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)

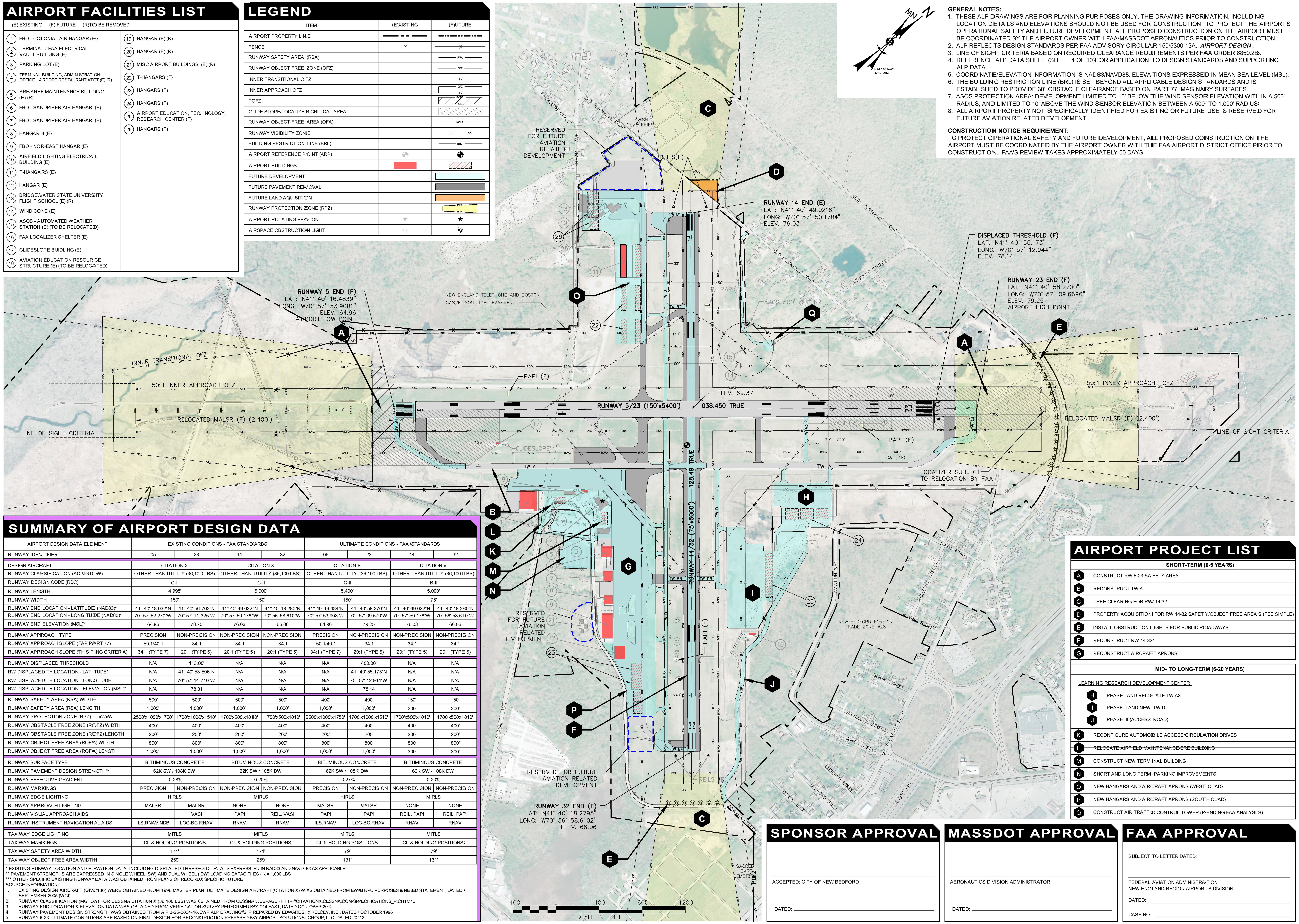
LEGEND

ITEM	(E)XISTING	(F)UTURE
AIRPORT PROPERTY LINE		
FENCE		
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 (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 (THRESHOLD 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

SHEET 3 OF 10