U.S. Department
of Transportation
Federal Aviation Administration

New England Region

12 New England Executive Park
Burlington, MA 01803-5299

September 10, 2007

Mr. David Head
Transportation Supervising Planner
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, Connecticut 06131

Dear Mr. Head:

This letter acknowledges the acceptance of the Airport Master Plan Update prepared for the Connecticut Department of Transportation on behalf of the Waterbury Oxford Airport. In addition, the Airport Layout Plan is approved subject to the following conditions:

1) The plan recognizes that achieving basic approach minimums of 200 feet above ground level (AGL) and one half mile visibility, while desirable, would require the airport to fund the site prep for the approach light system. State or local relocation or burial of the powerlines in the approach to Runway 36 is a prerequisite for the development of the Medium Intensity Approach Light System (MALSR)

2) Ensure that the appropriate signs to protect the ILS are installed when the extension to taxiway Bravo is under construction.

3) There are six non-conforming conditions on the ALP including two for safety area determinations previously approved in 2003. The other four accepted non-conforming conditions correspond to requirements to meet offsets and taxiway width for D-III aircraft, which were resolved in this case using the critical aircraft for OXC. Additional supporting documentation can be found in the Master Plan Update and will be attached to the FAA file copy of this ALP approval letter.

Before any development on the ALP is initiated, it must be environmentally approved by the Federal Aviation Administration (FAA) in accordance with FAA Order 5050.4B, Environmental Handbook unless it is categorically excluded by paragraph 23 of that Order.

Review of the Master Plan Update has been with respect to safety, efficiency and utility. It does not represent a commitment to provide financial assistance to implement the proposed plan. This letter also concludes the FAA formal review of the plan under FAA Non-rulemaking Airspace case number 2007-ANE-78.

Thank you.

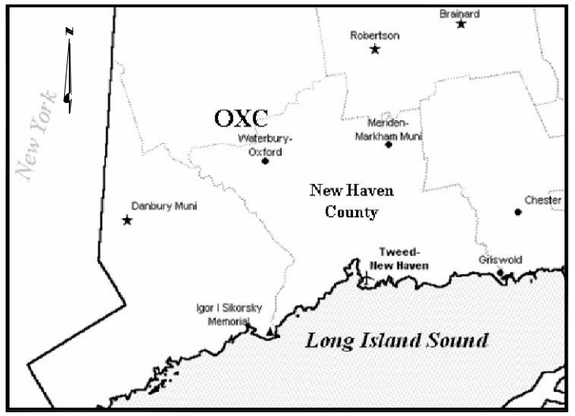
Sincerely,

Gail Lattrell
Planner

FINAL AIRPORT LAYOUT PLAN UPDATE

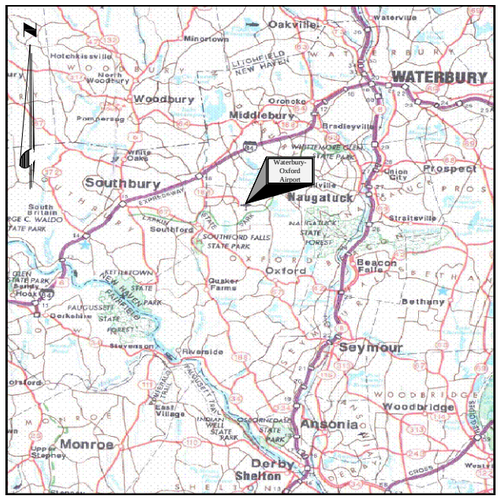
for the

WATERBURY-OXFORD AIRPORT (OXC)



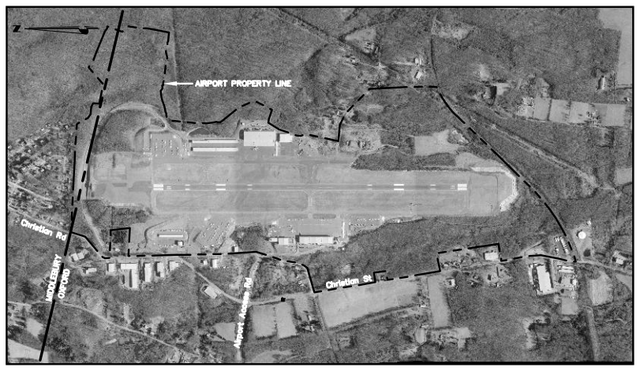
Project Location Map

F.A.A. Project No. 3-23-0017-09-03
State Project No. 107-154



Vicinity Map

DRAWING INDEX		
SHEET No.	TITLE	DWG. No.
–	COVER	
ALP–1	EXISTING AIRPORT LAYOUT	1
ALP–2	AIRPORT LAYOUT PLAN	2
ALP–3	DATA SHEET	3
ALP–4	INNER APPROACH SURFACE DRAWING	4
ALP–5	AIRPORT AIRSPACE PLAN	5
ALP–6	LAND USE PLAN	6
ALP–7	PROPERTY PLAN	7



WATERBURY–OXFORD AIRPORT

Towns of
Oxford and Middlebury
Connecticut

CONNECTICUT DEPARTMENT OF TRANSPORTATION

WATERBURY OXFORD AIRPORT OXC MASTER PLAN

SEPTEMBER 2007

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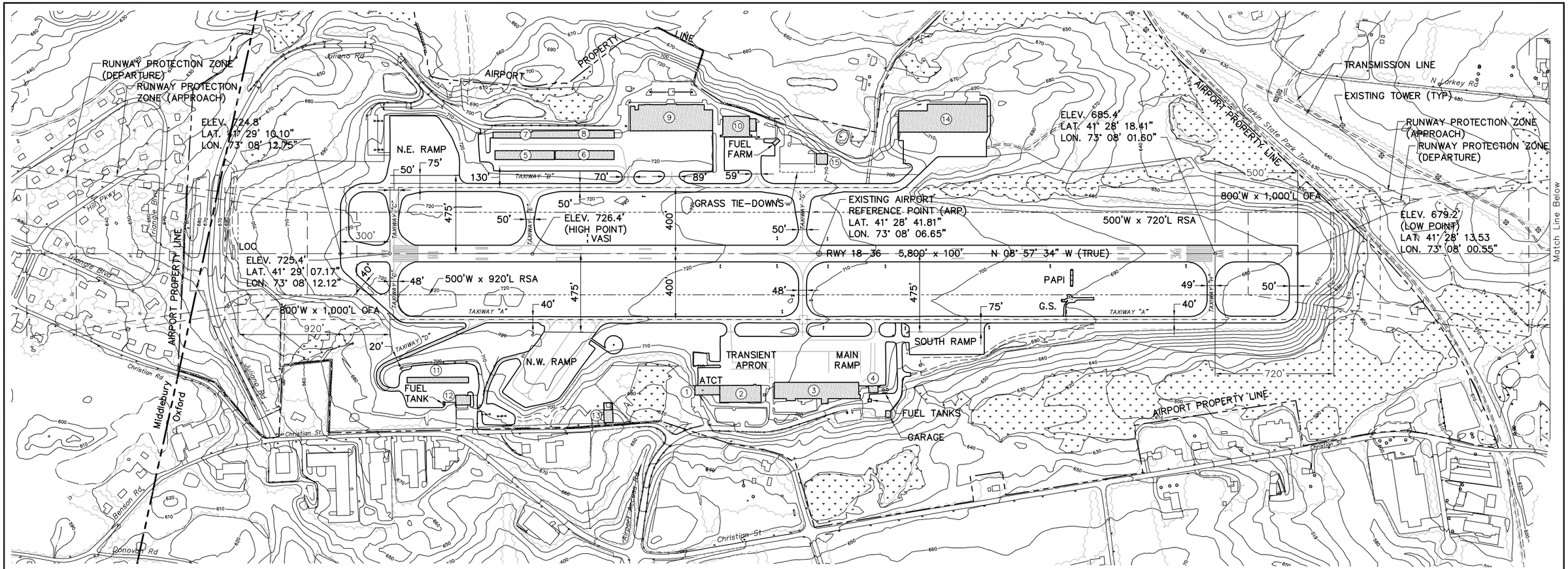


0 300 600
Scale in feet

LEGEND

Existing	Description	Existing	Description
	Runway Centerline		Fence
	Runway Safety Area (RSA)		Roads
	Runway Object Free Area (ROFA)		Tree line
	Runway Protection Zone (RPZ)		Wetlands
	Building Restriction Line (BRL)		Stream/River/Body of Water
	Airport Pavement	100	Ground Elevation Contours
⊕	Airport Reference Point	n/a	Pavement to be Removed
①	Airport Buildings/Building No.	n/a	Proposed Land Acquisition
	Other Buildings	n/a	Proposed Easement Acquisition
	Tiedowns	n/a	Proposed Tree Clearing
	Airport Property Line		

Note: Some Features In The Legend May Not Have Been Used

FACILITIES TABLE

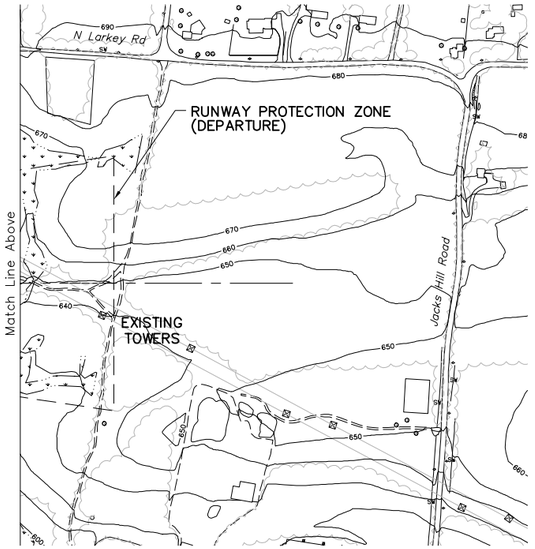
Existing

#	Facility Name	Top Elevation
1	Keystone Hangar A & ATCT	779.9
2	Keystone FBO Hangar B	748.0'
3	Keystone FBO Hangars C, D, E	747.5'
4	Airport Management/ARFF/Maintenance	727.6'
5	T-Hangar	735.7'
6	T-Hangar	735.7'
7	T-Hangar	738.3'
8	T-Hangar	738.3'
9	Key Air Hangar F	756.5'
10	Double Diamond Hangar	749.1'
11	T-Hangar	714.4'
12	Executive Flight	724.4'
13	Fuel Farm	702.3
14	Key Air Hangar G	739.9'
15	Restauraunt	730'

Note: Elevations Are Rooftop Elevations

NOTES:

1. All positional data references North American Datum of 1983 (NAD 83).
2. Ground contour interval: 10 feet.
3. See Data Sheet, drawing ALP-3 for additional tables, and windroses.



Revisions:	Drawn By:	App'd. By:	Date:

14.1 Degrees° W Magnetic
Jan. 2005, Rate of Change 0.0°

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CONNECTICUT DEPARTMENT OF TRANSPORTATION

Waterbury-Oxford Airport
Master Plan Update

EXISTING AIRPORT LAYOUT

Drawing No.
ALP-1

SCALE: AS NOTED | DATE: SEPTEMBER 2007 | SHEET 1 OF 7

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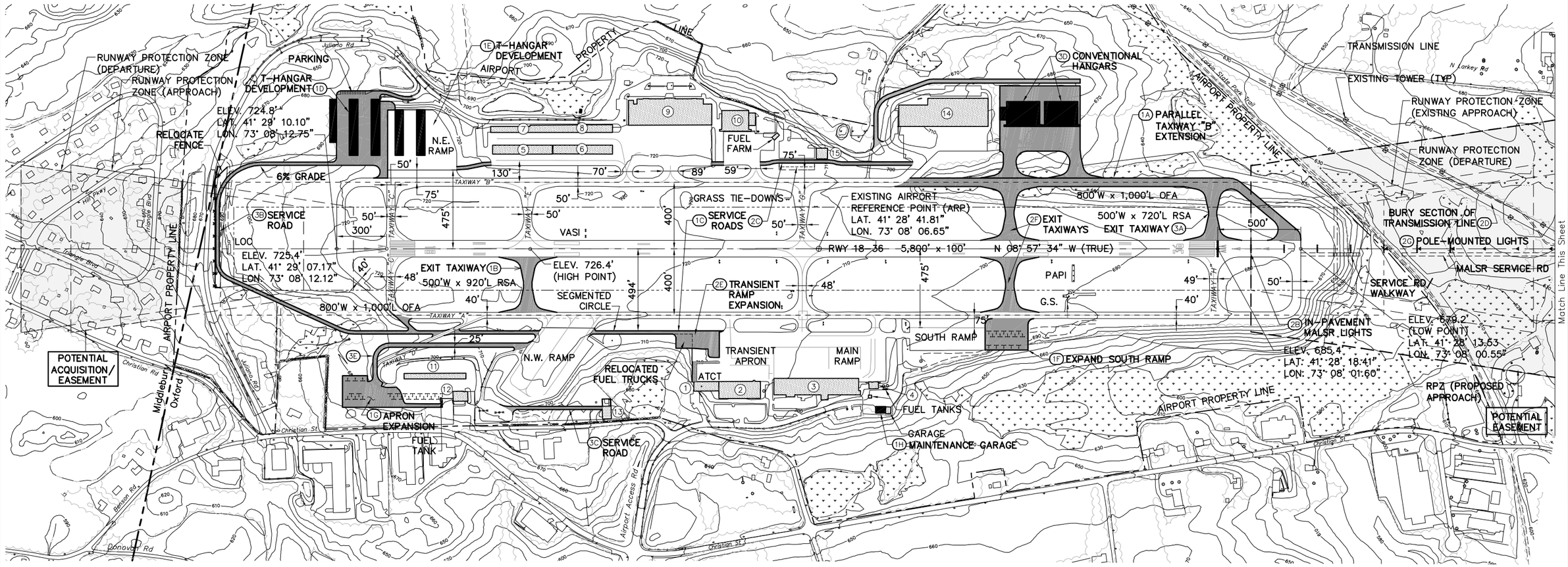


0 300 600
Scale in feet

FACILITIES TABLE

Existing			Proposed		
#	Facility Name	Top Elevation	#	Facility Name	Top Elevation
1	Keystone Hangar A & ATCT	782.0	1A	Extend Parallel Taxiway "B"	–
2	Keystone FBO Hangar B	748.0'	1B	Extend Exit Taxiway "E"	–
3	Keystone FBO Hangars C, D, E	747.5'	1C	Service Road Construction	–
4	Airport Management/ARFF/Maintenance	727.6'	1D	T-Hangar Development	745'
5	T-Hangar	735.7'	1E	T-Hangar Development – NE Ramp	745'
6	T-Hangar	735.7'	1F	Expand South Ramp	–
7	T-Hangar	738.3'	1G	Expand Executive Flight Ramp	–
8	T-Hangar	738.3'	1H	Construct Maintenance Garage	710'
9	Key Air Hangar F	756.5'	2C	Service Road Construction	–
10	Double Diamond Hangar	749.1'	2D	Burial of Transmission Line	–
11	T-Hangar	714.4'	2E	Expand Transient Apron	–
12	Executive Flight	724.4'	2F	Exit Taxiway Construction	–
13	Fuel Farm	702.3	2G	Runway 36 MALSR Installation	685'
14	Key Air Hangar G	739.9'	3A	Extend Exit Taxiway "H"	–
15	Restaurant	730'	3B	Service Road North of Runway	–
			3C	Service Road to Fuel Farm	–
			3D	Hangar Development	732'
			3E	Taxiway "D" Relocation	–

Note: Elevations Are Rooftop Elevations

NONCONFORMING CONDITIONS

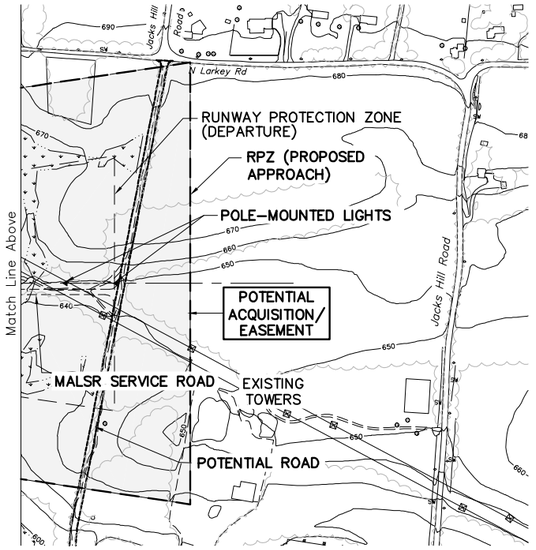
Description	Existing	Standard ARC D-III	Remarks	Date Approved
RSA length Beyond Runway 18	920'	1,000'	Maximum Practical-Declared Distances	2003
RSA length Beyond Runway 36	720'	1,000'	Maximum Practical-Declared Distances	2003
Runway Centerline to Aircraft Parking	475'	500'	Offset per wingspan of Gulfstream V is 400'	2007
Taxiway "A" Width	40'	50'	Width per wingspan of Gulfstream V is 38'1"4	2007
Taxiway Centerline to Aircraft Parking	75'	93'	Offset per wingspan of Gulfstream V is 75'	2007
Taxiway Centerline to Taxilane Centerline	130'	152'	Offset per wingspan of Gulfstream V is 122'	2007

Certification: The Connecticut Department Transportation certifies that all airport elements shown on this ALP are in accordance with criteria contained in the current edition of FAA Circular 150/5300-13, except as noted.

Name Date

NOTES:

1. The FAA's approval of this Airport Layout Plan (ALP) represents acceptance of the general location of future facilities depicted. During the preliminary design phase, the airport owner is required to resubmit for approval the final locations, heights and exterior finish of structures. The FAA's concern is obstructions, impact on electronic aids or adverse effects on controller view of aircraft approach and ground movement areas, which could adversely affect the safety, efficiency or utility of the airport.
2. All positional data references North American Datum of 1983 (NAD 83).
3. Ground contour interval: 10 feet.
4. See Data Sheet ALP-3 for additional tables, legend and windroses.



Revisions:	Drawn By:	App'd. By:	Date:

14.1 Degrees° W Magnetic
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CONNECTICUT DEPARTMENT OF TRANSPORTATION
DATE 10-17-07

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CONNECTICUT DEPARTMENT OF TRANSPORTATION

WATERBURY OXFORD AIRPORT OXC MASTER PLAN

Waterbury-Oxford Airport
Master Plan Update

AIRPORT LAYOUT PLAN

SCALE: AS NOTED | DATE: SEPTEMBER 2007

Drawing No. ALP-2

SHEET 2 OF 7

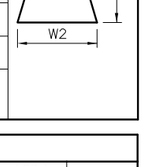
File: U:\12489\ACAD\FINAL_SEPT_2007\ALP-2_12489_SIGNED_10-23-07.DWG Saved: 10/23/2007 2:54 PM User: Medina, Perry

RUNWAY DATA TABLE

RUNWAY DATA	Runway 18/36	
	Existing	Proposed
Effective Gradient (%)	0.8%	0.8%
Wind Coverage (%)	97.1%	97.1%
Max. Elevation (MSL)	726.4'	726.4'
Runway Length	5,800'	5,800'
Runway Width	100'	100'
Displaced Threshold	18: 300' 36: 500'	18: 300' 36: 500'
Usable Runway Length	5,000'	5,000'
Surface Type	Grooved Asphalt	Grooved Asphalt
Pavement Strength		
Single Wheel	47,000 lbs	47,000 lbs
Dual Wheel	54.000 lbs	54.000 lbs
Dual Tandem	108,000 lbs	108,000 lbs
Approach Surface Slope	Rwy 18: 34:1 Rwy 36: 50:1	Rwy 18: 34:1 Rwy 36: 50:1
Approach Minimums (36 ILS)	1 mile: 250'	1/2 mile: 200'
Visual Approach Aids	PAPI, VASI	PAPI, VASI, MALSR
Instrument Approach Aids	ILS, NDB, RNAV	ILS, NDB, RNAV
Runway Lighting	MIRL	MIRL
Runway Marking	Precision	Precision
Airport Reference Code (ARC)	D-II	D-III
Aircraft	Gulfstream IV	Gulfstream V
Runway Object Free Area (ROFA)		
Length Beyond Runway	1,000'	1,000'
Width	800'	800'
Runway Safety Area (RSA)		
Length Beyond Runway	18: 920' 36: 720'	18: 920' 36: 720'
Width	500'	500'
FAR Part 77 Category	18: NPI 36: PIR	18: NPI 36: PIR
Runway End Coordinates (NAD 83)		
Rwy 18 Displaced Threshold	Lat: 41° 29' 07.17" Lon: 73° 08' 12.12"	Lat: 41° 29' 07.17" Lon: 73° 08' 12.12"
Rwy 18 End	Lat: 41° 29' 10.10" Lon: 73° 08' 12.75"	Lat: 41° 29' 10.10" Lon: 73° 08' 12.75"
Rwy 36 Displaced Threshold	Lat: 41° 28' 18.41" Lon: 73° 08' 01.60"	Lat: 41° 28' 18.41" Lon: 73° 08' 01.60"
Rwy 36 End	Lat: 41° 29' 13.53" Lon: 73° 08' 00.55"	Lat: 41° 29' 13.53" Lon: 73° 08' 00.55"
Runway End Elevations (MSL)	18: 724.8' 36: 679.2'	18: 724.8' 36: 679.2'
Displaced Threshold Elevation (MSL)	18: 725.4' 36: 685.4'	18: 725.4' 36: 685.4'

RUNWAY PROTECTION ZONES

	APPROACH				DEPARTURE		
	RWY	W1	L	W2	W1	L	W2
EXISTING	18	500'	1,700'	1,010'	500'	1,700'	1,010'
	36	500'	1,700'	1,010'	500'	1,700'	1,010'
PROPOSED	18	500'	1,700'	1,010'	500'	1,700'	1,010'
	36	1,000'	2,500'	1,750'	500'	1,700'	1,010'
	NOTE: RPZ BEGINS 200' FROM RUNWAY END OR THRESHOLD						



DECLARED DISTANCES

					LDA		ASDA	
Runway End ID	TORA	TODA	ASDA	LDA	Approach end RSA length	Stop end RSA length	RSA Length	Date of Approval
18	5,800'	5,800'	5,300'	5,000'	920'	720'	720'	2005
36	5,800'	5,800'	5,500'	5,000'	720'	920'	920'	2005

AIRPORT DATA TABLE

AIRPORT DATA	EXISTING	PROPOSED
Airport Elevation (MSL)	726'	726'
Airport Reference Point (NAD 83)		
Lattitude	41° 28' 41.81"	41° 28' 41.81"
Longitude	73° 08' 06.65"	73° 08' 06.65"
Mean Max Temperature of Hotest Month	83° F	83° F
Airport Terminal Area NAVAIDS	ILS, NDB	ILS, NDB
Magnetic Variation	14.1° W	14.1° W
Date of Magnetic Variation	2005	2005
Wind Coverage		
All Weather	97.1%	97.1%
IFR	96.6%	96.6%
Airport Reference Code	D-II	D-III
Design Aircraft	Gulfstream IV	Gulfstream V
Taxiway Lighting	MITL	MITL
Taxiway Marking	Yes	Yes

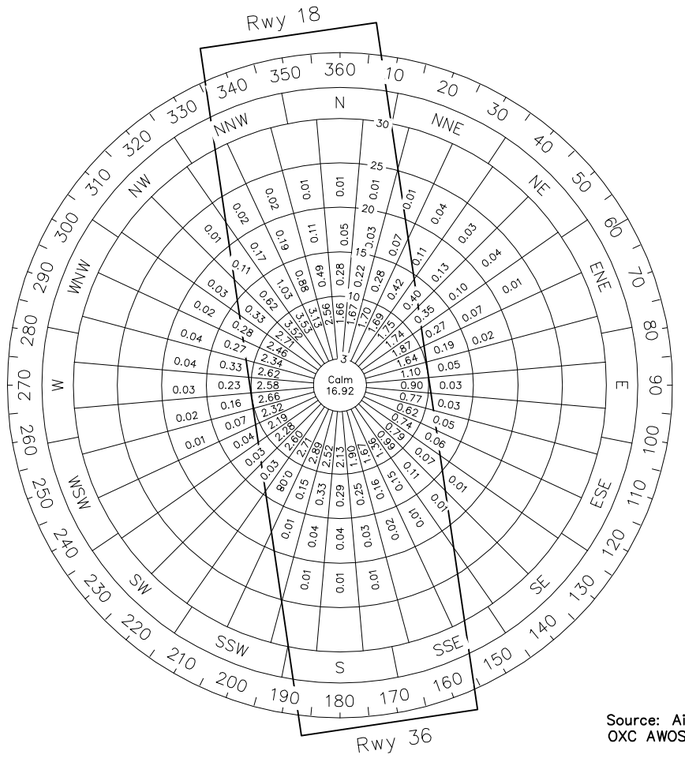
NAVAIDS AND VISUAL AIDS

RUNWAY	EXISTING	ULTIMATE
18	LNAV, NDB, VASI	LPV, LNAV, NDB, VASI
36	ILS, LNAV, NDB, PAPI, REIL	ILS, LPV, LNAV, NDB, PAPI, MALSR

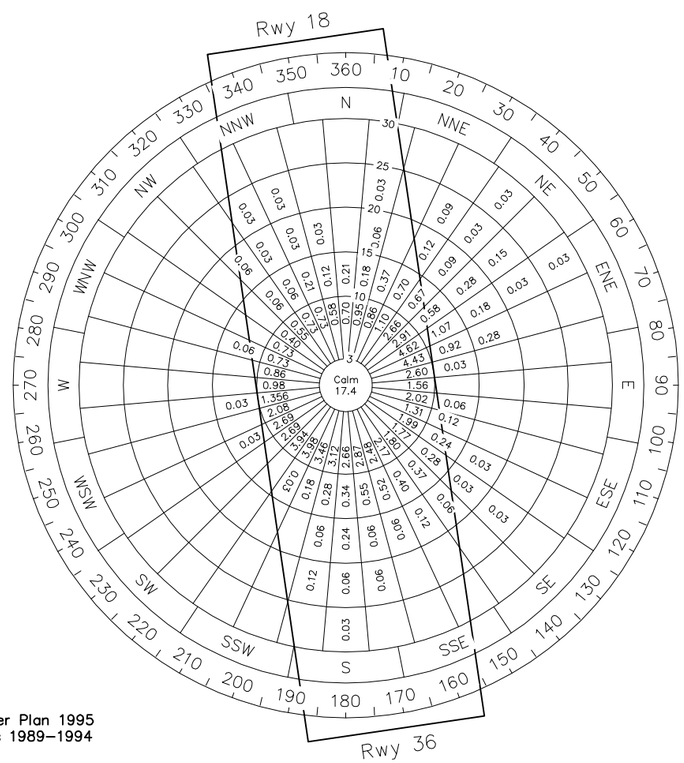
LEGEND

Existing	Description	Proposed
	Runway Centerline	
	Runway Safety Area (RSA)	
	Runway Object Free Area (ROFA)	
	Runway Protection Zone (RPZ)	
	Building Restriction Line (BRL)	
	Airport Pavement	
⊕	Airport Reference Point	
①	Airport Buildings/Building No.	1A
	Other Buildings	
	Tiedowns	
	Airport Property Line	
	Fence	
	Roads	
	Tree line	
	Wetlands	n/a
	Stream/River/Body of Water	
100	Ground Elevation Contours	100
n/a	Potential Easement or Acquisition	
n/a	Selective Tree Clearing	
n/a	Potential Ground Obstruction	

Note: Some Features In The Legend May Not Have Been Used



All Weather Wind Rose
Total Coverage = 97.1%



I.F.R Wind Rose
Total Coverage = 96.6%

Source: Airport Master Plan 1995
OXC AWOS Data Files 1989-1994

Revisions:	Drawn By:	App'd. By:	Date:

Designed By:	Date:
MR	9-07
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CONNECTICUT DEPARTMENT OF TRANSPORTATION

WATERBURY OXFORD AIRPORT OXC MASTER PLAN

Waterbury-Oxford Airport
Master Plan Update

DATA SHEET

Drawing No. **ALP-3**

SCALE: AS NOTED | DATE: SEPTEMBER 2007 | SHEET 3 OF 7

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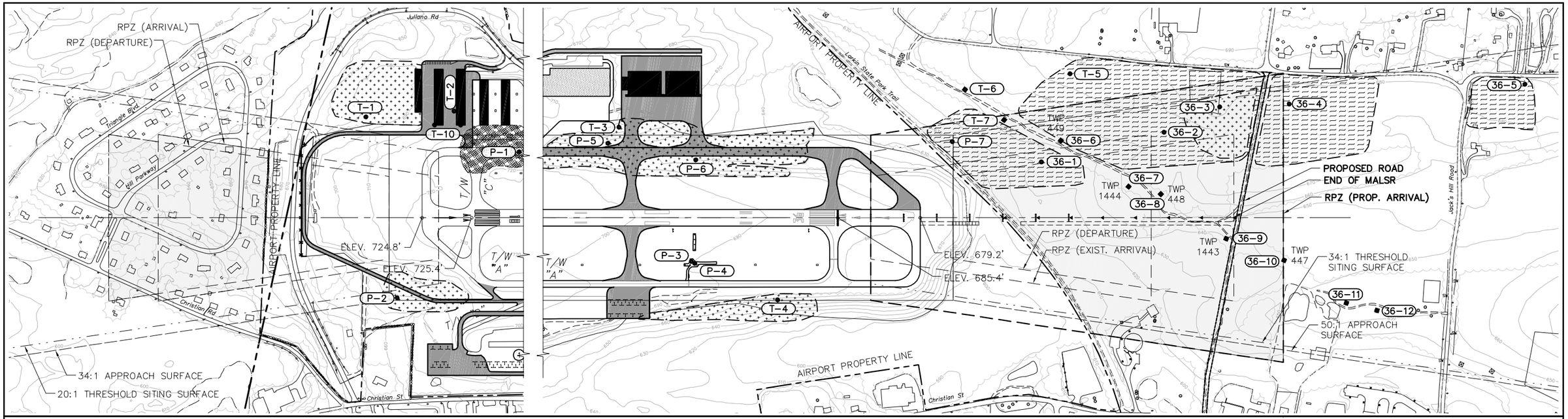
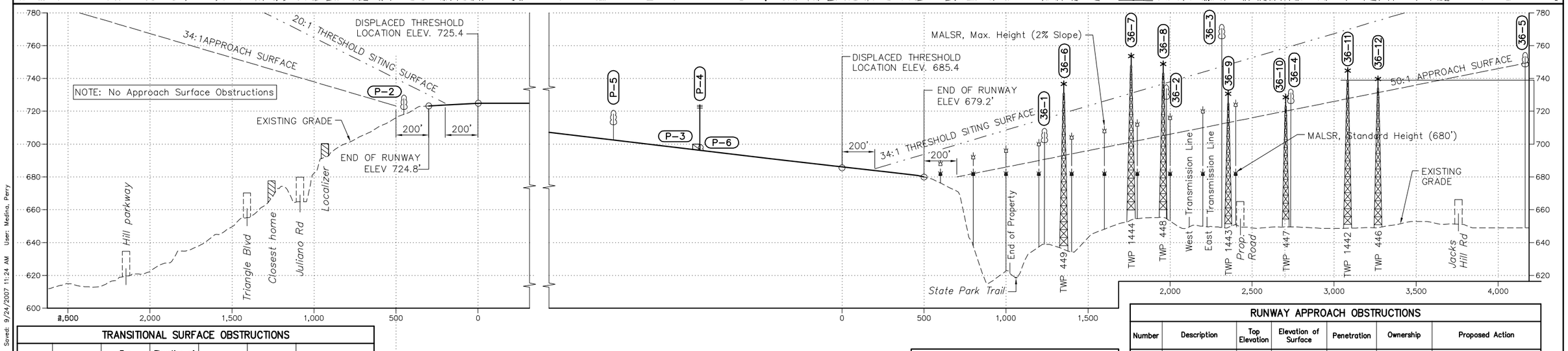




TRANSITIONAL SURFACE OBSTRUCTIONS

Number	Trees	Top Elevation	Elevation of Surface	Penetration	Ownership	Proposed Action
T-1	Trees	750'	740'	10'	State	Cut/remove
T-2	Light Tower	760'	744'	16'	State	None/lighted
T-3	Trees	728'	718'	10'	State	Cut/remove
T-4	Trees	707'	698'	9'	State	Cut/remove
T-5	Trees	742'	712'	30'	Private	None – Dis. Thresh.
T-6	Trans. Tower	730'	722'	8'	Utility	Light
T-7	Trans. Tower	736'	695'	41'	Utility	Bury Trans. Line
T-8*	ATCT	782'	765'	27'	State	None/Lighted
T-9*	Restaurant	730'	720'	10'	State	Light
T-10	Proposed T-Hangers	745'	735'	10'	State	Light

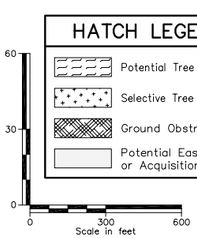
Easement or Acquisition Required *Not Shown, See Alp-2

PRIMARY SURFACE OBSTRUCTIONS

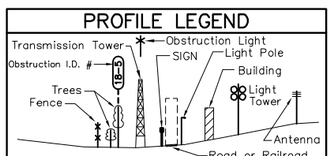
Number	Description	Top Elevation	Elevation of Surface	Penetration	Ownership	Proposed Action
P-1	Ground	728'	725'	3'	State	None
P-2	Trees	730'	725'	5'	State	None–Displaced threshold
P-3	GS Building	700'	695'	5'	State	None–Lighted
P-4	GS Antenna	724'	695'	29'	State	None–Lighted
P-5	Trees	727'	703'	24'	State	Cut/remove
P-6	Trees	700'	695'	5'	State	Cut/remove
P-7	Trees	680'	679'	1'	State	None–Displaced threshold

Easement Or Acquisition Required

HATCH LEGEND



PROFILE LEGEND



* Obstruction Light
Approach Surface
Threshold Siting Surface
Property Line
Horizontal Surface

Note: Some Features In The Legend May Not Have Been Used

RUNWAY APPROACH OBSTRUCTIONS

Number	Description	Top Elevation	Elevation of Surface	Penetration	Ownership	Proposed Action
36-1	Trees	710'	690'	20'	Private	None–Displaced Threshold
36-2	Trees	736'	705'	31'	Private	None–Displaced Threshold
36-3	Trees	773'	712'	61'	Private	Selective Cut#
36-4	Trees	734'	720'	14'	Private	None–Displaced Threshold
36-5	Trees	756'	749'	7'	Private	None–Displaced Threshold
36-6	Transmission Tower 449	731'	692'	39'	Utility	Bury Transmission Line
36-7	Transmission Tower 1444	747'	700'	47'	Utility	Bury Transmission Line
36-8	Transmission Tower 448	742'	705'	37'	Utility	Bury Transmission Line
36-9	Transmission Tower 1443	724'	713'	11'	Utility	Bury Transmission Line
36-10	Transmission Tower 447	722'	720'	2'	Utility	None–Displaced Threshold
36-11	Transmission Tower 1442	739'	727'	12'	Utility	None–Displaced Threshold
36-12	Transmission Tower 446	734'	731'	3'	Utility	None–Displaced Threshold
36-13*	Utility Pole	790	782	8'	Utility	None–Displaced Threshold

Easement or Acquisition Required * See ALP-5

Revisions:	Drawn By:	App'd. By:	Date:

14.1 Degrees W Magnetic
Jan. 2005, Rate of Change 0.0'

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CONNECTICUT DEPARTMENT OF TRANSPORTATION

WATERBURY OXFORD AIRPORT OXC MASTER PLAN

Waterbury–Oxford Airport Master Plan Update

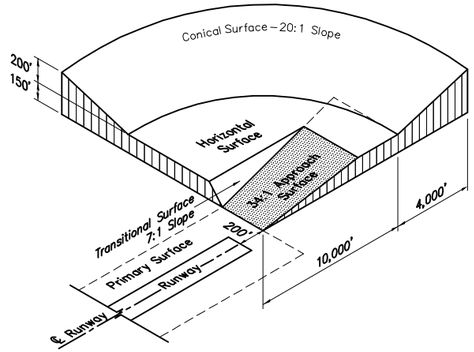
INNER APPROACH SURFACE DRAWING

SCALE: AS NOTED | DATE: SEPTEMBER 2007

Drawing No. **ALP-4**

SHEET 4 OF 7

File: U:\12489\ACAD\FINAL_SEPT_2007\ALP-4_PLAN-PROFILE_12489_09-24-07.DWG Saved: 9/24/2007 11:24 AM User: Medina, Perry



IMAGINARY SURFACES – ISOMETRIC VIEW
NO SCALE

Woodbury	Waterbury, CT
Southbury AIRPORT	Naugatuct

USGS QUADRANGLES

HATCH LEGEND

- Tree Penetration
- (H-1) Obstruction & Obstruction I.D. No.

HORIZONTAL & CONICAL SURFACE OBSTRUCTIONS

Number	Description	Top Elevation	Elevation of Surface	Penetration	Ownership	Proposed Action
H-1	Trees	900'	876'	24'	Private	–
H-2	Trees	916'	876'	40'	Private	–
H-3	Trees	964'	876'	88'	Private	–
H-4	Ant. on Tower	962'	876'	86'	Private	None – Lighted
H-5	Trans. Tower	954'	876'	78'	Utility	None
H-6	Ant. on Tower	950'	876'	74'	Private	None – Lighted
H-7	Ant. on Tower	901'	876'	25'	Private	None – Lighted
C-1	Ant. on Tower	939'	913'	26'	Private	None – Lighted

Easement Or Acquisition Required

NOTE: PRIMARY, INNER APPROACH & TRANSITIONAL SURFACE OBSTRUCTIONS ARE ILLUSTRATED ON ALP-4

Revisions:	Drawn By:	App'd. By:	Date:

14.1 Degrees W Magnetic
Jan. 2005, Rate of Change 0.0°

Designed By:	Date:
POM	9-07
Drawn By:	Date:
PM	9-07
Checked By:	Date:
MR	9-07

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Waterbury–Oxford Airport
Master Plan Update

AIRPORT AIRSPACE PLAN

Drawing No.
ALP-5

SCALE: AS NOTED | DATE: SEPTEMBER 2007 | SHEET 5 OF 7

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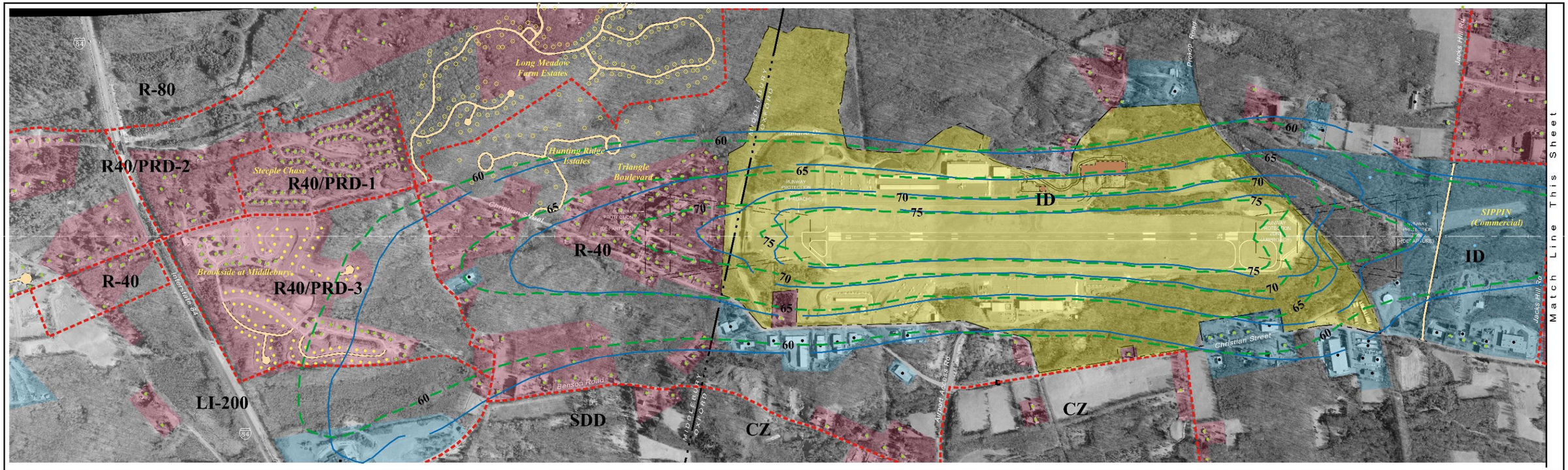

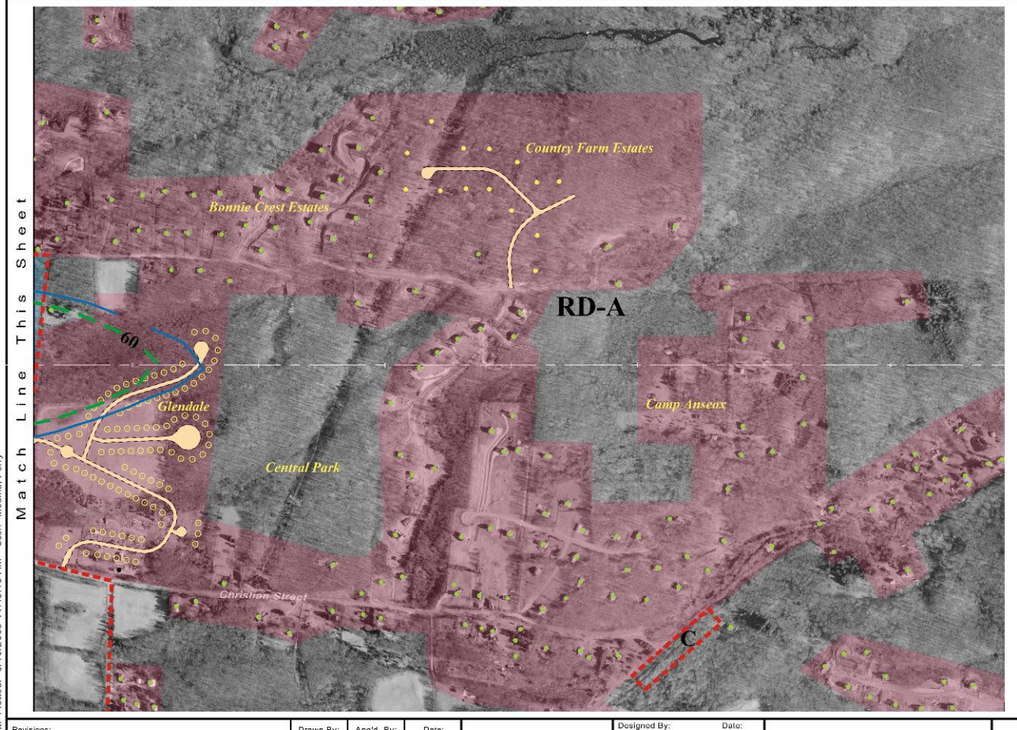

ZONING

Runway Alignment (Marks every 1,000')

Town Boundary

Approx. Airport Property Line

Zoning Limit

Town of Oxford

ZONE	Description
C	Commercial
CZ	Corporate Zone
ID	Industrial District
RD-A	Residential District - A

Source:Oxford Zoning Map

Town of Middlebury

ZONE	Description
R-40	Residential
R-80	Residential
R-40/PRD-1	Planned Residential Development
R-40/PRD-2	Planned Residential Development
R-40/PRD-3	Planned Residential Development
LI	Light Industry
SDD	Special Development District

Source:Official Middlebury, CT Zoning Map - May 1, 2003

LAND USE

- Airport Property
- Undeveloped, Open, Wooded
- Residential
- Commercial/Industrial
- State Park Trail
- Single family, Existing
- Single family, Post 2003
- Single family, Future*
- Commercial, Existing
- Commercial, Future*

*Per approved Site Plans provided by the Towns of Oxford and Middlebury

Miscellaneous

65 2003 Noise Contour with dB Level in DNL

65 2008 Noise Contour with dB Level in DNL

DNL = Day-Night Average Noise Level

0 600 1,200

Scale in feet

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DP	9-07
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Master Plan Update

LAND USE PLAN

Drawing No. ALP-6

SCALE: AS NOTED | DATE: SEPTEMBER 2007 | SHEET 6 OF 7

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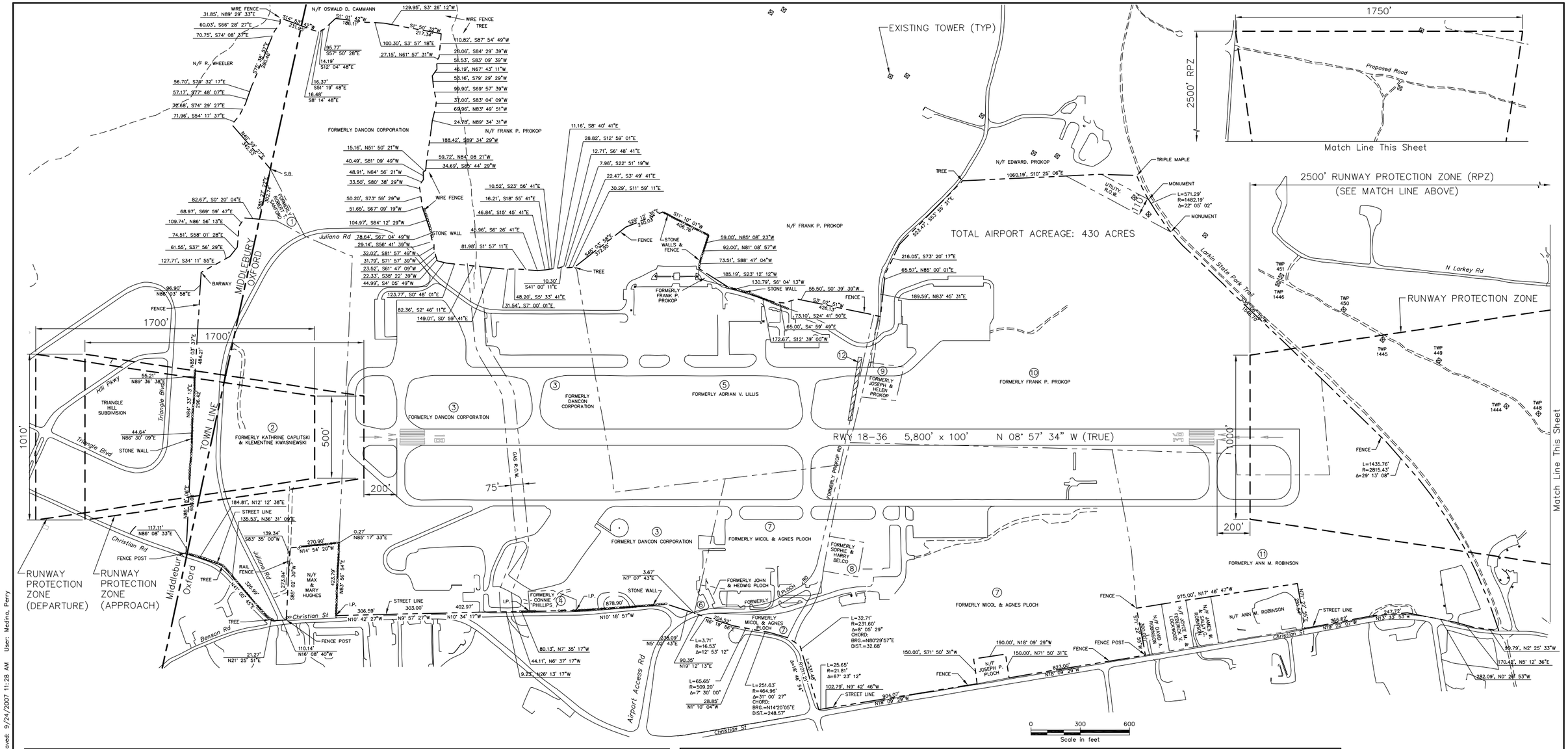

WATERBURY–OXFORD AIRPORT

MAP KEY	GRANTOR	GRANTEE	INSTRUMENT	BOOK	PAGE	DATE	TOWN	REMARKS
(1)	ROBERT T. SANFORD	STATE OF CT.	W.D.	69	40	3–25–68	OXFORD	
(2)	KATHRINE CAPLITSKI & KLEMENTINE KWASNIEWSKI	"	INTERLOCUTORY JUDGEMENT	67 68	6&7 600	10–3–68 11–3–67	MIDDLEBURY OXFORD	
(3)	DANCON CORPORATION	"	"	68	599	9–22–67	OXFORD	
(3)	DANCON CORPORATION	"	Q.C.	67 66	331 700	9–4–68 9–9–68	OXFORD MIDDLEBURY	CORRECTS INACCURATE DESCRIPTION IN CONDEMNATION PROCEEDINGS
(4)	CONNIE M. PHILLIPS	"	W.D.	68	246	1–9–66	OXFORD	
(5)	ADRIAN LILLIS	"	"	62	500	8–18–66	"	
(6)	JOHN M. & HEDWIG F. PLOCH	"	INTERLOCUTORY JUDGEMENT	68	601	5–26–67	"	
(7)	MICHOL & AGNES PLOCH	"	W.D.	62	511	9–19–66	"	EASEMENT AMERICAN TELEPHONE & TELEGRAPH CO., VOL. 27, PG. 153, OXFORD LAND RECORDS

WATERBURY–OXFORD AIRPORT

MAP KEY	GRANTOR	GRANTEE	INSTRUMENT	BOOK	PAGE	DATE	TOWN	REMARKS
(8)	SOPHIE & HARRY BELCO	"	INTERLOCUTORY JUDGEMENT	68	600	5–26–67	OXFORD	
(9)	JOSEPH J. & HELEN A. PROKOP	"	W.D.	69	9	8–30–67	"	EASEMENT AMERICAN TELEPHONE & TELEGRAPH CO., VOL. 27, PG. 347, OXFORD LAND RECORDS
(10)	FRANK P. PROKOP	"	INTERLOCUTORY JUDGEMENT	68	601	1–5–68	"	
(11)	ANN M. ROBINSON	"	W.D.	68	247	1–9–66	"	EASEMENT AMERICAN TELEPHONE & TELEGRAPH CO., VOL. 27, PG. 348, OXFORD LAND RECORDS
	AMERICAN TELEPHONE & TELEGRAPH CO.	"	Q.C.	68	315	5–9–67	"	RELEASE EASEMENT RECORDED IN OXFORD LAND RECORDS, VOL. 27, PG. 153
	AMERICAN TELEPHONE & TELEGRAPH CO.	"	"	68	351	6–8–67	"	RELEASE EASEMENT RECORDED IN OXFORD LAND RECORDS, VOL. 27, PG. 149
	AMERICAN TELEPHONE & TELEGRAPH CO.	"	"	68	352	6–8–67	"	RELEASE EASEMENT RECORDED IN OXFORD LAND RECORDS, VOL. 27, PG. 347
(12)	STATE OF CT.	WOODBURY TELEPHONE COMPANY	EASEMENT	70	551	4–3–69	"	20' TELEPHONE R.O.W.

NOTE: APPROXIMATE PROPERTY LINE INFORMATION BASED ON DRAWINGS 1 AND 2, WATERBURY–OXFORD AIRPORT EXHIBIT "A", DATED 9–14–1971.

LEGEND

ITEM	EXISTING
AIRPORT PROPERTY LINE	
INTERNAL PARCELS	
TOWN BOUNDARY	
RUNWAY PROTECTION ZONE (RPZ)	
UTILITY R.O.W. (LABELED ON DRAWING)	
EASEMENT	

Revisions:	Drawn By:	App'd. By:	Date:

14.1 Degrees W Magnetic
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CONNECTICUT DEPARTMENT OF TRANSPORTATION

WATERBURY OXFORD AIRPORT OXC MASTER PLAN

Waterbury–Oxford Airport Master Plan Update

PROPERTY MAP

Drawing No. **ALP-7**

SCALE: AS NOTED | DATE: SEPTEMBER 2007 | SHEET 7 OF 7

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