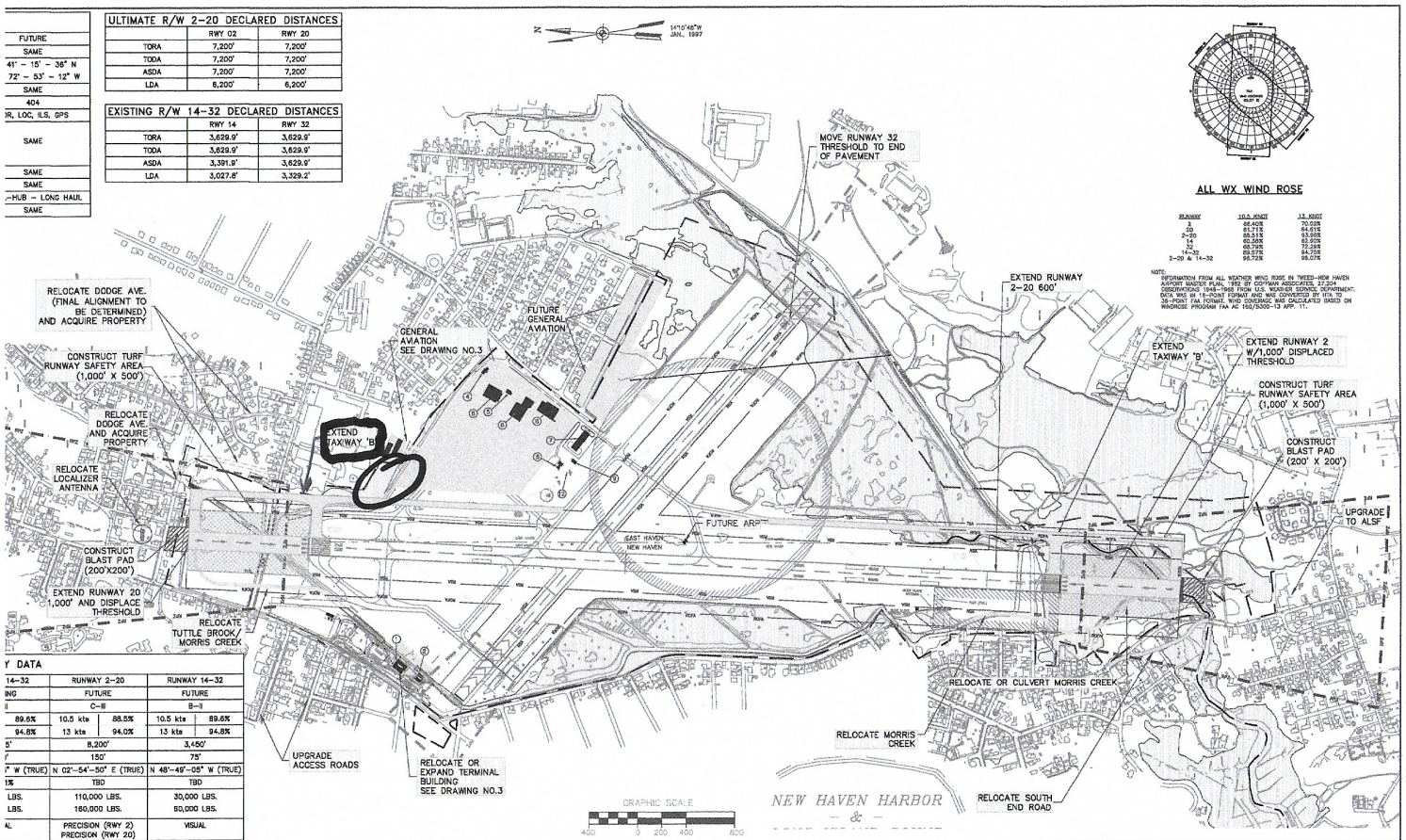
	FUTURE
	SAME
	41' – 15' – 36" N
	72' – 53' – 12" W
	SAME
	404
	R, LOC, ILS, GPS
	SAME
	SAME
	SAME
	–HUB – LONG HAUL
	SAME

ULTIMATE R/W 2–20 DECLARED DISTANCES

	RWY 02	RWY 20
TORA	7,200'	7,200'
TODA	7,200'	7,200'
ASDA	7,200'	7,200'
LDA	6,200'	6,200'

EXISTING R/W 14–32 DECLARED DISTANCES

	RWY 14	RWY 32
TORA	3,629.9'	3,629.9'
TODA	3,629.9'	3,629.9'
ASDA	3,391.9'	3,629.9'
LDA	3,027.8'	3,329.2'



ALL WX WIND ROSE

RUNWAY	10.5 KNOT	13 KNOT
2	68.40%	70.02%
20	61.71%	64.61%
2–20	88.51%	93.66%
14	60.93%	63.08%
32	68.70%	72.39%
14–32	85.97%	94.75%
2–20 & 14–32	98.72%	99.07%

NOTE: INFORMATION FROM ALL WEATHER WIND ROSE IN TWEED–NEW HAVEN AIRPORT MASTER PLAN, 1992 BY COOPMAN ASSOCIATES, 27,204 OBSERVATIONS 1948–1968 FROM U.S. WEATHER SERVICE DEPARTMENT. DATA WAS IN 16-POINT FORMAT AND WAS CONVERTED BY HTA TO 36-POINT FAA FORMAT. WIND COVERAGE WAS CALCULATED BASED ON WINDROSE PROGRAM FAA AC 150/5300-13 APP. 11.

Y DATA

14–32	RUNWAY 2–20		RUNWAY 14–32	
ING	FUTURE		FUTURE	
ll	C–III		B–II	
89.6%	10.5 kts	88.5%	10.5 kts	89.6%
94.8%	13 kts	94.0%	13 kts	94.8%
5'	8,200'		3,450'	
'	150'		75'	
" W (TRUE)	N 02°–54'–50" E (TRUE)		N 48°–49'–05" W (TRUE)	
1%	TBD		TBD	
LBS.	110,000 LBS.		30,000 LBS.	
LBS.	160,000 LBS.		50,000 LBS.	
AL	PRECISION (RWY 2) PRECISION (RWY 20)		VISUAL	
IE	LOCALIZER, ILS (RWY 2), PREC. GPS (RWY 20)		NONE	
E	ALSF–2, PAPI (RWY 2) VASI–4 (RWY 20)		NONE	
L	H.I.R.L., TDZ., RCL		M.I.R.L.	
AL	PRECISION CAT II (RWY 2) PRECISION GPS (RWY 20)		VISUAL	

RUNWAY 32	RUNWAY 2	RUNWAY 20	RUNWAY 14	RUNWAY 32
20:1	50:1 (10,000') 40:1 (40,000')	34:1	20:1	20:1
0'	1,000'	1,000'	0'	0'
150'	500'	500'	150'	150'
300'	1000'	1000'	300'	300'
'	800'	800'	500'	
'	1,000'	1,000'	300'	
'	1,000'	1,000'	500'	
'	1,750'	1,750'	700'	
0'	2,500'	2,500'	1,000'	
'	200'	200'	200'	
'	1,000'	1,000'	250'	
0'	50,000'	50,000'	5,000'	
'	200'	200'	200'	

RSA: W L W
ROFA: W L W
W1 L W2
D RPZ
W1 W2
D RPZ

NOTES

1) WETLAND MAPPING SOURCE: HOLYE, TANNER & ASSOC. INC. "RUNWAY AFETY AREA AND TAXIWAY IMPROVEMENTS ENVIRONMENTAL IMPACT STATEMENT"
2) ULTIMATE ALP DEPICTS AIRPORT CONFIGURATION AFTER IMPLEMENTATION OF FOUR–PHASED DEVELOPMENT PROGRAM. SEE TECHNICAL REPORT CHAPTERS 4, 5 & 7
3) SEE DRAWING 2A FOR PHASED DEVELOPMENT PROGRAM

NONCONFORMING CONDITIONS

DESCRIPTION	EXISTING CONDITION	FAA STANDARD	REMARKS	DATE APPROVED
NONCONFORMING CONDITIONS				

THE TWEED–NEW HAVEN AIRPORT AUTHORITY CERTIFIES THAT ALL AIRSPACE ELEMENTS SHOWN ON THIS ALP ARE IN ACCORDANCE WITH CRITERIA CONTAINED IN THE CURRENT EDITION OF FAA ADVISORY CIRCULAR 150/5300-13 (PRESENT CHANGE 9)

TWEED–NEW HAVEN AIRPORT AUTHORITY DATE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NEW ENGLAND REGION

APPROVED (ORIGINAL SIGNATURES ON FILE WITH FAA)

DATE 1–10–03

TWEED – NEW HAVEN REGIONAL AIRPORT AUTHORITY

APPROVED (ORIGINAL SIGNATURES ON FILE WITH FAA)

DATE 10–11–02

CONNECTICUT DEPARTMENT OF TRANSPORTATION

APPROVED (ORIGINAL SIGNATURES ON FILE WITH FAA)

DATE 11–6–02

REVISIONS

NO.	DESCRIPTION	DRAWN BY	CHECK BY	APP. BY	DATE
1	RW 14–32 DECLARED DIST.	DPD	JMF	JMF	10/03

TWEED – NEW HAVEN REGIONAL AIRPORT
NEW HAVEN, CONNECTICUT

MASTER PLAN UPDATE

AIRPORT LAYOUT PLAN

Edwards AND Kelcey

DRAWN BY: MMP/ HHM CHKD. BY: SVB DWG. NO: 2

SCALE: 1"=400' APPROVED: SVB OCT 2003