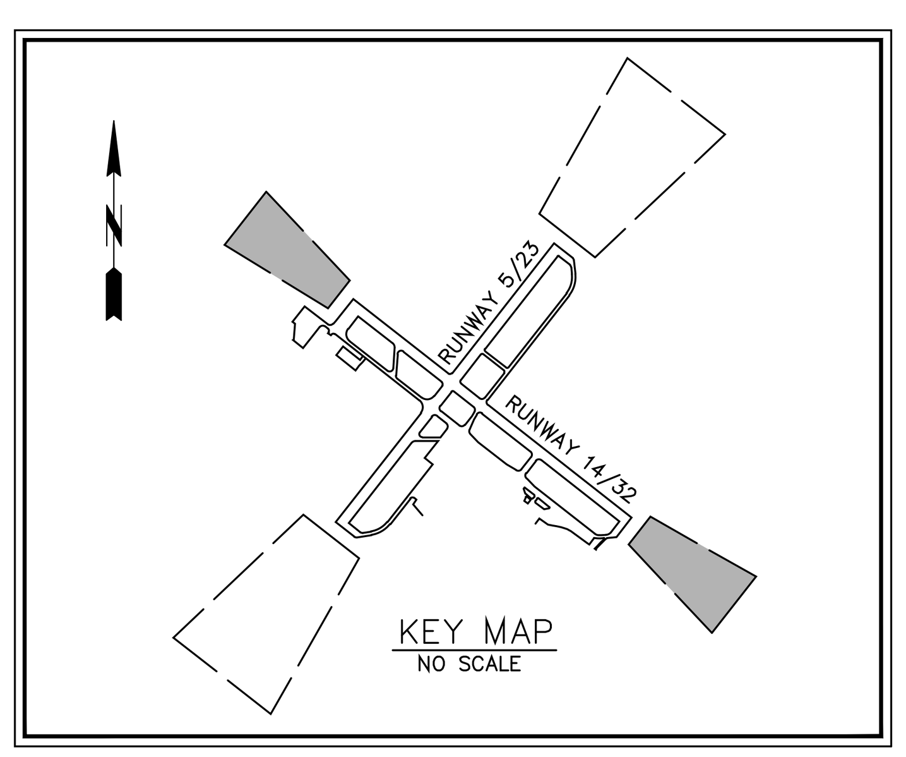


RUNWAY 32 PLAN
SCALE 1" = 400'



HORIZONTAL SURFACE EL. 229.3' (E)
20:1 THRESHOLD SITING CRITERIA (E)
34:1 PART 77 APPROACH SURFACE (E)
EXISTING RUNWAY 14 END STA.0+00, EL. 76.03'
EXISTING RUNWAY 5-23 INTERSECTION STA.3+22.
RUNWAY ℄ PROFILE
200'
TURNER POND
NEW PLAINVILLE RD.
VEG.
WETS.
CEMETERY
PROPERTY LINE
OLD PLAINVILLE RD (CLOSED)
EXISTING RUNWAY 32 END STA.50+00, EL. 66.06
FENCE (E)
OBSTRUCTION LIGHTS (F)
DOWNEY STREET
PROPERTY LINE
CEMETERY
MT. PLEASANT STREET
ROUTE 140S
ROUTE 140N

RUNWAY 14 – 32 PROFILE
HORIZONTAL SCALE 1" = 400'
VERTICAL SCALE 1" = 40'



KEY MAP
NO SCALE

LEGEND

ITEM	(E)XISTING	(F)UTURE
AIRPORT PROPERTY LINE		
FENCE		
RUNWAY SAFETY AREA (RSA)		RSA
RUNWAY OBJECT FREE ZONE (OFZ)		OFZ
INNER TRANSITIONAL OFZ		OFZ
INNER APPROACH OFZ		OFZ
POFZ		
GLIDE SLOPE/LOCALIZER CRITICAL AREA		
RUNWAY OBJECT FREE AREA (OFA)		ROFA
RUNWAY VISIBILITY ZONE		RVZ
BUILDING RESTRICTION LINE (BRL)		BRL
AIRPORT BUILDINGS		
FUTURE DEVELOPMENT		
RUNWAY PROTECTION ZONE (RPZ)		RPZ
AIRSPACE SURFACE PROFILE		

AIRPORT OBSTRUCTIONS

OBJECT NUMBER	DESCRIPTION	OBJECT ELEVATION (FT MSL)	SURFACE PENETRATION (FT)	PART 77 SURFACE	PART 77 MITIGATION / DISPOSITION **
65	MONUMENT	80.1	0.5	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
70	POLE	106.1	13.2	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
81	TREE	128.5	21.0	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
82	TREE	132.1	19.9	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
90	TREE	99.7	15.1	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
91	TREE	90.3	14.4	PRIMARY	NO ACTION PENDING FURTHER ANALYSIS
92	TREE	109.1	20.5	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
93	TREE	114.6	22.8	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
94	TREE	115.2	24.6	APPROACH	NO ACTION PENDING FURTHER ANALYSIS

** OFF AIRPORT PART 77 OBSTRUCTIONS WILL REQUIRE ADDITIONAL ANALYSIS TO IDENTIFY ANY APPROPRIATE MITIGATION MEASURES

OBJECT NUMBER	DESCRIPTION	OBJECT ELEVATION (FT MSL)	SURFACE PENETRATION (FT)	PART 77 SURFACE	PART 77 MITIGATION / DISPOSITION **
1	TREE	124.9	11.5	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
2	TREE	101.0	14.2	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
53	TREE	159.4	13.0	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
54	TREE	149.7	22.7	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
55	TREE	127.6	13.8	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
57	TREE	149.3	13.5	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
58	TREE	97.7	10.7	APPROACH	NO ACTION PENDING FURTHER ANALYSIS
59	TREE	140.6	12.7	TRANSITION	NO ACTION PENDING FURTHER ANALYSIS
120	ROAD	NA	1.8	APPROACH	ROAD LIGHTED

400 0 400 800 1200
SCALE IN FEET

CADD FILE NO. 103-018-SHEET_EWB ALP 2013.dwg

A.I.P. PROJECT NO. 3-25-0034-44

REV. DATE DESCRIPTION

AIRPORT SOLUTIONS GROUP
INNOVATIVE AIRPORT DEVELOPMENT SPECIALISTS
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(508) 991-6161

SHEET TITLE
INNER PORTION OF THE APPROACH PLAN AND PROFILE – RUNWAY 14–32

PROJECT
2013 AIRPORT MASTER PLAN UPDATE

DESIGNER: JBM CADD TECH: TAL APPROVED: RJM

FEBRUARY 2014

EXHIBIT VIII

SHEET 9 OF 10