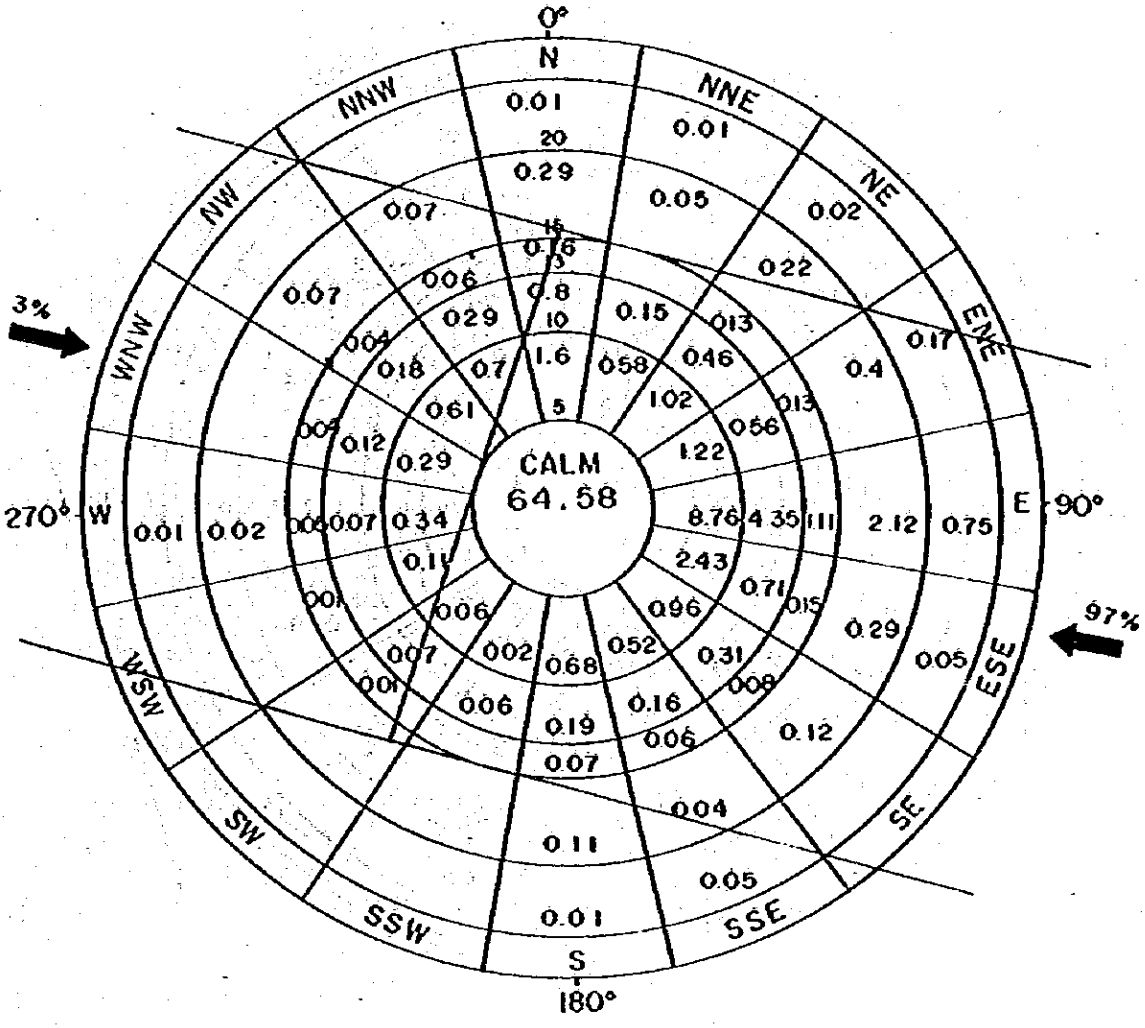
APPENDIX 6B

WIND ROSE AND CEILING-VISIBILITY

STATION : LA ERMITA

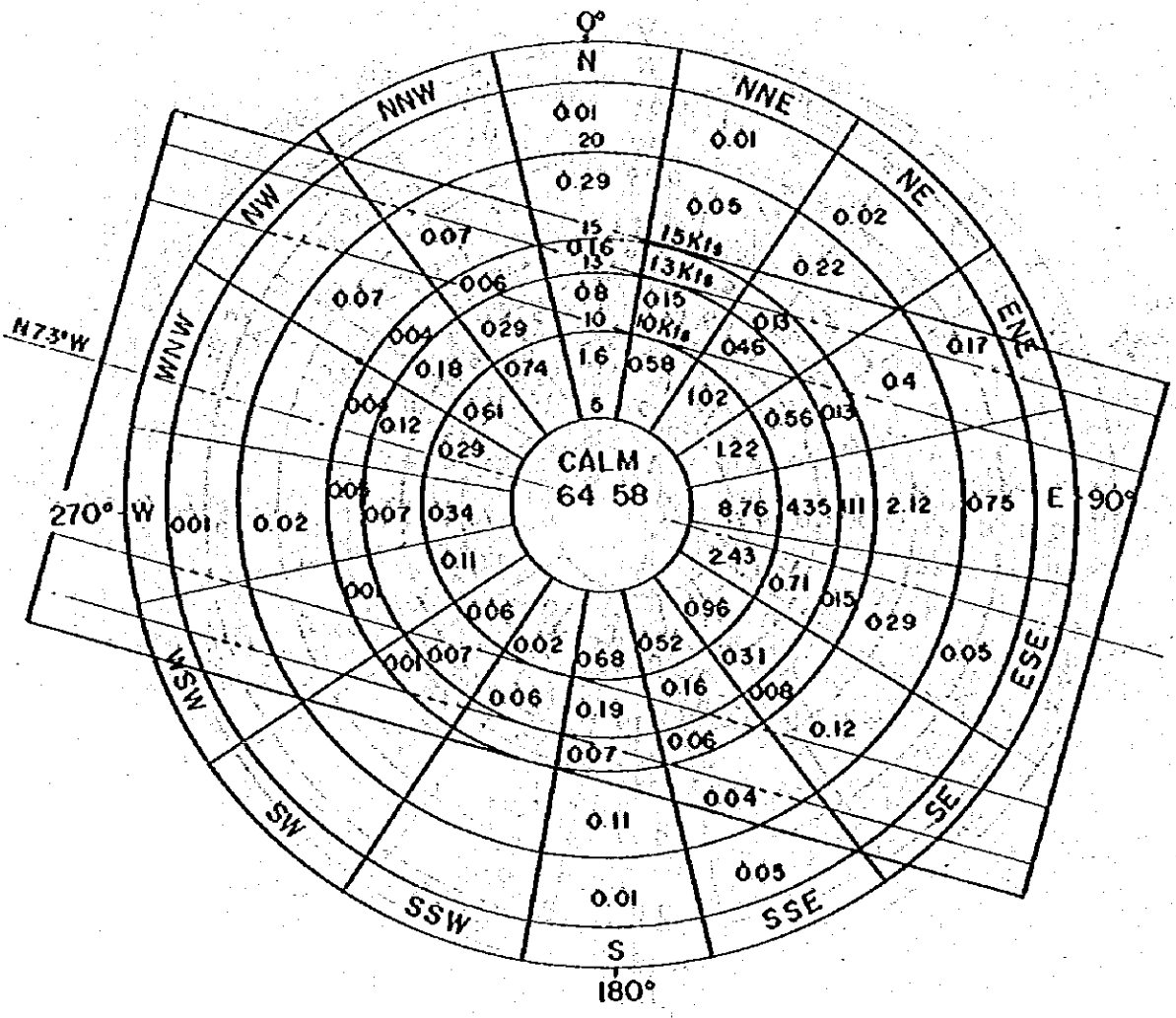


ANNUAL .1978. 1979.

Remarks: Limitation of 15 knots cross wind component and 5 knots tail wind

PREVAILING WIND

STATION : LA ERMITA



ANNUAL 1978-1979

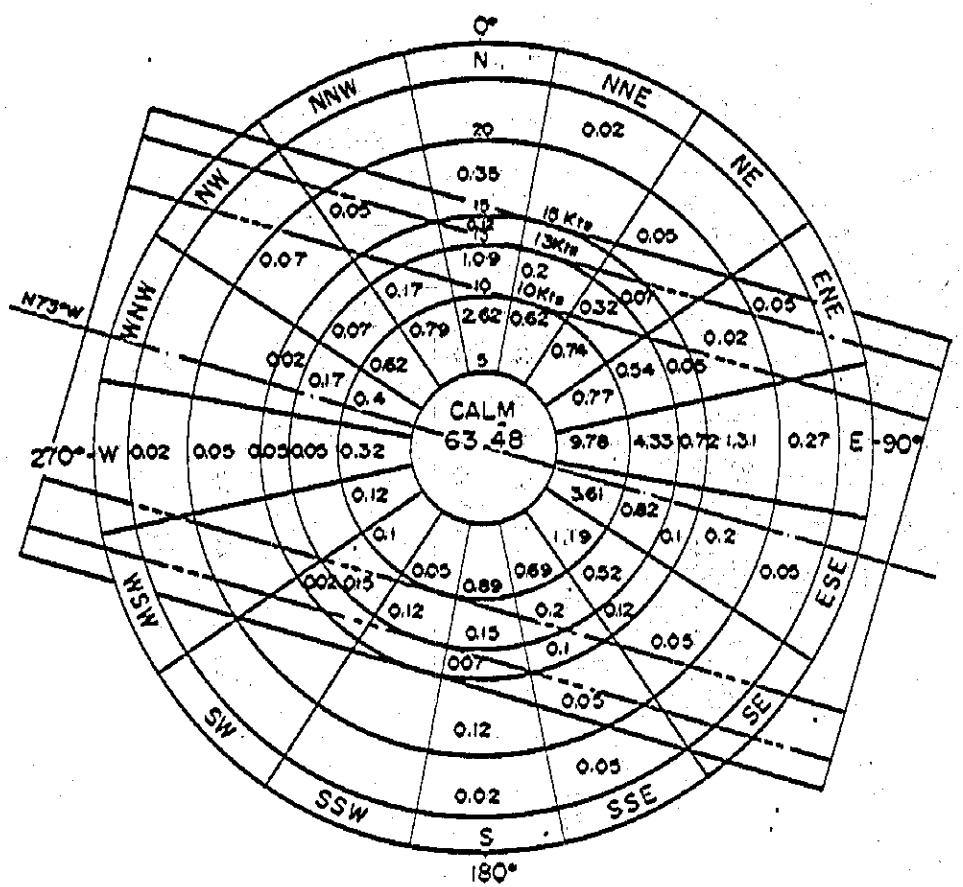
CROSS WIND COMPONENT ; 15Knots 99.33%

13Knots 98.82%

10Knots 96.71%

RUNWAY WIND COVERAGE

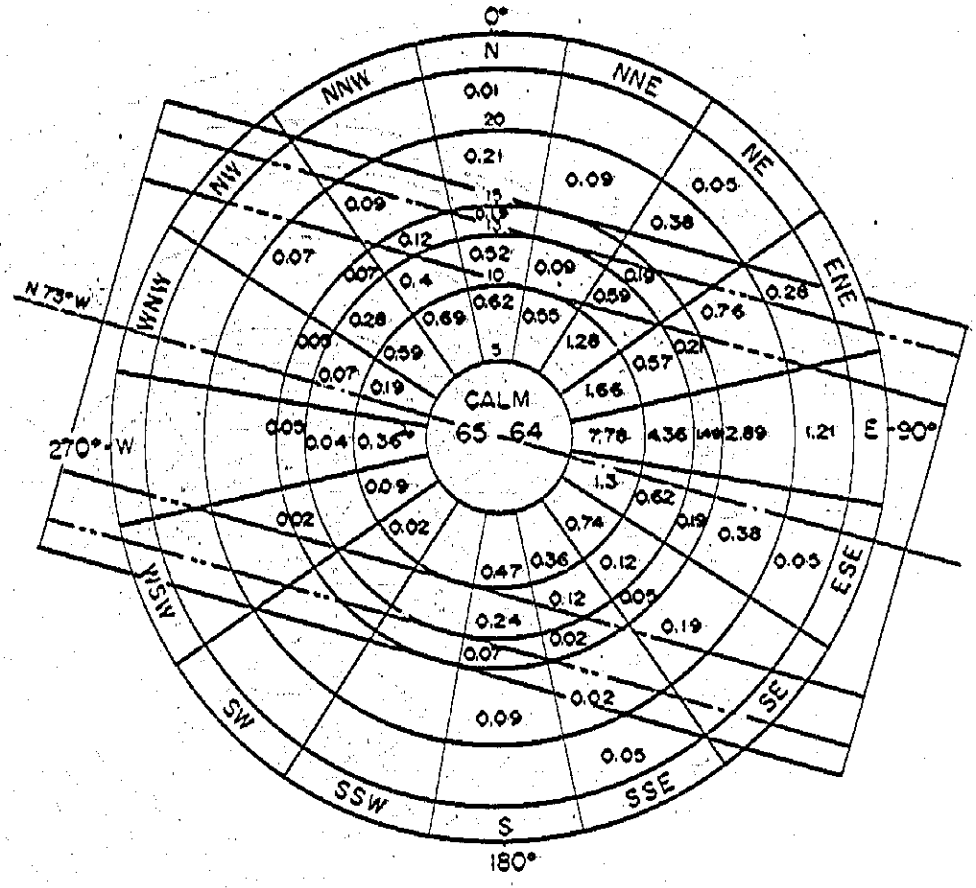
STATION : LA ERMITA



DRY SEASON (DECEMBER, JANUARY, FEBRUARY, MARCH, APRIL, MAY)

CROSS WIND COMPONENT; 15 Knots 99.46%
13 Knots 99.15%
10 Knots 97.08%

STATION : LA ERMITA



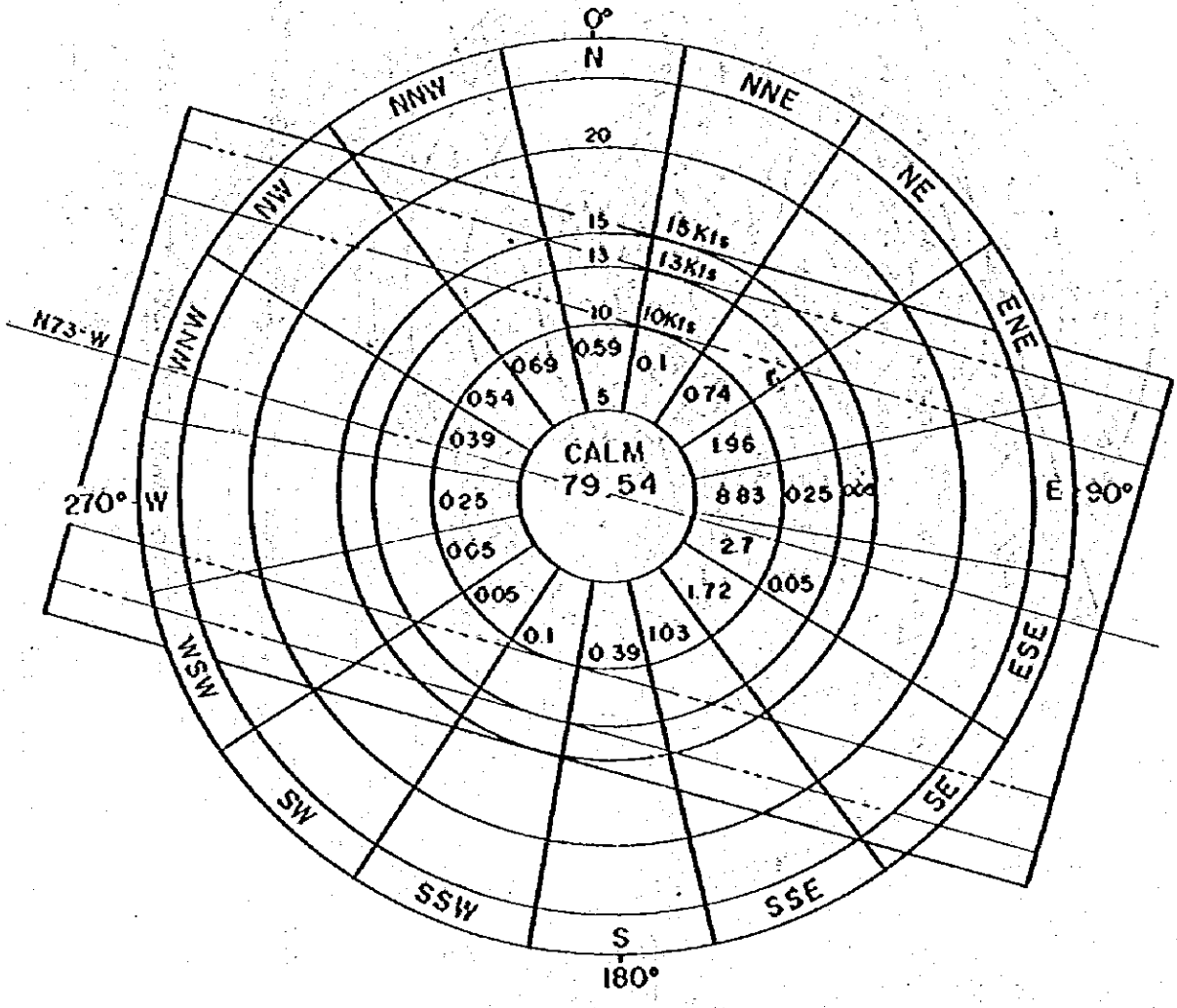
WET SEASON (JUNE, JULY, AUGUST, SEPTEMBR, OCTOBER, NOVEMBER)

CROSS WIND COMPONENT ; 15 Knots 99.23%
13 Knots 98.61%
10 Knots 96.27%

RUNWAY WIND COVERAGE

Appendix 6B-3

STATION : EL ESPINO



ANNUAL (9MONTHS)
(FEB,APR,OCT,MISSING)

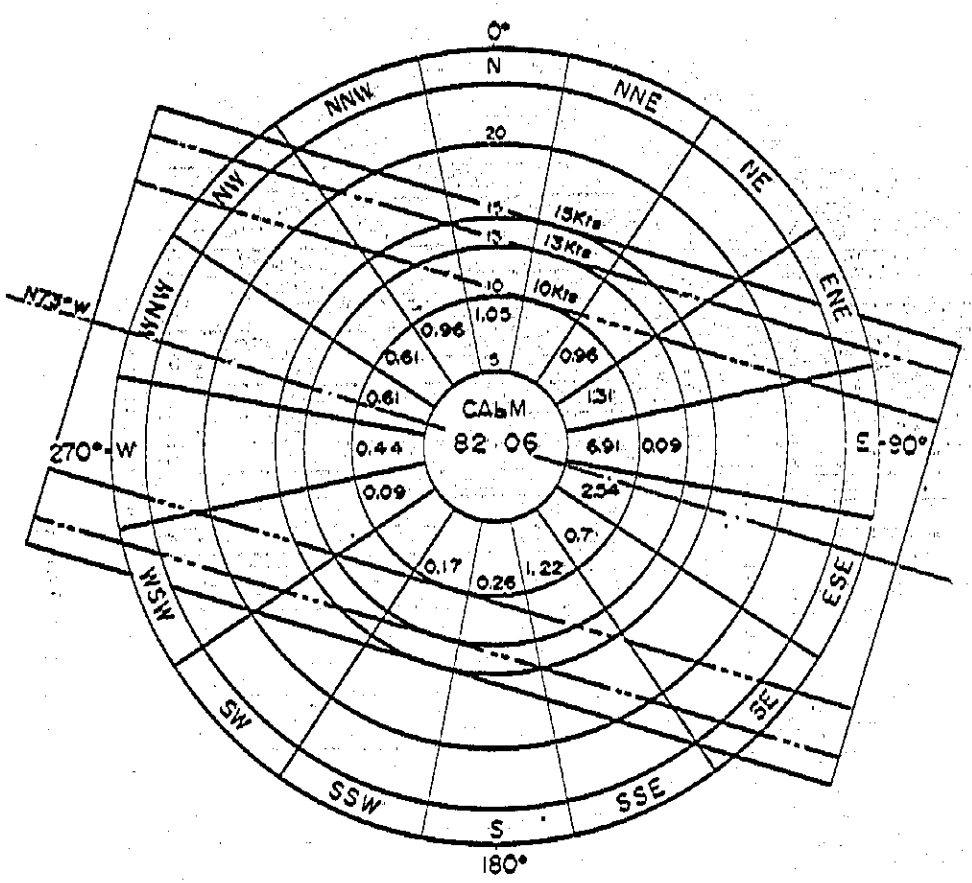
CROSS WIND COMPONENT; 15 Knots 100 %

13 Knots 100 %

10 Knots 100 %

RUNWAY WIND COVERAGE

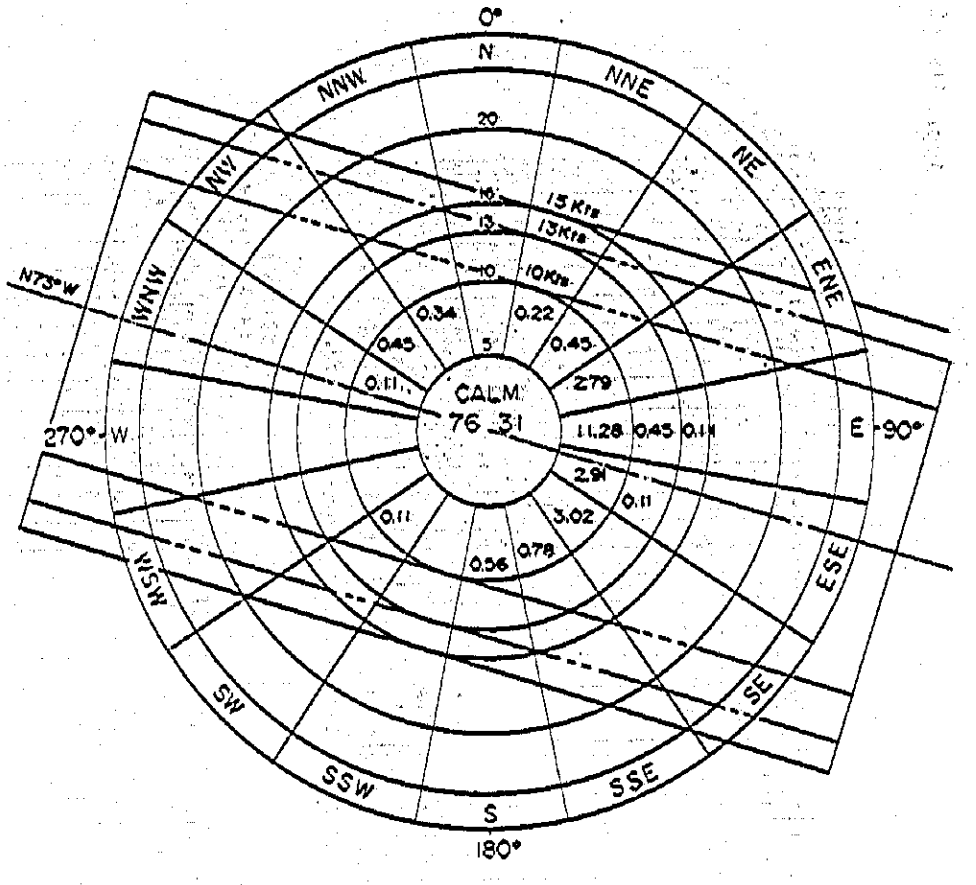
STATION : EL ESPINO



DRY SEASON (DECEMBER, JANUARY, MARCH, MAY)
(FEBRUAY & APRIL MISSING)

CROSS WIND COMPONET ; 15 Knots 100%
13 Knots 100%
10 Knots 100%

STATION : EL ESPINO



WET SEASON (JUNE, JULY, AUGUST, SEPTEMBER, NOVEMBER)
(OCTOBER MISSING)

CROSS WIND COMPONENT ; 15 Knots 100%
13 Knots 100%
10 Knots 100%

RUNWAY WIND COVERAGE

STATION : LA ERMITA — ANNUAL — YEAR: 1978 1979

CEILING (feet) \ VISIBILITY (meter x100)	½ or less	1	2	4	6	8	10	12	14	16	20	24	28	32	36	40	48	64	80	90	112	160	200 or more	TOTAL	%
Cloud layer 5/8 or more: 50 or less		1	2	4			3				2													12	0.15
100	1																							1	001
200																			1	2				3	004
300																									
400																			1					1	001
500																		1						1	001
600																				2				2	002
700																									
800																									
900																									
1,000																									
1,100																									
1,200																									
1,300 ~ 1,500																									
1,600 ~ 2,000		2	1				4				3		4			9	16	1	26	14			210	290	3.51
2,100 ~ 3,000							4				3		4			14	45	8	96	47			[illegible]	2263	27.41
3,100 ~ 5,000						1					5		7			10	19		22	11			[illegible]	834	10.1
5,100 ~ 10,000				1	1	3	3				2		4			6	23	1	18	16			[illegible]	583	7.06
10,000 or more	1	2					1						1			16	25		35	10			[illegible]	1001	12.12
Cloud layer 4/8 or less	7	4	5	3	3	2	16				11		28			22	56	7	57	40			[illegible]	3265	39.55
TOTAL	9	9	6	8	2	6	31				28		44			77	183	18	250	142			[illegible]	8256	
%	011	011	01	01	002	007	038				034		053			093	222	022	303	172			[illegible]		100

CEILING 300 FT. VISIBILITY 800 m ——— 99.47 %

DRY SEASON 12 1 2 3 4 + 5 — MONTH: — YEAR: 1978 1979

STATION : LA ERMITA

CEILING (feet) \ VISIBILITY (meter x100)	½ or less	1	2	4	6	8	10	12	14	16	20	24	28	32	36	40	48	64	80	90	112	160	200 or more	TOTAL	%
Cloud layer 5/8 or more: 50 or less							2				2													4	.1
100																									
200																									
300																									
400																			1					1	002
500																		1						1	002
600																									
700																									
800																									
900																									
1,000																									
1,100																									
1,200																									
1,300 ~ 1,500																									
1,600 ~ 2,000							2				4		3			4	9	1	7	1			53	84	2.08
2,100 ~ 3,000							4				2		3			9	20	7	51	10			[illegible]	808	20.0
3,100 ~ 5,000						1					5		7			10	18		21	11			[illegible]	563	13.94
5,100 ~ 10,000					1		3				1		3			5	19	4	6	6			[illegible]	213	5.27
10,000 or more	1												1			16	19		30	8			[illegible]	293	7.26
Cloud layer 4/8 or less	7	2	2	3	1	2	12	4			10		21			21	54	7	50	26			[illegible]	2072	51.3
TOTAL	8	2	2	3	2	3	23				24		38			65	141	17	166	64			[illegible]	4039	
%	02	005	005	007	005	007	057				059		094			161	349	042	411	158			[illegible]		100

CEILING 300 FT. VISIBILITY 800 m ——— 99.4 %

WET SEASON 6 7 8 9 10 + 11 — MONTH: — YEAR: 1978

STATION : LA ERMITA

CEILING (feet) \ VISIBILITY (meter x100)	½ or less	1	2	4	6	8	10	12	14	16	20	24	28	32	36	40	48	64	80	90	112	160	200 or more	TOTAL	%
Cloud layer 5/8 or more: 50 or less		1	2	4			1																	8	019
100	1																							1	002
200																			1	2				3	007
300																									
400																									
500																									
600																				2				2	005
700																									
800																									
900																									
1,000																									
1,100																									
1,200																									
1,300 ~ 1,500																									
1,600 ~ 2,000		2	1				2				1		1			5	7		19	13			[illegible]	206	[illegible]
2,100 ~ 3,000											1		1			5	25	1	43	37			[illegible]	1455	[illegible]
3,100 ~ 5,000																	1		1				[illegible]	271	6.43
5,100 ~ 10,000				1		3					1		1			1	4		12	8			[illegible]	370	8.77
10,000 or more		2					1										4		8	2			[illegible]	708	[illegible]
Cloud layer 4/8 or less		2	3				4				1		3			1	3		7	14			[illegible]	1193	[illegible]
TOTAL	1	7	6	5		3	8				4		6			12	42	1	84	79			[illegible]	4217	
%	002	017	014	012		007	019				009		014			028	10	002	199	185			[illegible]		100

CEILING 300 FT. VISIBILITY 800 m ——— 99.45 %

RUNWAY USABILITY

STATION : LA ERMITA — ANNUAL — YEAR: 1978 1979

CEILING (feet) \ VISIBILITY (statute miles)	1/4	1/2	1	2	4	6	8	10	12	14	16	20	24	28	32	36	40	48	64	80	96	112	160	200 or more	TOTAL	%
Cloud layer 3/8 or more: 50 or less		1		2	6			3				2													12	0.15
100	1																								1	0.01
200																				1	2				3	0.04
300																										
400																				1					1	0.01
500																			1						1	0.01
600																					2				2	0.02
700																										
800																										
900																										
1,000																										
1,100																										
1,200																										
1,300 ~ 1,500																										
1,600 ~ 2,000			2	1				4				5		6			9	16	1	25	26			85	290	3.51
2,100 ~ 3,000								4				3		4			64	45	8	94	47			246	2263	27.41
3,100 ~ 5,000							1					5		7			10	19		22	11			75	838	10.14
5,100 ~ 10,000					1	1	3	3				2		4			6	23	1	18	16			55	583	7.06
10,000 or more	1	2						1						1			16	25		35	10			85	1001	12.12
Cloud layer 4/8 or less	7	4	5	3	1	2	16					11		24			22	56	7	57	40			302	3265	39.50
TOTAL	9	9	8	8	2	6	31					28		46			77	183	18	250	142			944	8256	
%	0.11	0.11	0.10	0.10	0.02	0.07	0.38					0.34		0.56			0.93	2.22	0.22	3.03	1.72			11.43		100

CEILING 800 FT. VISIBILITY — 3,200m ——— 98.16 %; 2,400m ——— 98.69 %

DRY SEASON 1 2 1 2 3 4 5 — MONTH: — YEAR: 1978 1979

STATION : LA ERMITA

CEILING (feet) \ VISIBILITY (statute miles)	1/4	1/2	1	2	4	6	8	10	12	14	16	20	24	28	32	36	40	48	64	80	96	112	160	200 or more	TOTAL	%
Cloud layer 3/8 or more: 50 or less								2				2													4	0.6
100																										
200																										
300																										
400																				1					1	0.02
500																			1						1	0.02
600																										
700																										
800																										
900																										
1,000																										
1,100																										
1,200																										
1,300 ~ 1,500																										
1,600 ~ 2,000								2				4		3			4	9	3	1	1			33	84	2.06
2,100 ~ 3,000								4				2		3			9	20	2	54	10			82	809	20.0
3,100 ~ 5,000							1					5		7			10	18		28	11			69	563	13.92
5,100 ~ 10,000						1		3				1		3			5	19	1	6	8			43	213	5.27
10,000 or more	1													1			16	13		30	8			69	293	7.25
Cloud layer 4/8 or less	7	2	2	3	1	2	12					10		21			21	56	7	50	26			215	2072	51.19
TOTAL	8	2	2	3	2	3	23					24		38			65	167	13	166	64			548	4039	
%	0.2	0.05	0.05	0.07	0.05	0.07	0.6					0.6		0.9			1.6	4.1	0.3	4.1	1.5			13.6		100

CEILING 800 FT. VISIBILITY — 3,200m ——— 97.35 %; 2,400m ——— 98.29 %

WET SEASON 6 7 8 9 10 11 — MONTH: — YEAR: 1978

STATION : LA ERMITA

CEILING (feet) \ VISIBILITY (statute miles)	1/4	1/2	1	2	4	6	8	10	12	14	16	20	24	28	32	36	40	48	64	80	96	112	160	200 or more	TOTAL	%
Cloud layer 3/8 or more: 50 or less			1	2	4			1																	8	0.19
100	1																								1	0.02
200																				1	2				3	0.07
300																										
400																										
500																										
600																					2				2	0.05
700	1																									
800																										
900																										
1,000																										
1,100																										
1,200																										
1,300 ~ 1,500																										
1,600 ~ 2,000			2	5				2				4		3			5	7		19	13			58	206	4.88
2,100 ~ 3,000												4		1			5	23	1	43	37			114	1455	34.5
3,100 ~ 5,000																		3		8				26	271	6.42
5,100 ~ 10,000			1		1		3					1		1			1	4		12	8			55	370	8.77
10,000 or more			2					1										4		3	2			12	109	2.59
Cloud layer 4/8 or less			2	3				4				3		3			1	3		7	14			37	1193	28.3
TOTAL	1		7	8	5		3	8				12		9			12	42	1	64	78			227	4217	
%	0.02		0.17	0.19	0.12		0.07	0.19				0.28		0.21			0.28	1.00	0.02	1.52	1.85			5.38		100

CEILING 800 FT. VISIBILITY — 3,200m ——— 98.92 %; 2,400m ——— 99.08 %

RUNWAY USABILITY

STATION : LA ERMITA — ANNUAL — YEAR: 1978 1979

	CEILING (feet) \ VISIBILITY	1 or less	1	2	4	6	8	10	12	14	16	20	24	28	32	36	40	48	64	80	90	112	160	240 or more	TOTAL	%
Cloud layer 5/8 or more	50 or less		1	2	4			3				2													12	015
	100	1																							1	001
	200																			1	2				3	[illegible]
	300																									
	400																			1					1	001
	500																		1						1	001
	600																				2				2	002
	700																									
	800																									
	900																									
	1,000																									
	1,100																									
	1,200																									
	1,300 ~ 1,500																									
	1,600 ~ 2,000		2	1				4				5		4			9	16	1	24	16			[illegible]	299	351
	2,100 ~ 3,000							4				3		4			14	43	8	39	47			[illegible]	2263	274
	3,100 ~ 5,000						1					5		7			10	19		22	19			[illegible]	834	101
	5,100 ~ 10,000				1	1	3	3				2		4			6	23	1	14	16			[illegible]	583	706
	10,000 or more	1	2					1						1			16	25		3	10			[illegible]	1001	[illegible]
Cloud layer 4/8 or less		7	4	5	3	1	2	15				11		24			22	53	7	31	43			[illegible]	2265	[illegible]
TOTAL		9	9	8	3	2	5	31				28		44			77	183	18	250	142			[illegible]	8256	
%		011	011	01	01	002	007	038				034		053			093	222	022	303	172			[illegible]		100

CEILING 1,200 FT. VISIBILITY 3,200m ——— 98.16 %
2,400m – – – 98.63 %

DRY SEASON — 12.1.2.3.4.5 MONTH — YEAR: 1978 1979

STATION : LA ERMITA

	CEILING (feet) \ VISIBILITY	1 or less	1	2	4	6	8	10	12	14	16	20	24	28	32	36	40	48	64	80	90	112	160	240 or more	TOTAL	%
Cloud layer 5/8 or more	50 or less							2				2													4	[illegible]
	100																									
	200																									
	300																									
	400																								1	002
	500																		1						1	002
	600																									
	700																									
	800																									
	900																									
	1,000																									
	1,100																									
	1,200																									
	1,300 ~ 1,500																									
	1,600 ~ 2,000							2				4		3			4	9	1	2	1			3	84	[illegible]
	2,100 ~ 3,000							4				2		3			9	20	7	5	10			[illegible]	808	200
	3,100 ~ 5,000						1					5		7			10	18		2	11			[illegible]	563	[illegible]
	5,100 ~ 10,000					1		3				1		3			5	[illegible]	1	6	8			[illegible]	213	[illegible]
	10,000 or more	1												1			16	19		[illegible]	8			[illegible]	233	[illegible]
Cloud layer 4/8 or less		7	2	2	3	1	2	12				10		21			21	54	7	50	26			[illegible]	2072	513
TOTAL		8	2	2	3	2	3	23				24		38			65	[illegible]	17	[illegible]	64			[illegible]	4039	
%		02	005	005	007	005	007	[illegible]				059		094			161	343	042	411	158			[illegible]		100

CEILING 1,200 FT. VISIBILITY 3,200m ——— 97.35 %
2,400m – – – 98.29 %

WET SEASON — 6.7.8.9.10.11 MONTH: — YEAR: 1978

STATION : LA ERMITA

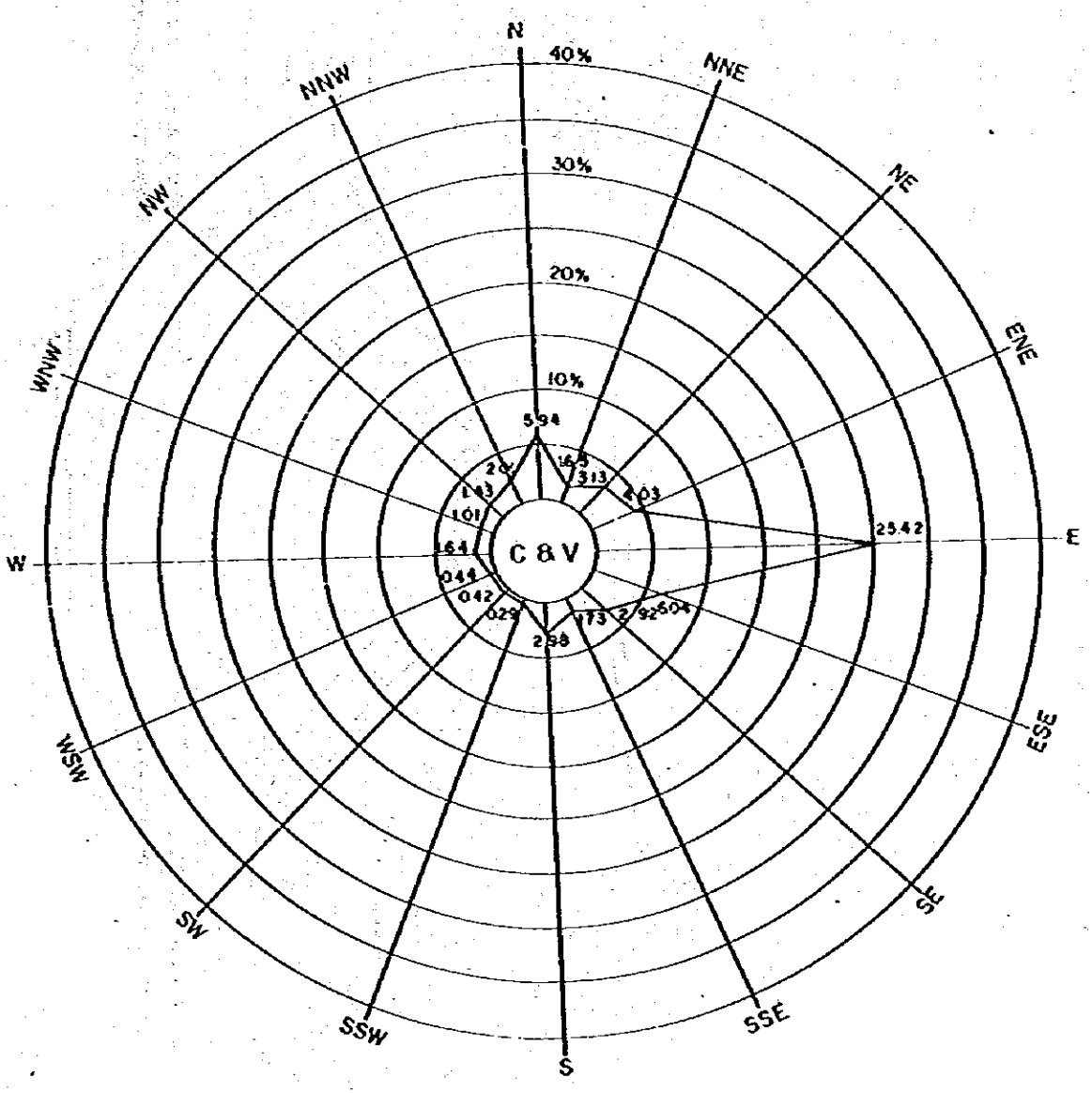
	CEILING (feet) \ VISIBILITY	1 or less	1	2	4	6	8	10	12	14	16	20	24	28	32	36	40	48	64	80	90	112	160	240 or more	TOTAL	%
Cloud layer 5/8 or more	50 or less		1	2	4			1																	8	[illegible]
	100	1																							1	[illegible]
	200																			1	2				3	[illegible]
	300																									
	400																									
	500																									
	600																				2				2	[illegible]
	700																									
	800																									
	900																									
	1,000																									
	1,100																									
	1,200																									
	1,300 ~ 1,500																									
	1,600 ~ 2,000		2	1				2				1		1			5	7		19	13			[illegible]	206	[illegible]
	2,100 ~ 3,000											1		1			5	23	1	43	37			[illegible]	1455	[illegible]
	3,100 ~ 5,000																	1		1				[illegible]	271	[illegible]
	5,100 ~ 10,000				1		3					1		1			1	4		12	8			[illegible]	370	[illegible]
	10,000 or more		2					1										4		1	2			[illegible]	[illegible]	[illegible]
Cloud layer 4/8 or less			2	3				4				1		3			1	3		7	14			[illegible]	1193	[illegible]
TOTAL		1	7	6	5		3	8				4		6			12	42	1	84	78			[illegible]	4217	
%		[illegible]	017	[illegible]	[illegible]		007	019				009		014			028	100	002	199	185			[illegible]		100

CEILING 1,200 FT. VISIBILITY 3,200m ——— 98.92 %
2,400m – – – 99.09 %

RUNWAY USABILITY

STATION : LA ERMITA

MONTH : ANNUAL YEAR : 1978, 1979



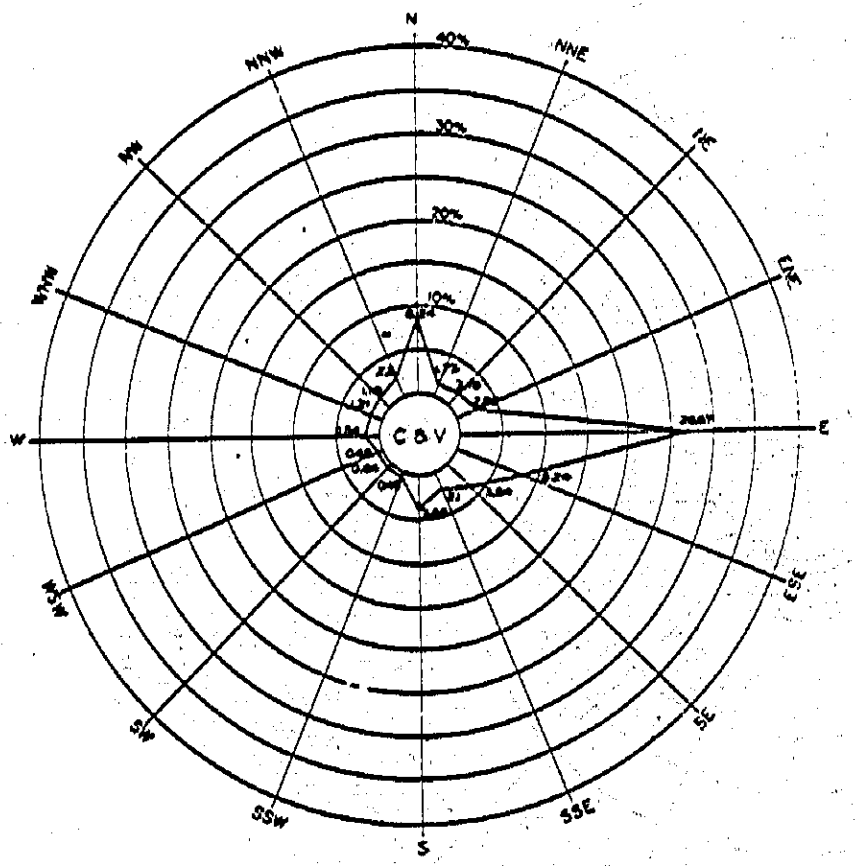
CALM & VARIABLE = 38.93%

PERCENTAGE of OBSERVATION = 94.25%

WIND DIRECTIONAL CHART

STATION : LA ERMITA

MONTH : DRY SEASON YEAR : 1978, 1979
(12, 1, 2, 3, 4, 5)

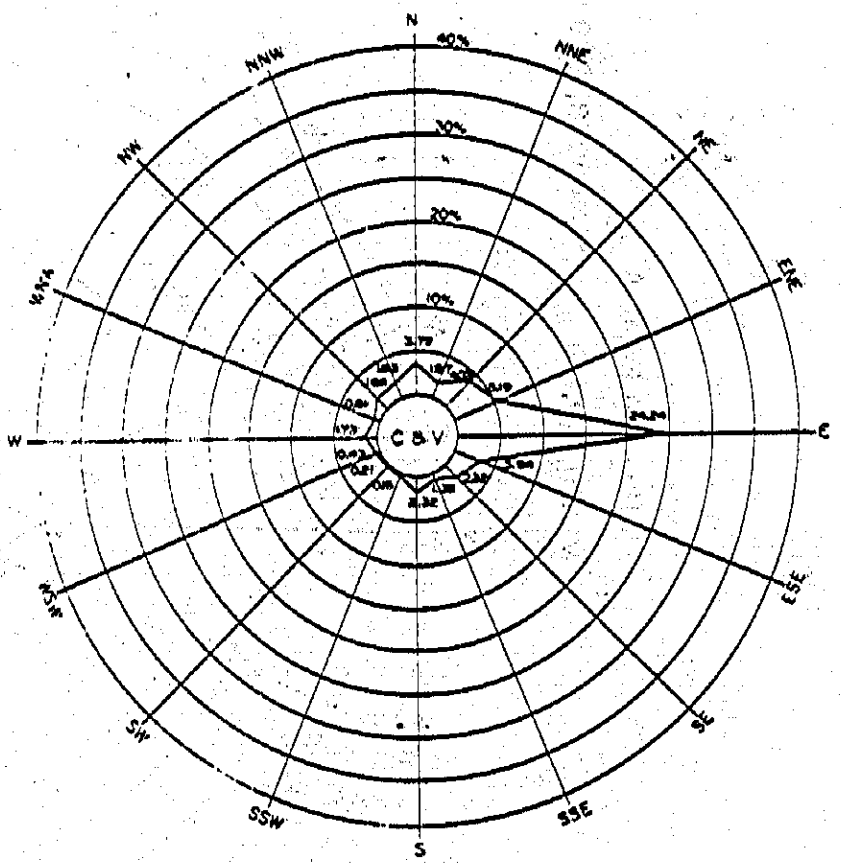


CALM & VARIABLE = 33.13

PERCENTAGE of OBSERVATION = 92.47%

STATION : LA ERMITA

MONTH : WET SEASON YEAR : 1978
(6, 7, 8, 9, 10, 11)



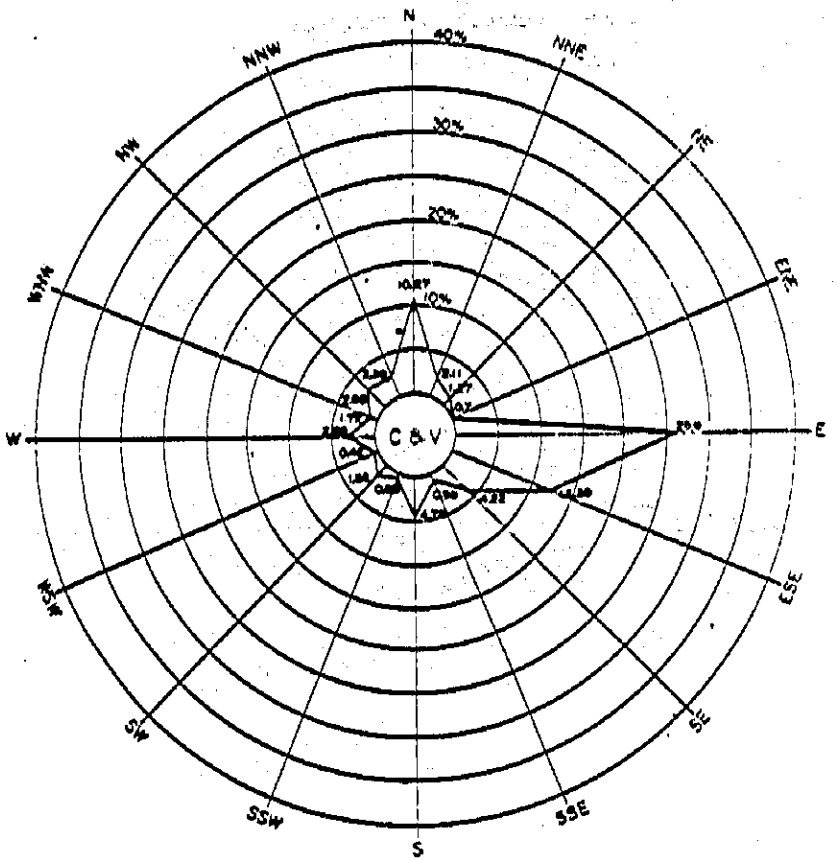
CALM & VARIABLE = 44.49%

PERCENTAGE of OBSERVATION = 96.02%

WIND DIRECTIONAL CHART

STATION : LA ERMITA

MONTH : MARCH YEAR : 1978

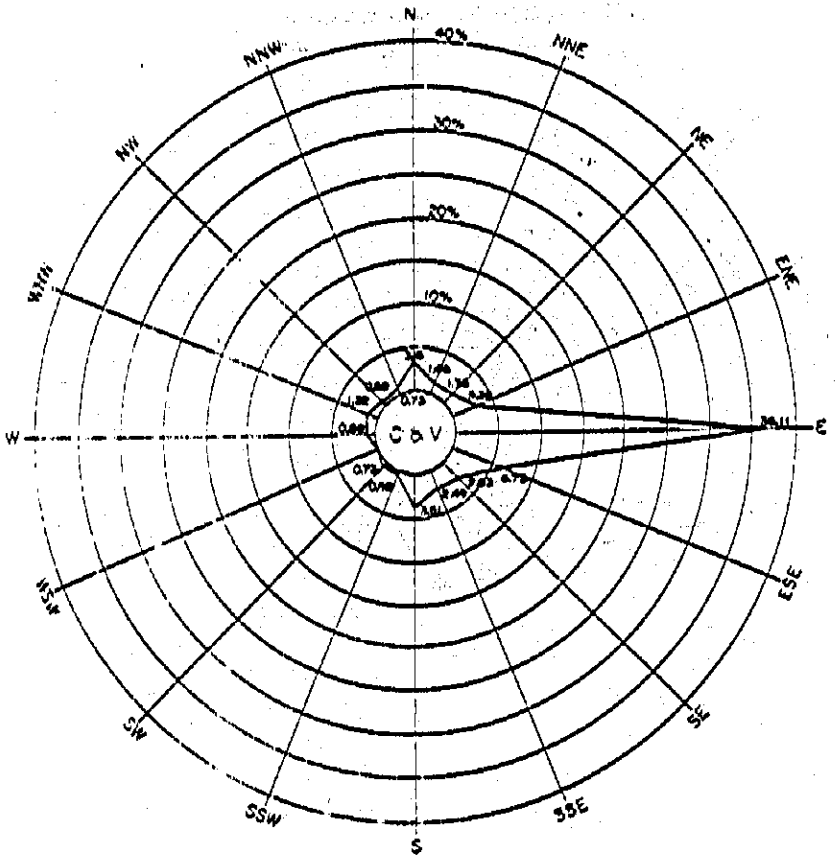


CALM & VARIABLE = 25.18 %

PERCENTAGE of OBSERVATION = 95.56 %

STATION : LA ERMITA

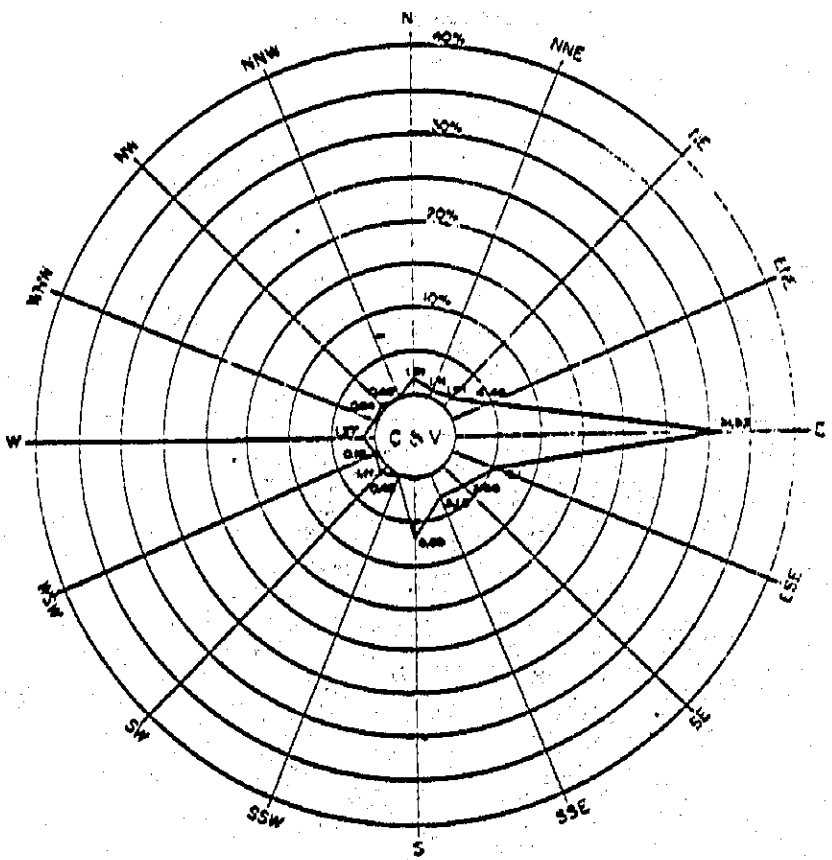
MONTH : APRIL YEAR : 1978



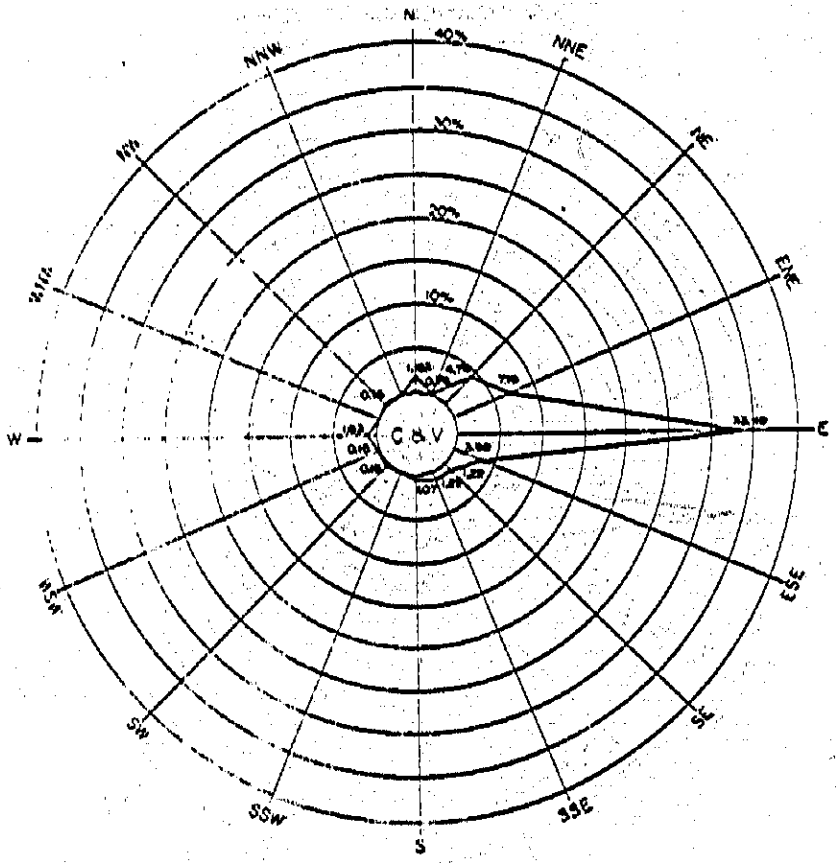
CALM & VARIABLE = 33.33 %

PERCENTAGE of OBSERVATION = 95 %

WIND DIRECTIONAL CHART



CALM & VARIABLE = 36.15 %
PERCENTAGE of OBSERVATION = 64.41 %

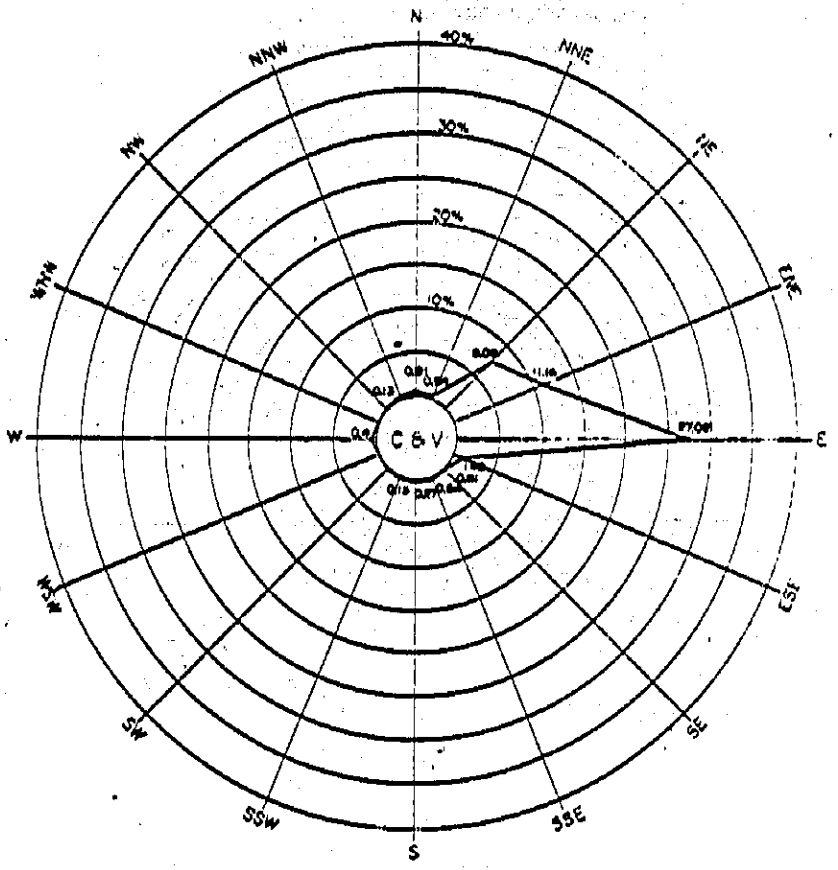


CALM & VARIABLE = 42.66 %
PERCENTAGE of OBSERVATION = 90.83 %

WIND DIRECTIONAL CHART

STATION : LA ERMITA

MONTH : JULY YEAR : 1978

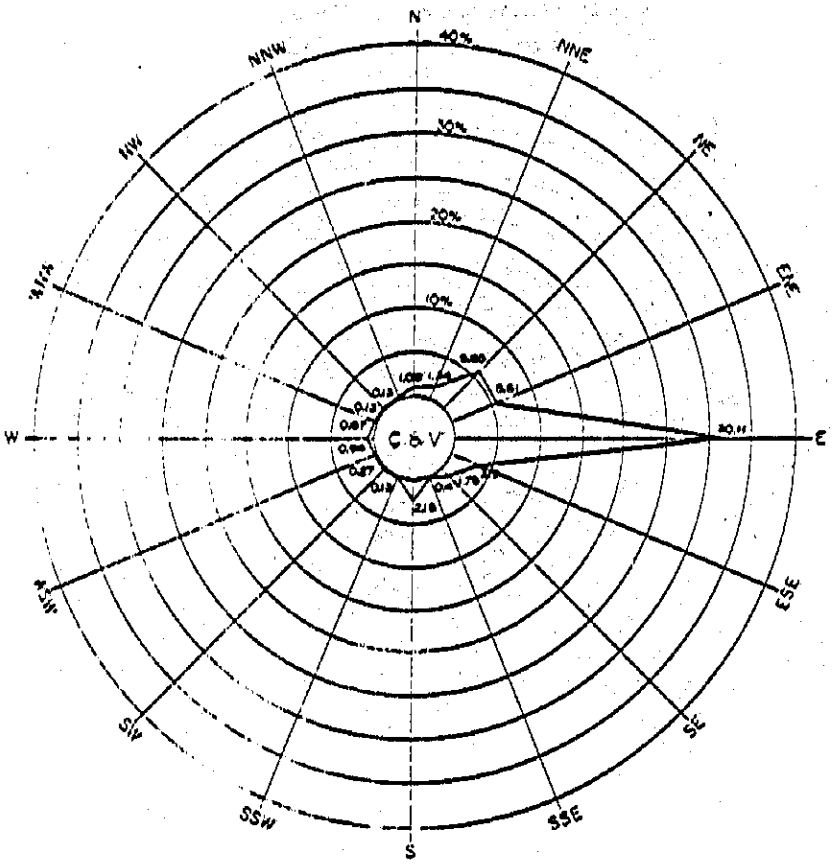


CALM & VARIABLE = 48.25%

PERCENTAGE of OBSERVATION = 100 %

STATION : LA ERMITA

MONTH : AUGUST YEAR : 1978



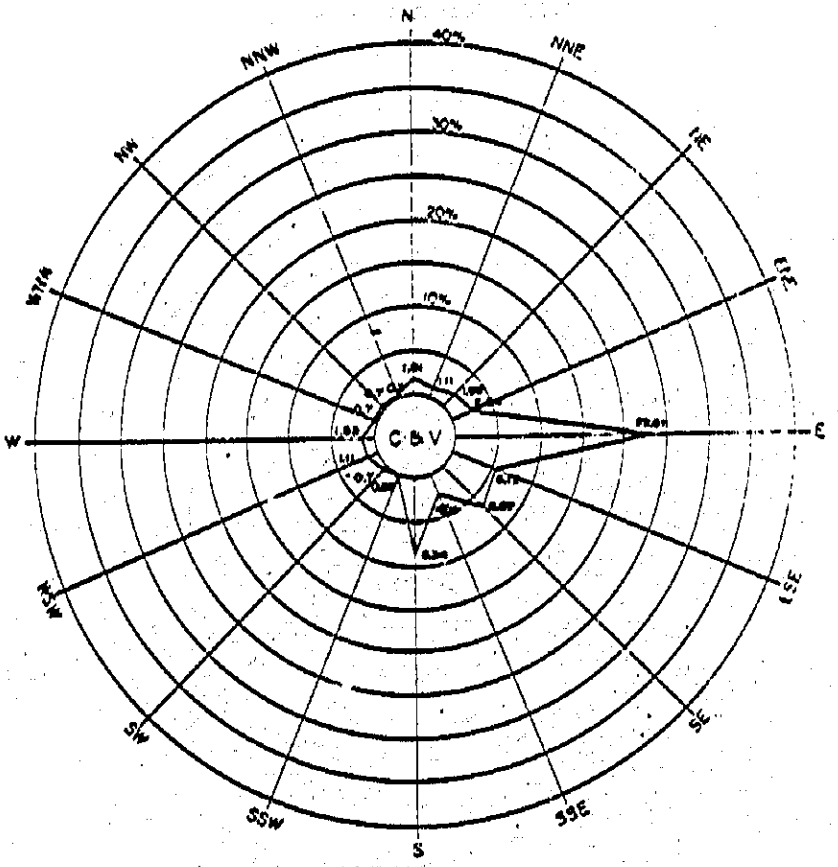
CALM & VARIABLE = 45.83%

PERCENTAGE of OBSERVATION = 100 %

WIND DIRECTIONAL CHART

STATION : LA ERMITA

MONTH : SEPTEMBER YEAR : 1978

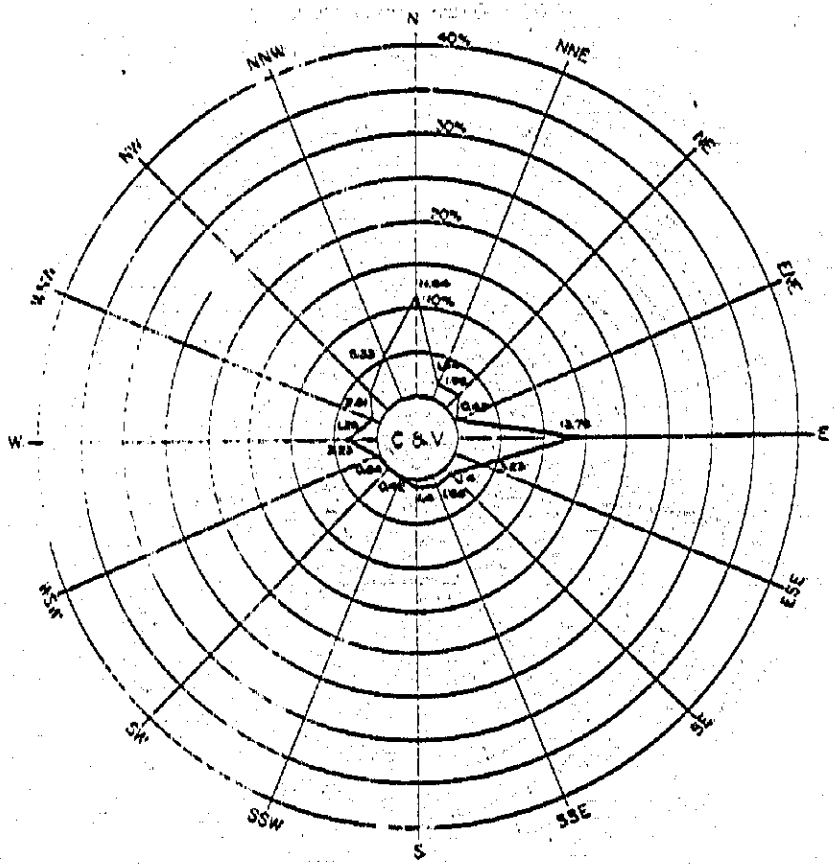


CALM & VARIABLE = 38.66 %

PERCENTAGE of OBSERVATION = 99.86 %

STATION : LA ERMITA

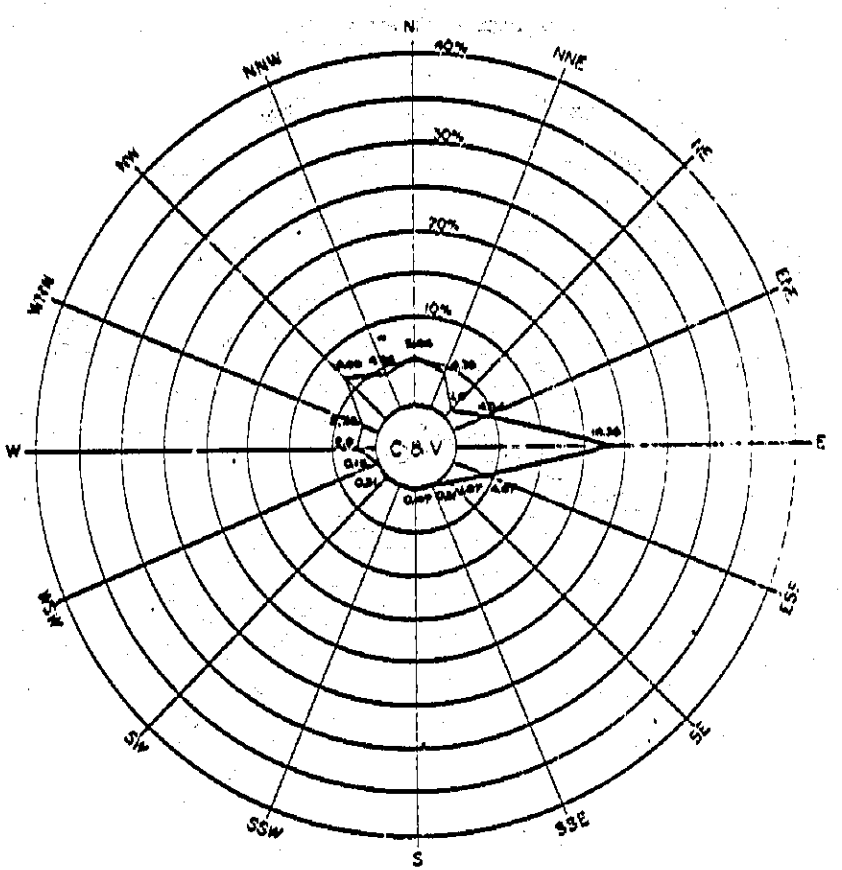
MONTH : OCTOBER YEAR : 1978



CALM & VARIABLE = 49.09 %

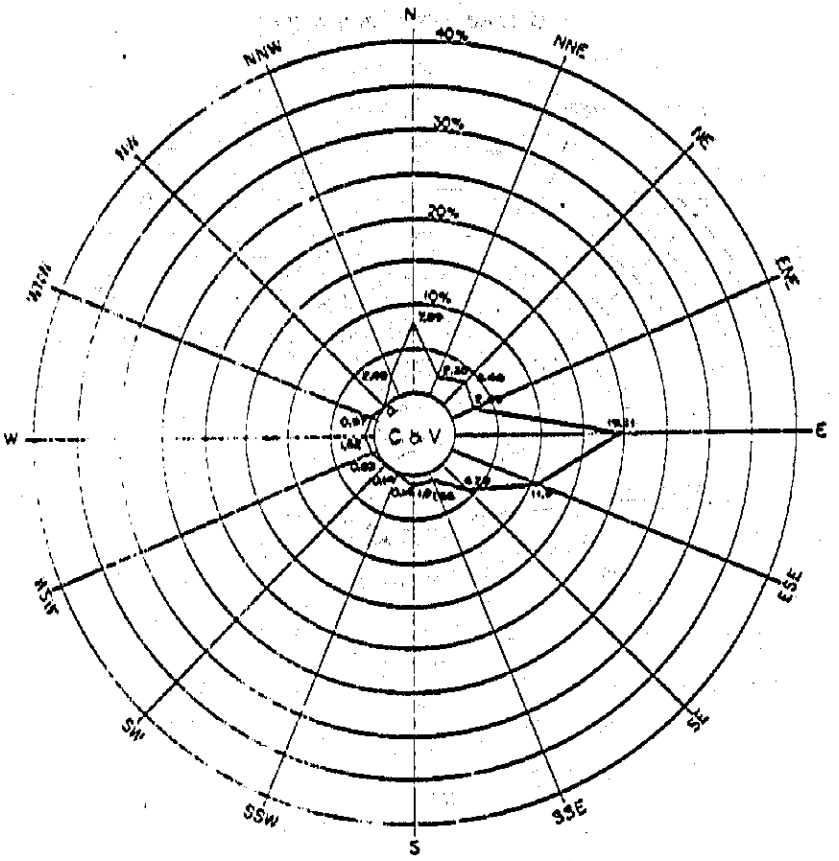
PERCENTAGE of OBSERVATION = 95.83 %

WIND DIRECTIONAL CHART



CALM & VARIABLE = 41.84 %

PERCENTAGE of OBSERVATION = 89.3 %



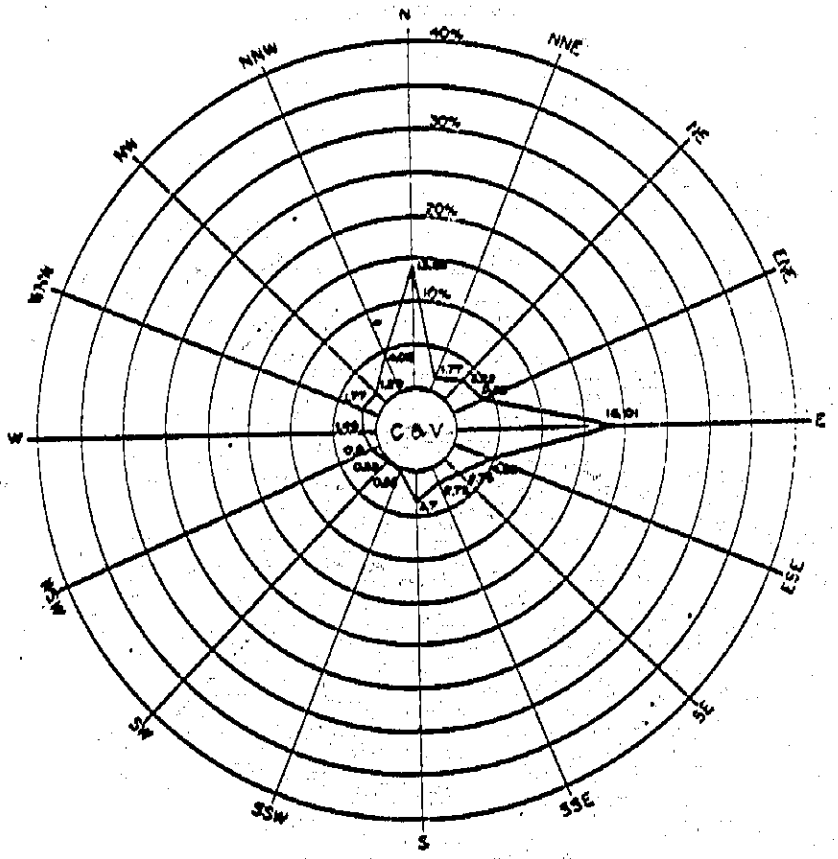
CALM & VARIABLE = 39.34 %

PERCENTAGE of OBSERVATION = 97.04 %

WIND DIRECTIONAL CHART

STATION : LA ERMITA

MONTH : JANUARY YEAR : 1979

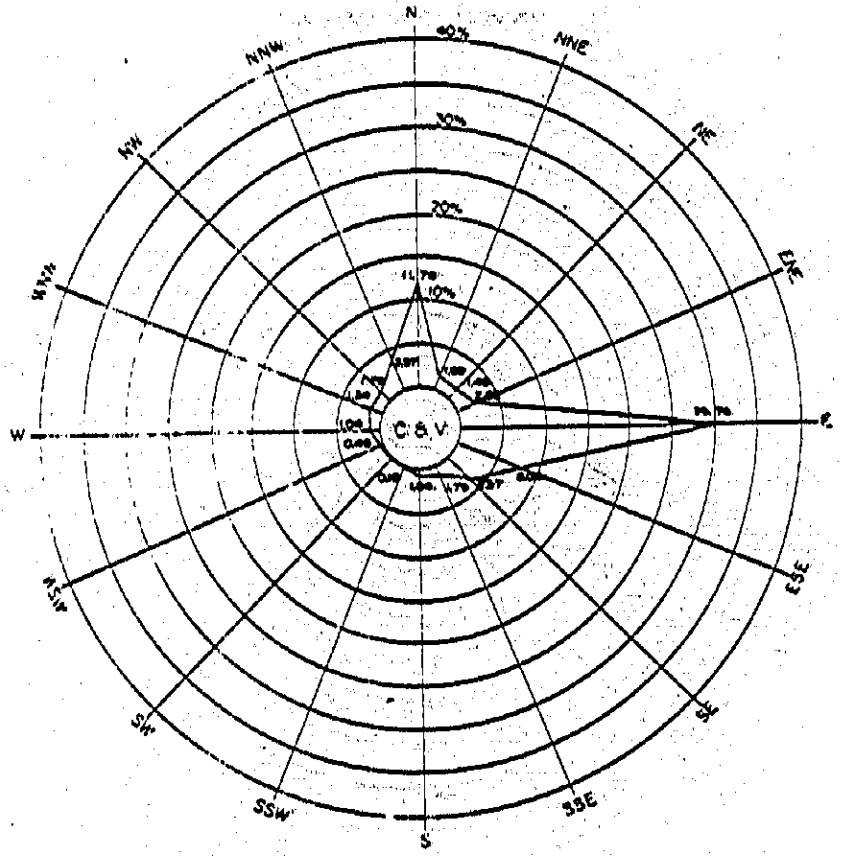


CALM & VARIABLE = 35.85 %

PERCENTAGE of OBSERVATION = 83.6 %

STATION : LA ERMITA

MONTH : FEBRUARY YEAR : 1979



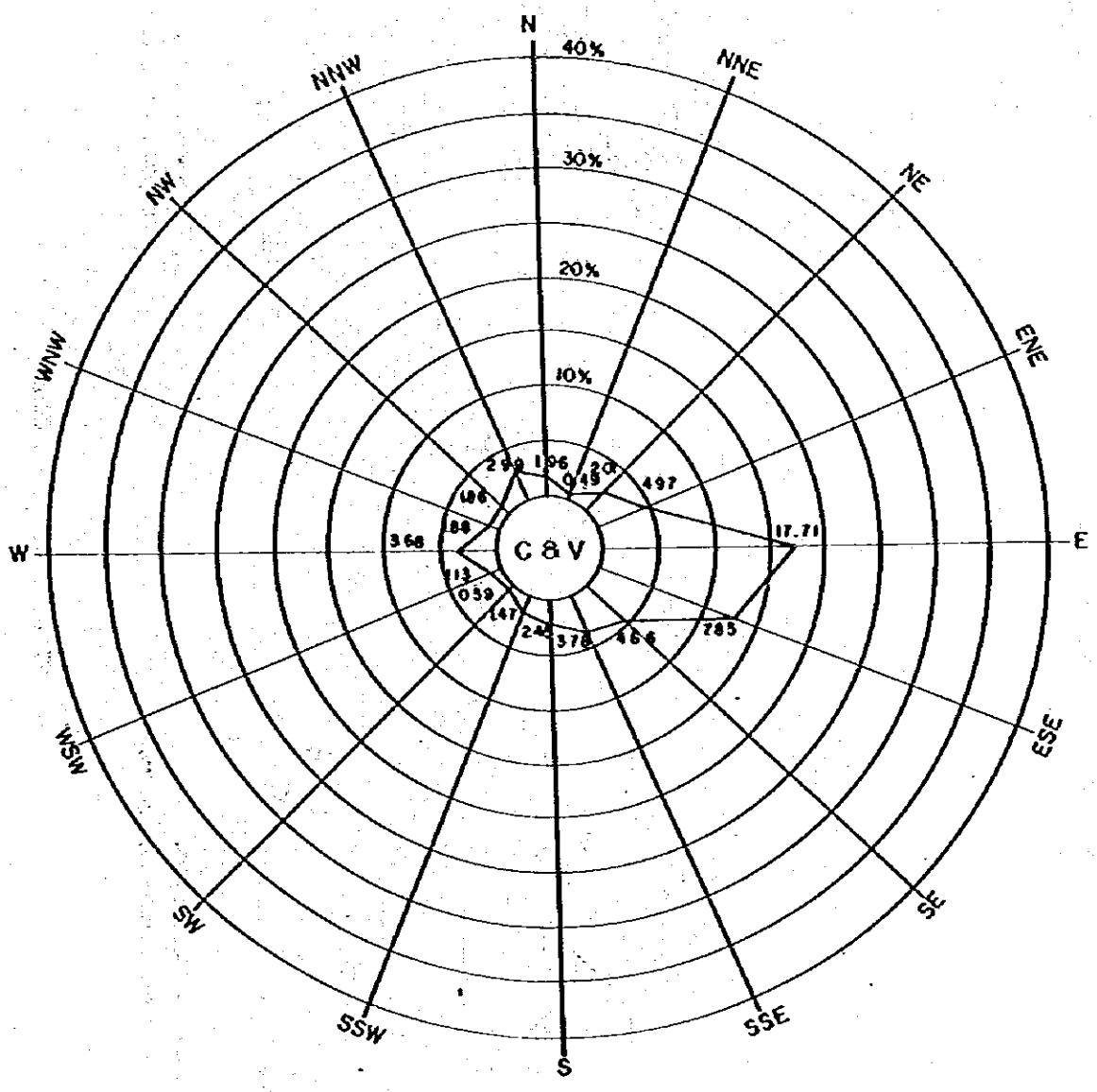
CALM & VARIABLE = 29.32 %

PERCENTAGE of OBSERVATION = 100 %

WIND DIRECTIONAL CHART

STATION : EL ESPINO

MONTH : ANNUAL YEAR : 1978, 1979
(FEB, APR, OCT, MISSING)



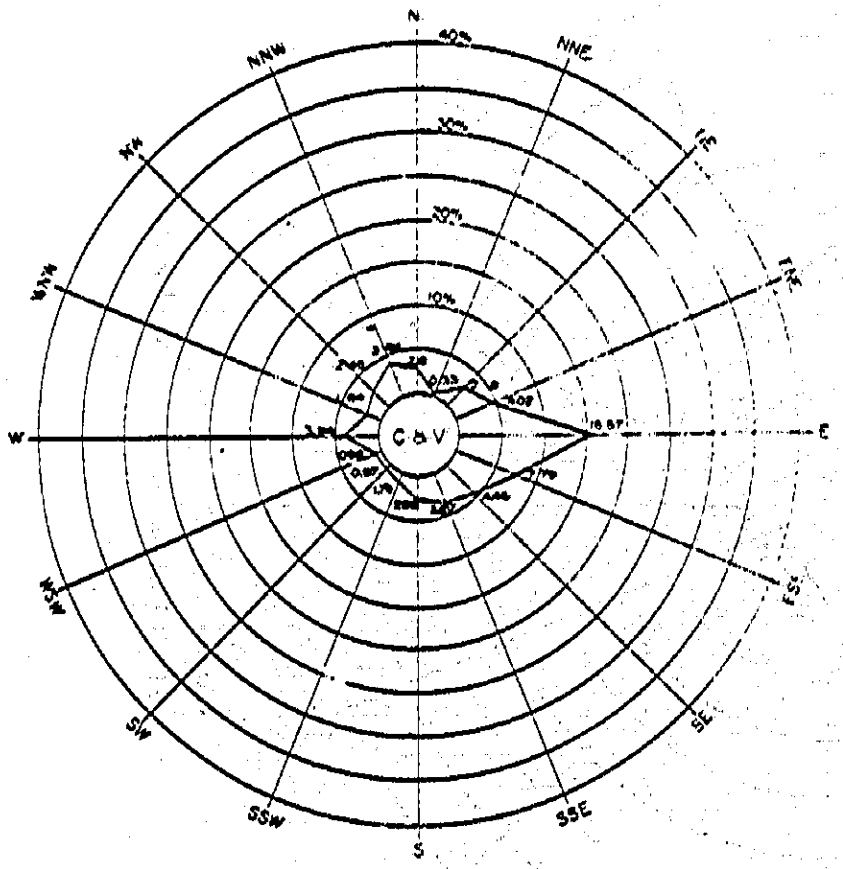
CALM & VARIABLE = 40.63

PERCENTAGE of OBSERVATION = 23.26%

WIND DIRECTIONAL CHART

STATION : EL ESPINO

MONTH : DRY SEASON YEAR : 1978,1979
(12,1,3,5)

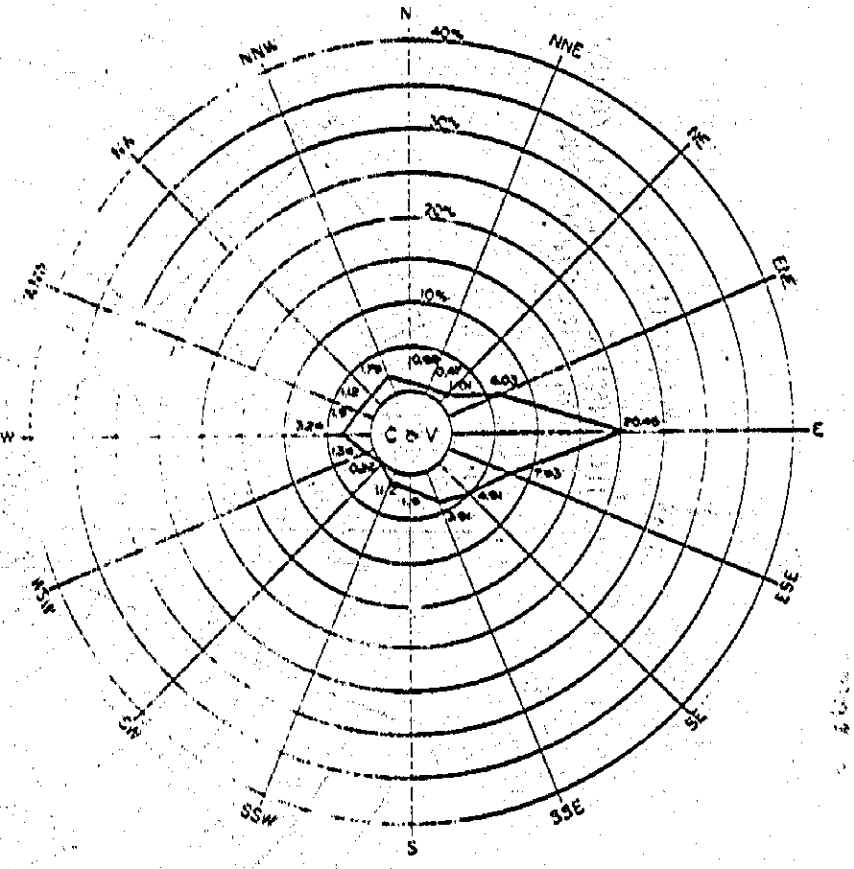


CALM & VARIABLE =39.9%

PERCENTAGE of OBSERVATION=26.17%

STATION : EL ESPINO

MONTH : WET SEASON YEAR : 1978
(6,7,8,9,11)



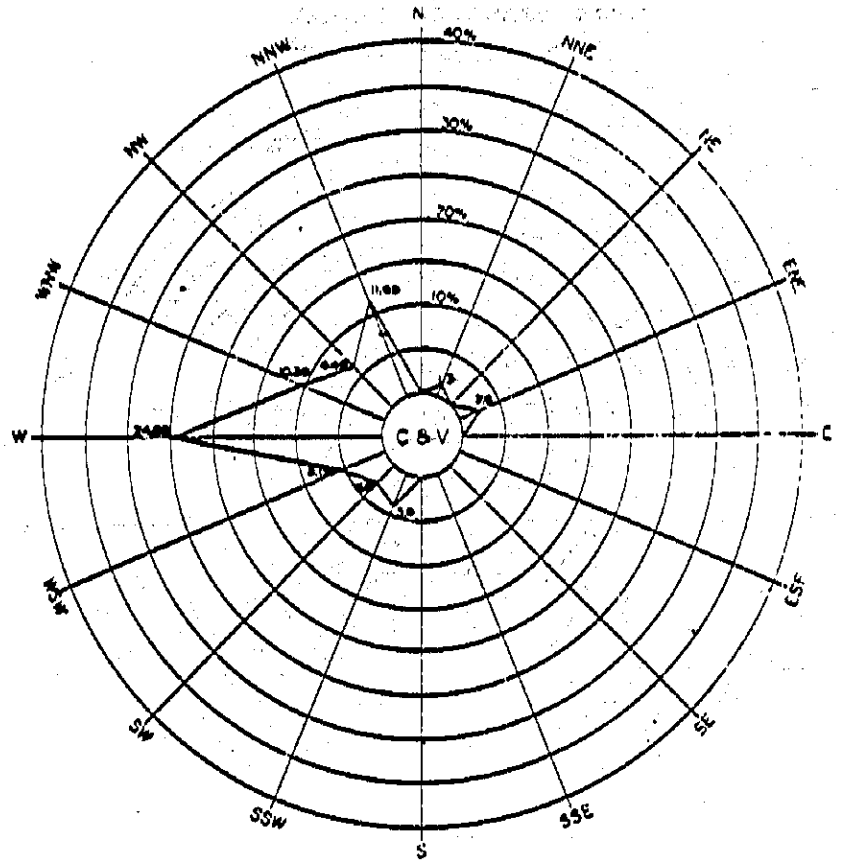
CALM & VARIABLE =41.56

PERCENTAGE of OBSERVATION= 20.38

WIND DIRECTIONAL CHART

STATION : ESPINO

MONTH : MARCH YEAR : 1978

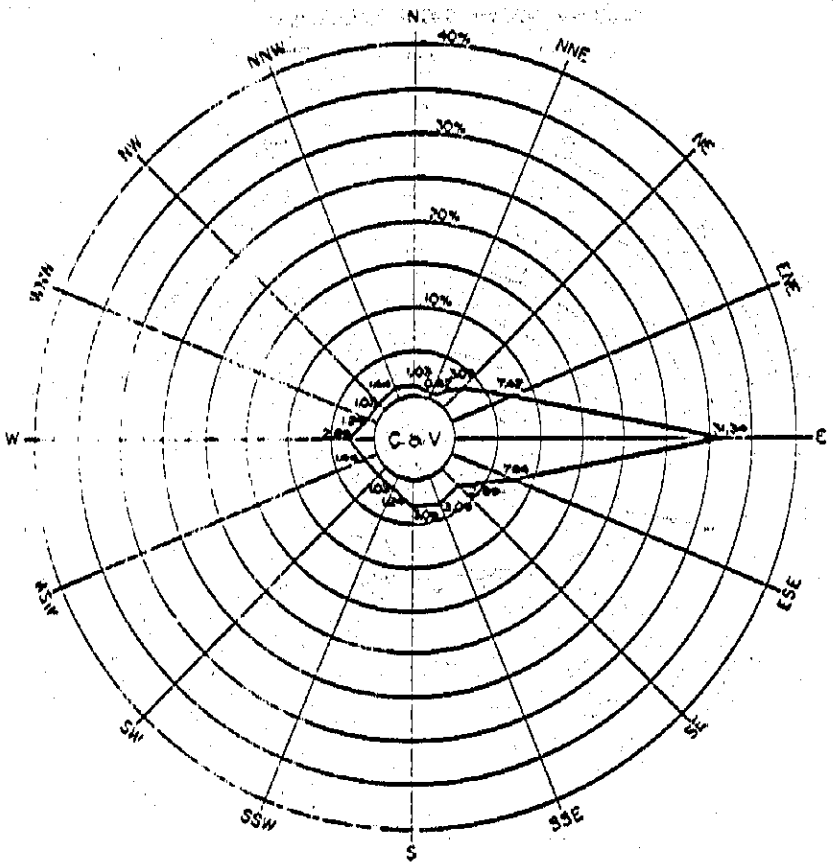


CALM & VARIABLE = 31.17 %

PERCENTAGE of OBSERVATION = 10.35 %

STATION : ESPINO

MONTH : MAY YEAR : 1978



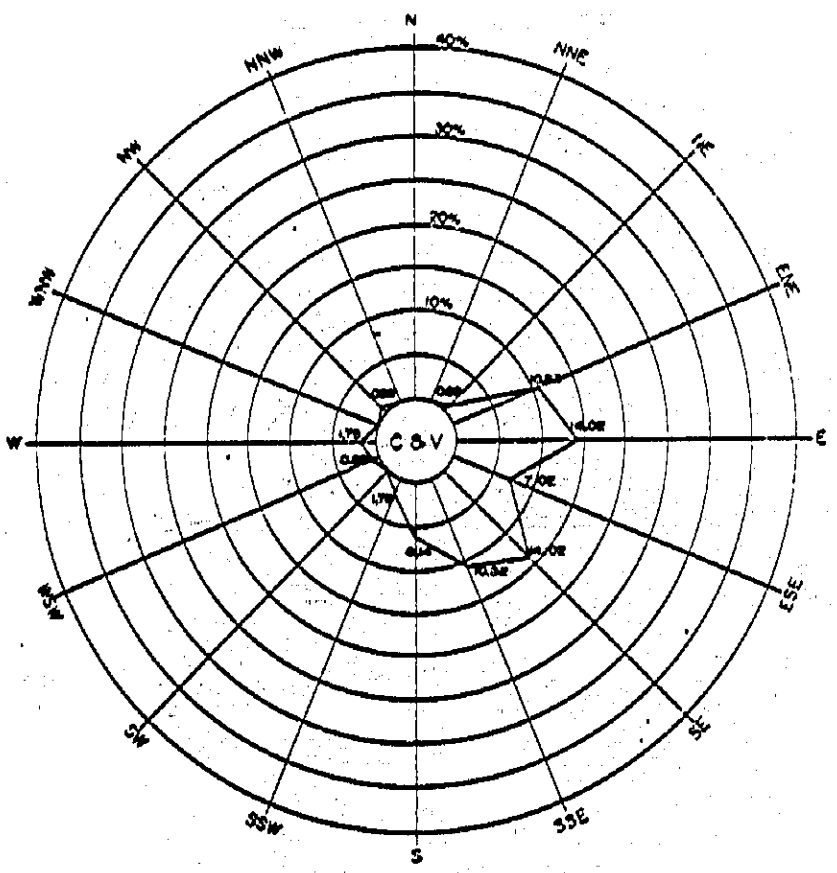
CALM & VARIABLE = 29.28 %

PERCENTAGE of OBSERVATION = 65.19 %

WIND DIRECTIONAL CHART

STATION : ESPINO

MONTH : JUNE YEAR : 1978

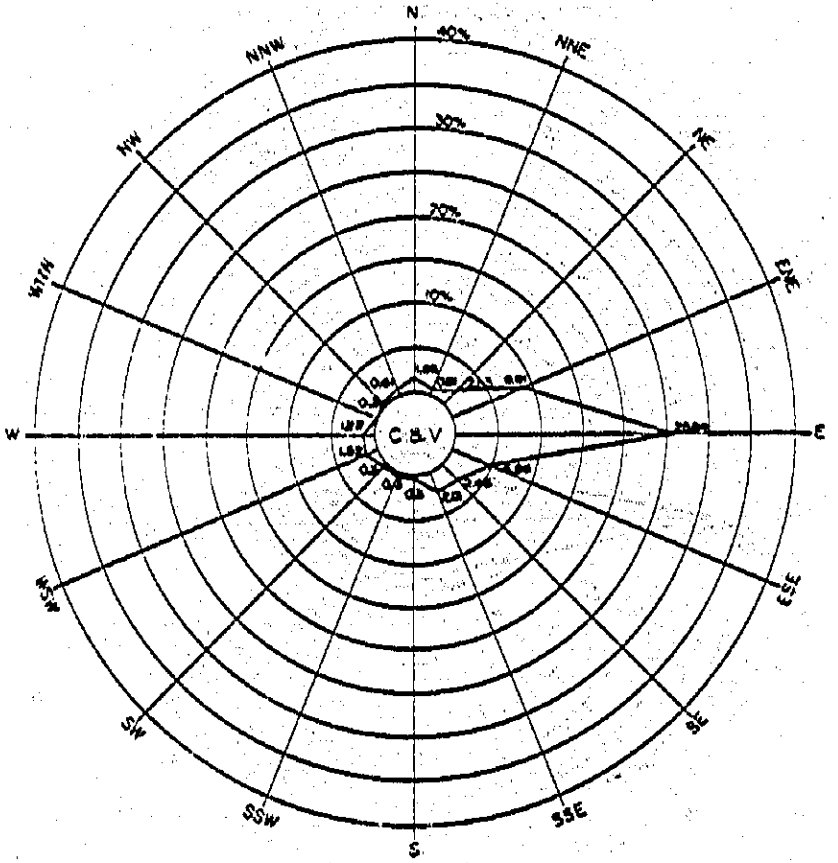


CALM & VARIABLE = 31.58 %

PERCENTAGE of OBSERVATION = 15.83 %

STATION : ESPINO

MONTH : JULY YEAR : 1978



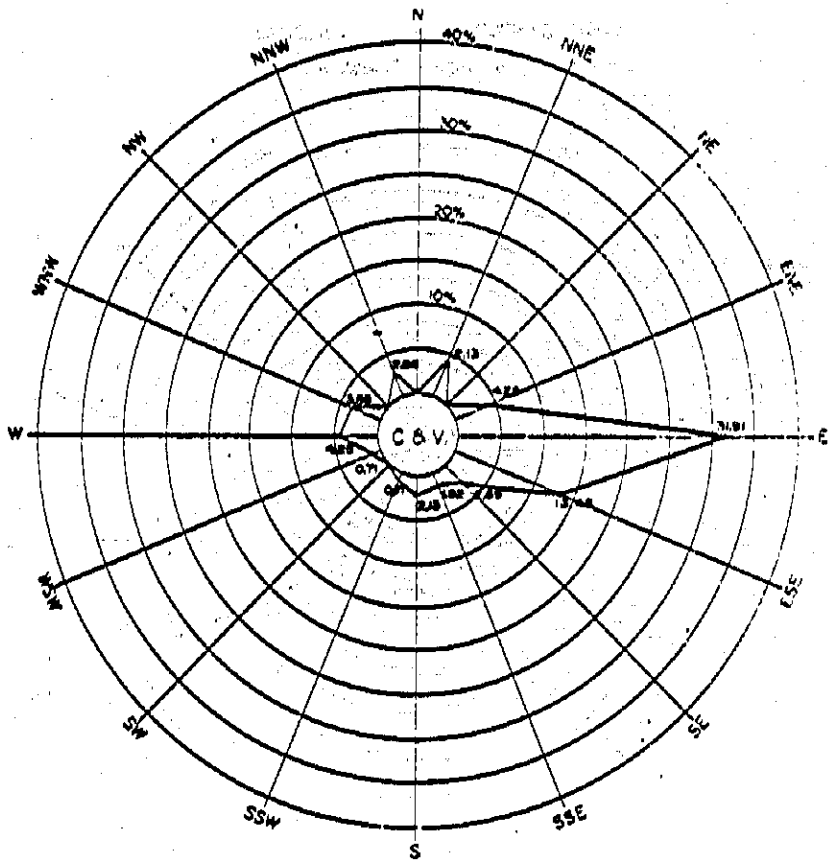
CALM & VARIABLE = 46.81 %

PERCENTAGE of OBSERVATION = 44.22 %

WIND DIRECTIONAL CHART

STATION : ESPINO

MONTH : AUGUST YEAR : 1978

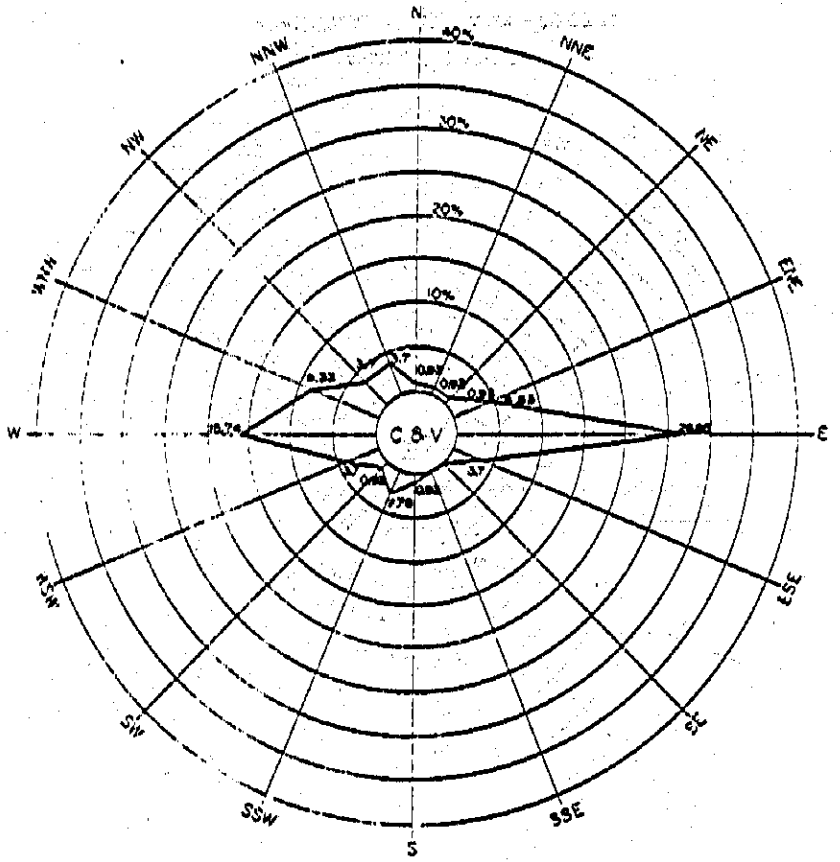


CALM & VARIABLE = 29.79 %

PERCENTAGE of OBSERVATION = 18.95 %

STATION : ESPINO

MONTH : SEPTEMBER YEAR : 1978



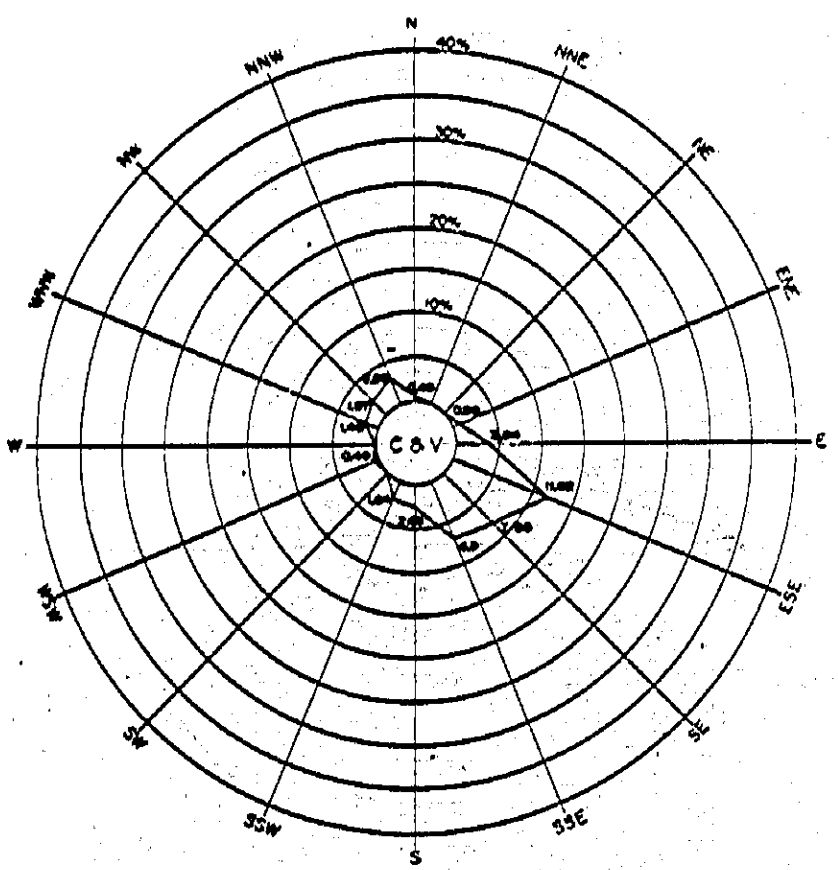
CALM & VARIABLE = 22.22 %

PERCENTAGE of OBSERVATION = 15.00 %

WIND DIRECTIONAL CHART

STATION : ESPINO

MONTH : NOVEMBER YEAR : 1978

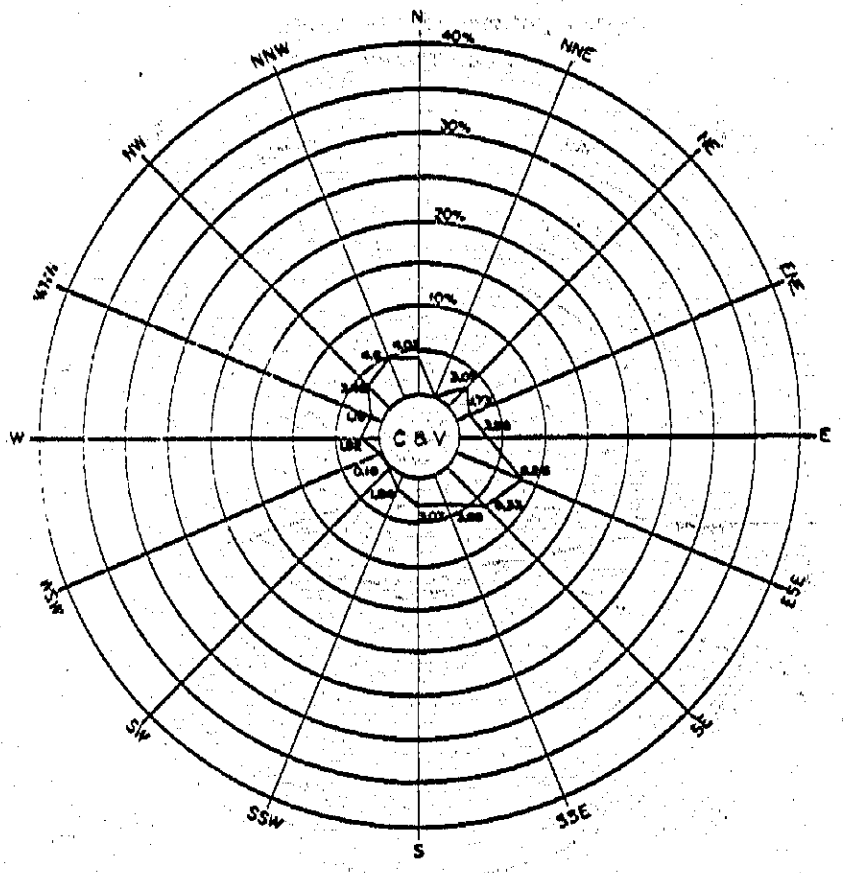


CALM & VARIABLE = 57.14 %

PERCENTAGE of OBSERVATION = 28.19 %

STATION : ESPINO

MONTH : DECEMBER YEAR : 1978



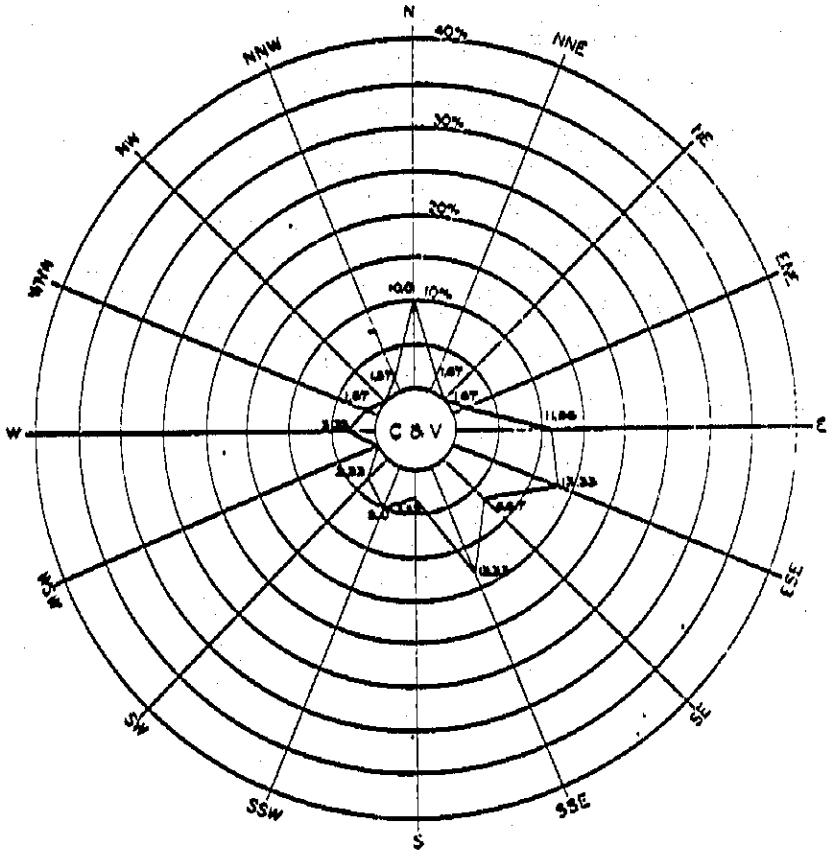
CALM & VARIABLE = 53.55 %

PERCENTAGE of OBSERVATION = 70.03 %

WIND DIRECTIONAL CHART

STATION : ESPINO

MONTH : JANUARY YEAR : 1979



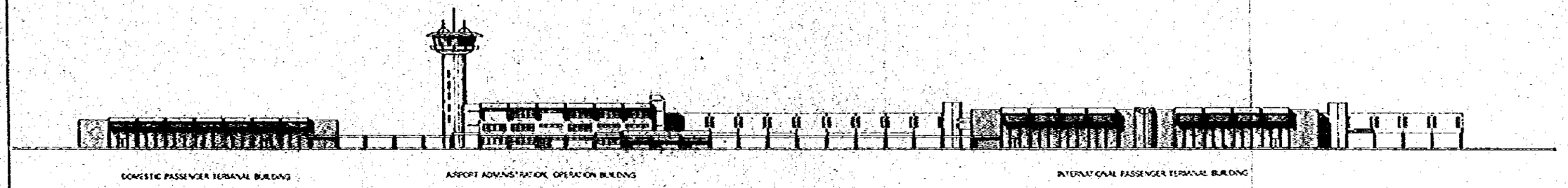
CALM & VARIABLE = 18.33 %

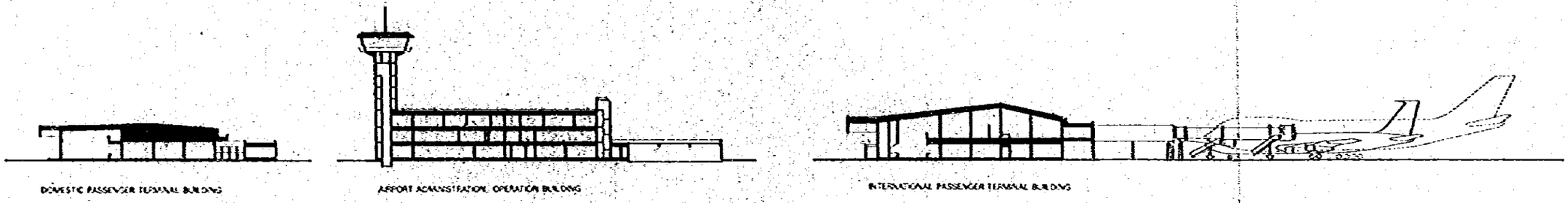
PERCENTAGE of OBSERVATION = 8.06 %

WIND DIRECTIONAL CHART

APPENDIX 6C

DRAWINGS OF AIRPORT FACILITY PLAN





REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

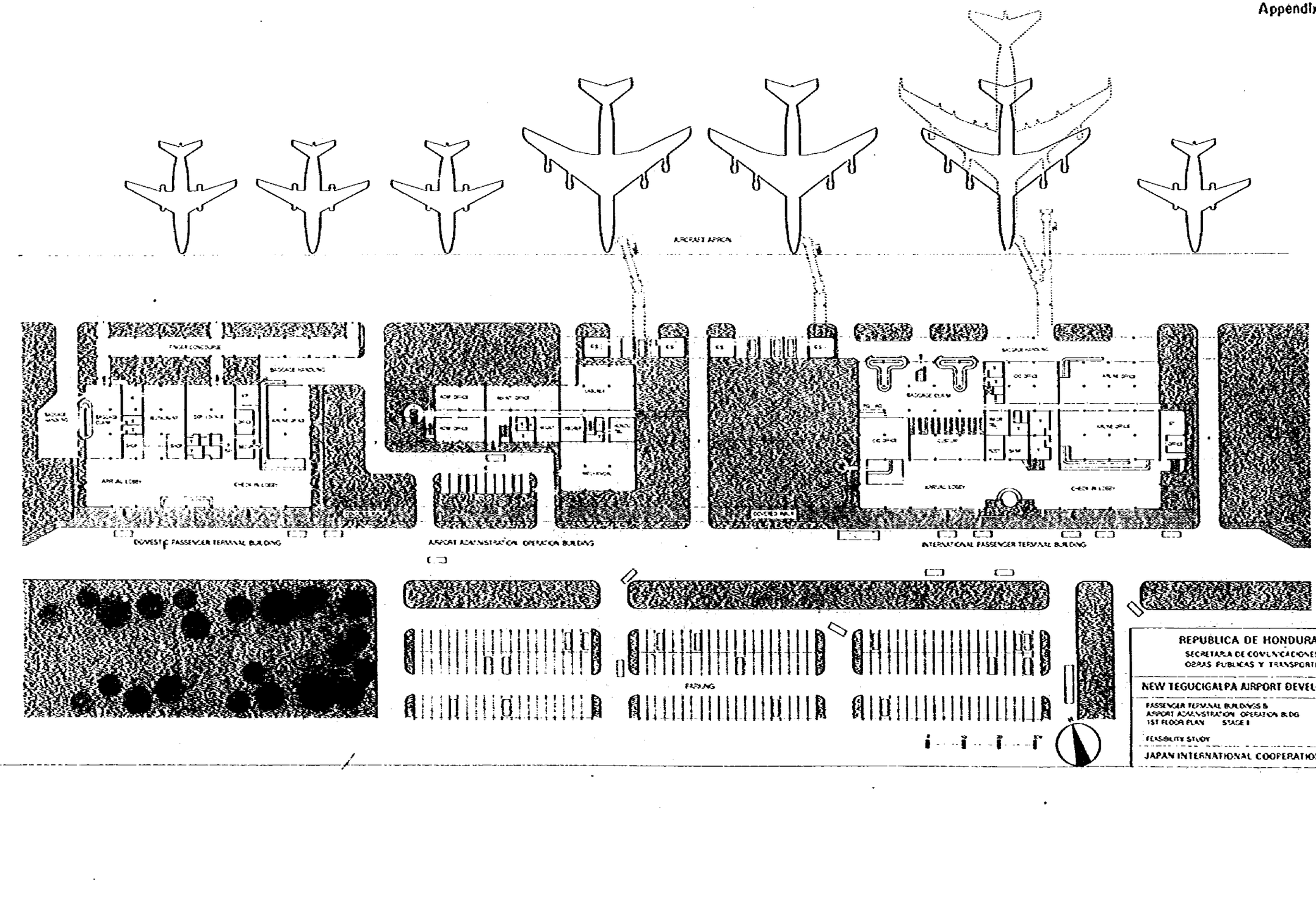
PASSENGER TERMINAL BUILDINGS &
AIRPORT ADMINISTRATION OPERATION BLDG
ELEVATION SECTION STAGE I

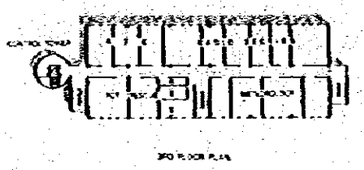
AUG 1979

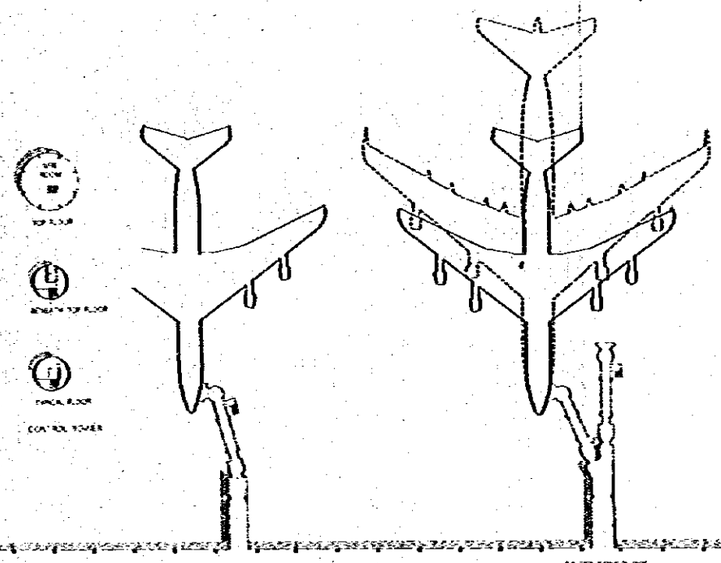
FEASIBILITY STUDY

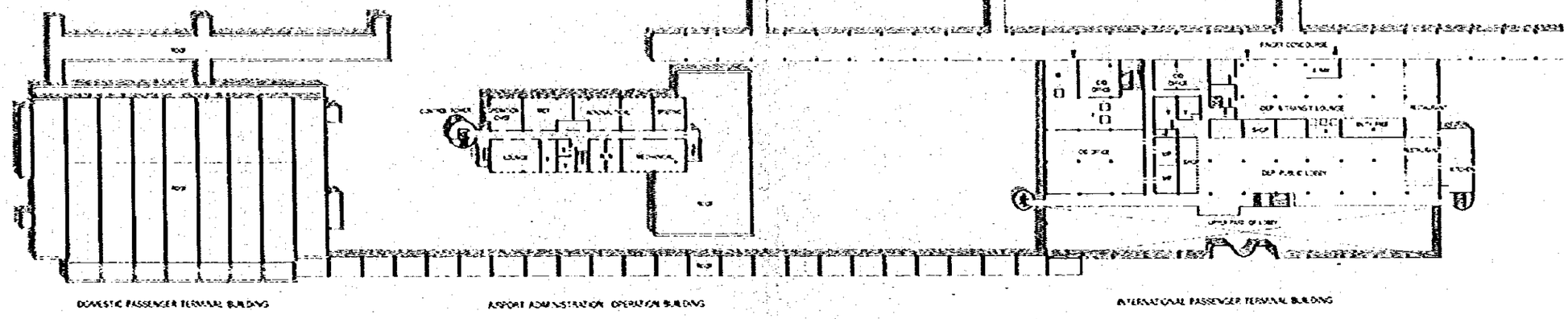
13

JAPAN INTERNATIONAL COOPERATION AGENCY


AIRCRAFT APRON
DOMESTIC PASSENGER TERMINAL BUILDING
AIRPORT ADMINISTRATION OPERATION BUILDING
INTERNATIONAL PASSENGER TERMINAL BUILDING
PARKING
REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE
NEW TEGUCIGALPA AIRPORT DEVELOPMENT
PASSENGER TERMINAL BUILDINGS &
AIRPORT ADMINISTRATION OPERATION BLDG
1ST FLOOR PLAN STAGE I
AUG 1979
FEASIBILITY STUDY
14
JAPAN INTERNATIONAL COOPERATION AGENCY







DOMESTIC PASSENGER TERMINAL BUILDING

AIRPORT ADMINISTRATION OPERATION BUILDING

INTERNATIONAL PASSENGER TERMINAL BUILDING

REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

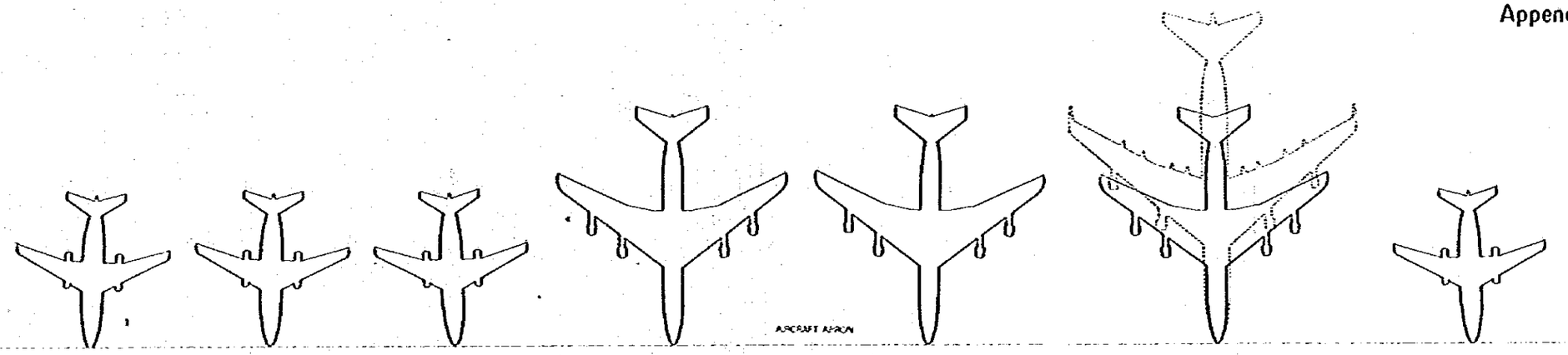
PASSENGER TERMINAL BUILDINGS &
AIRPORT ADMINISTRATION OPERATION BLDG
2ND FLOOR PLAN STAGE I

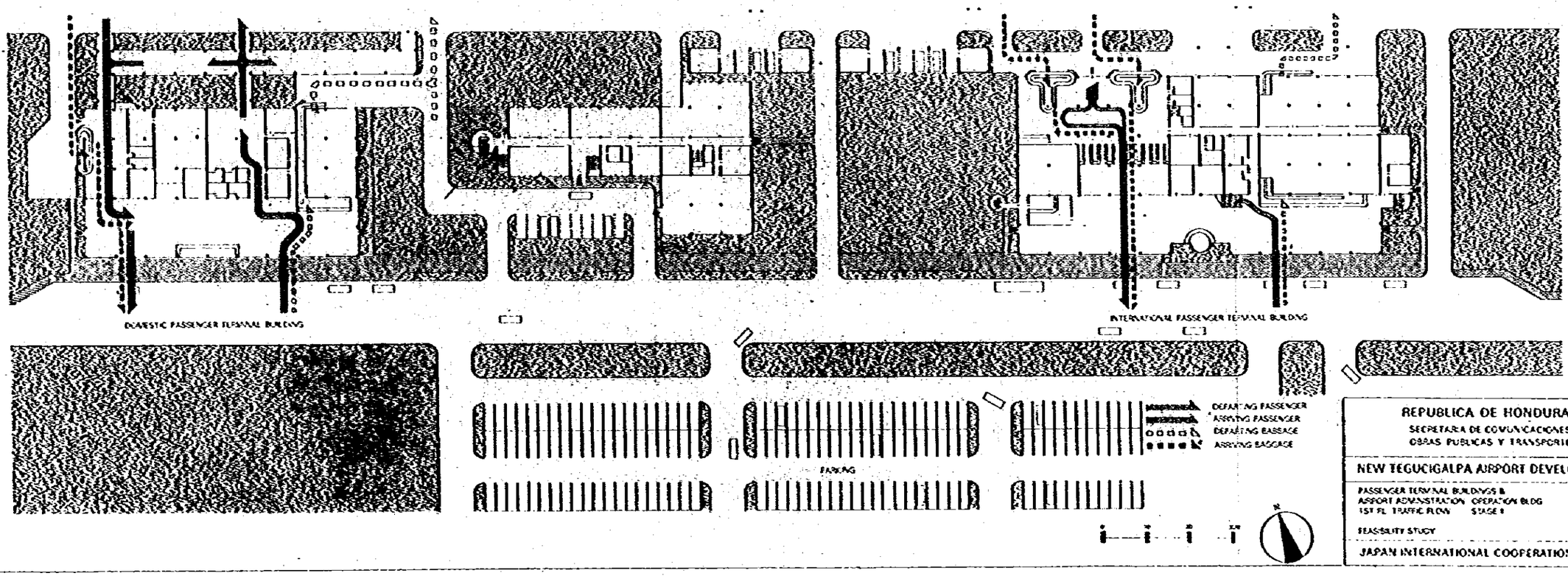
AUG 1979

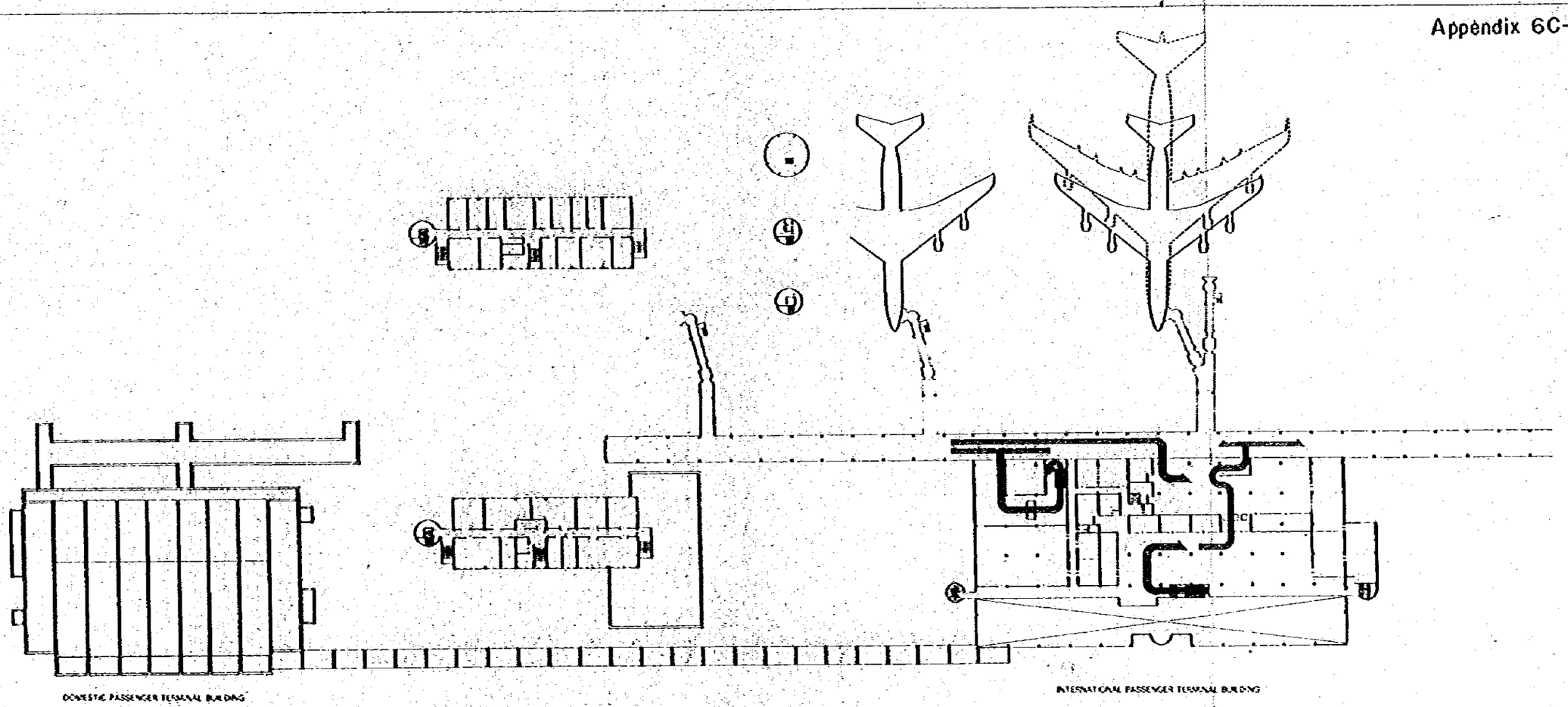
FEASIBILITY STUDY

15

JAPAN INTERNATIONAL COOPERATION AGENCY




DOMESTIC PASSENGER TERMINAL BUILDING
INTERNATIONAL PASSENGER TERMINAL BUILDING
PARKING
DEPARTING PASSENGER
ARRIVING PASSENGER
DEPARTING BAGGAGE
ARRIVING BAGGAGE
REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE
NEW TEGUCIGALPA AIRPORT DEVELOPMENT
PASSENGER TERMINAL BUILDINGS &
AIRPORT ADMINISTRATION OPERATION BLDG
1ST FL TRAFFIC FLOW STAGE II
AUG 1979
FEASIBILITY STUDY
16
JAPAN INTERNATIONAL COOPERATION AGENCY



REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

PASSENGER TERMINAL BUILDINGS &
AIRPORT ADMINISTRATION, OPERATION BLDG
2ND FL. TRAFFIC FLOW STAGE I

AUG 1979

FEASSILITY STUDY

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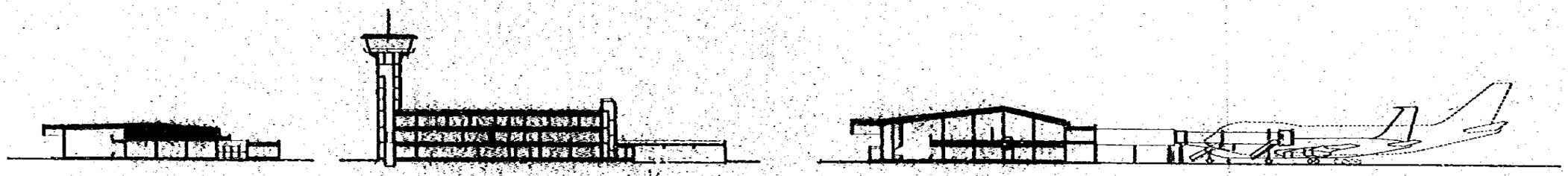
JAPAN INTERNATIONAL COOPERATION AGENCY

DOMESTIC PASSENGER TERMINAL BUILDING　　AIRPORT ADMINISTRATION, OPERATION BUILDING　　INTERNATIONAL PASSENGER TERMINAL BUILDING



DOMESTIC PASSENGER TERMINAL BUILDING　　AIRPORT ADMINISTRATION, OPERATION BUILDING　　INTERNATIONAL PASSENGER TERMINAL BUILDING

REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

PASSENGER TERMINAL BUILDINGS &
AIRPORT ADMINISTRATION, OPERATION BLDG
ELEVATION/SECTION　STAGE II

AUG 1979

FEASIBILITY STUDY

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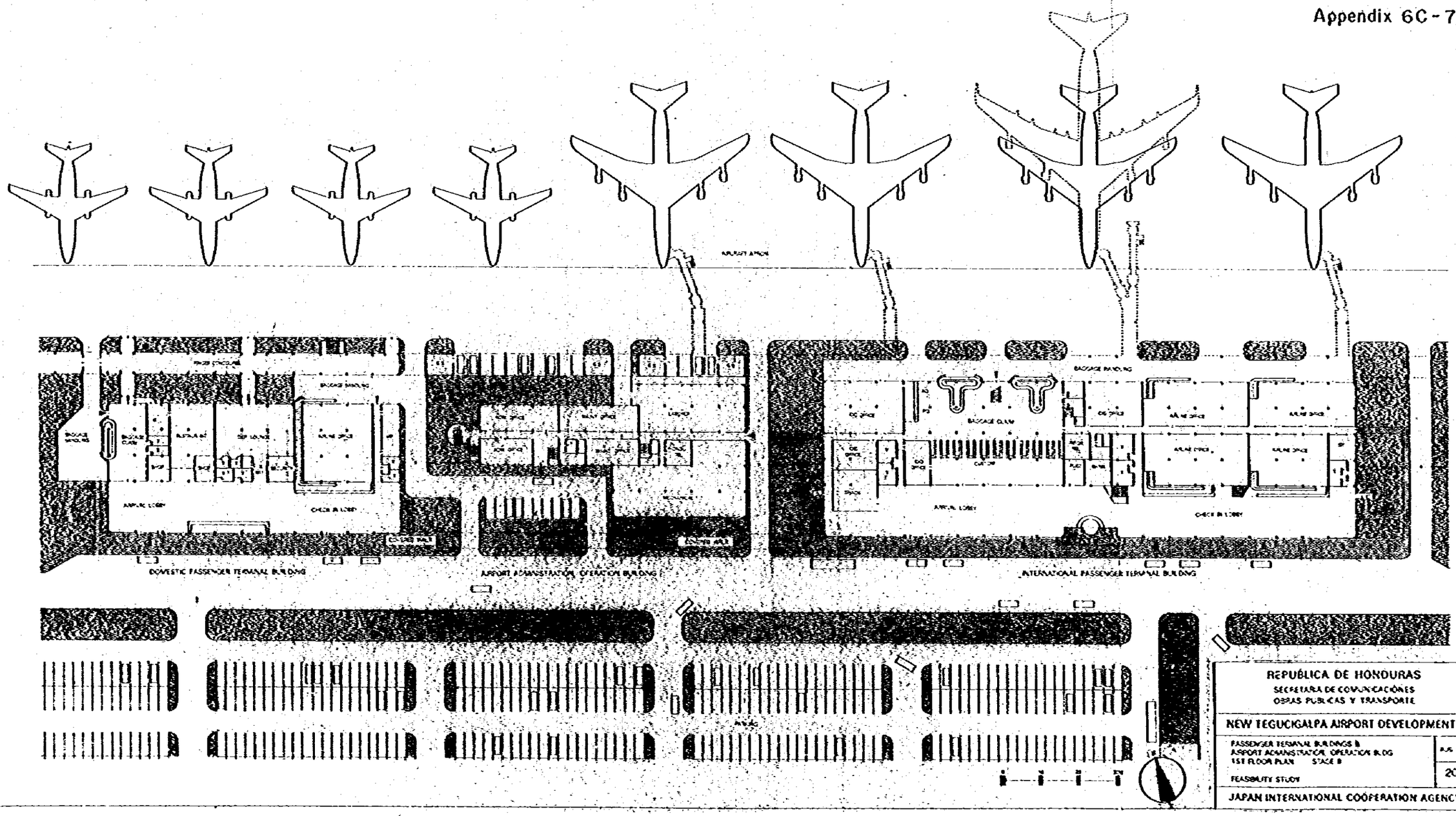
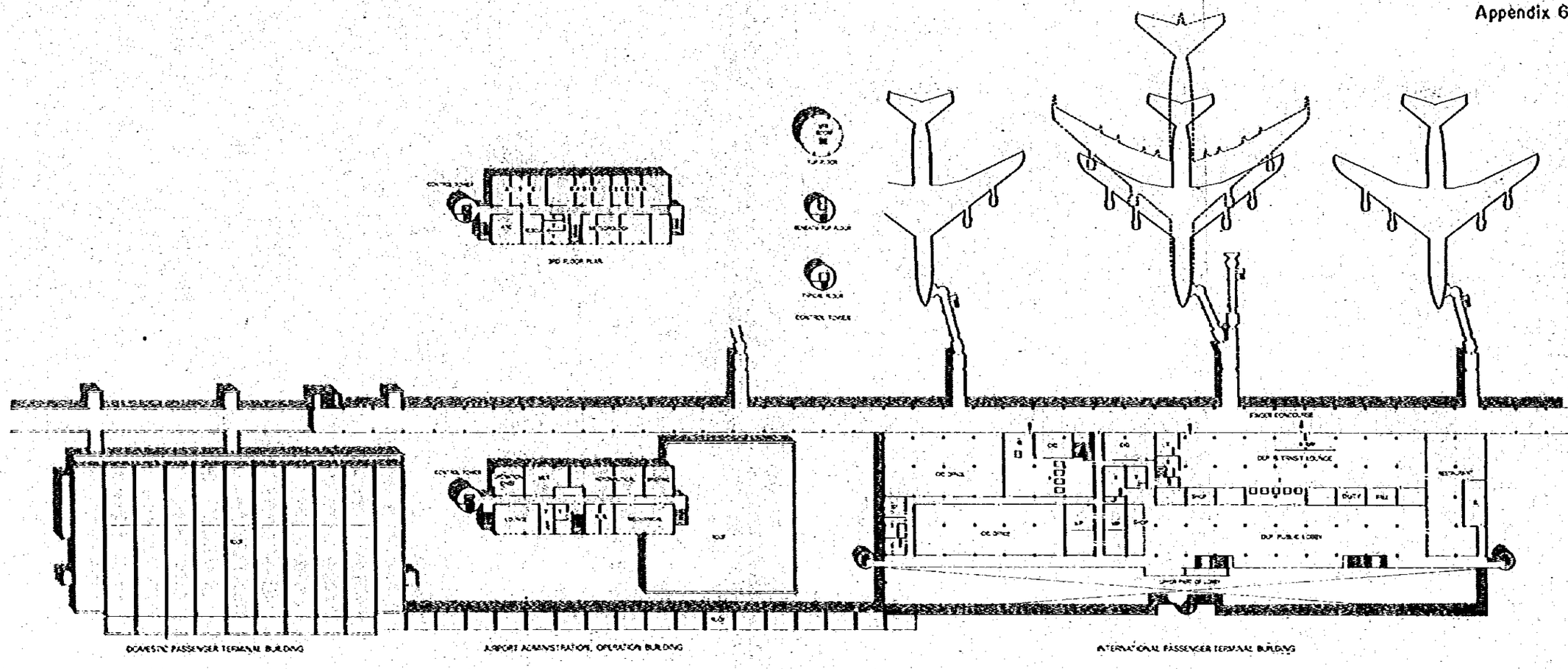
JAPAN INTERNATIONAL COOPERATION AGENCY


DOMESTIC PASSENGER TERMINAL BUILDING
AIRPORT ADMINISTRATION, OPERATION BUILDING
INTERNATIONAL PASSENGER TERMINAL BUILDING
APRON
REPÚBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE
NEW TEGUCIGALPA AIRPORT DEVELOPMENT
PASSENGER TERMINAL BUILDINGS &
AIRPORT ADMINISTRATION, OPERATION BLDG
1ST FLOOR PLAN STAGE II
FEASIBILITY STUDY
A/S 1/1
20
JAPAN INTERNATIONAL COOPERATION AGENCY



REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

PASSENGER TERMINAL BUILDINGS &
AIRPORT ADMINISTRATION, OPERATION BLDG
2ND FLOOR PLAN STAGE II

AUG 1979

FEASIBILITY STUDY

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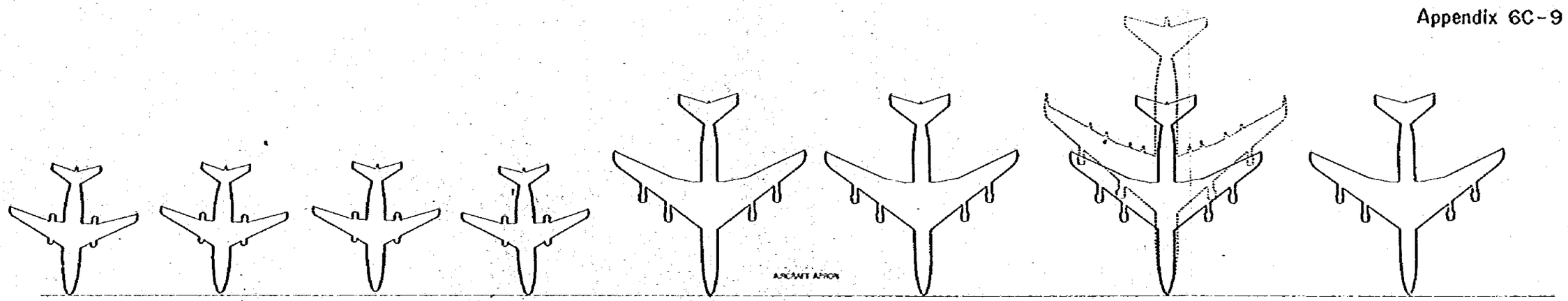
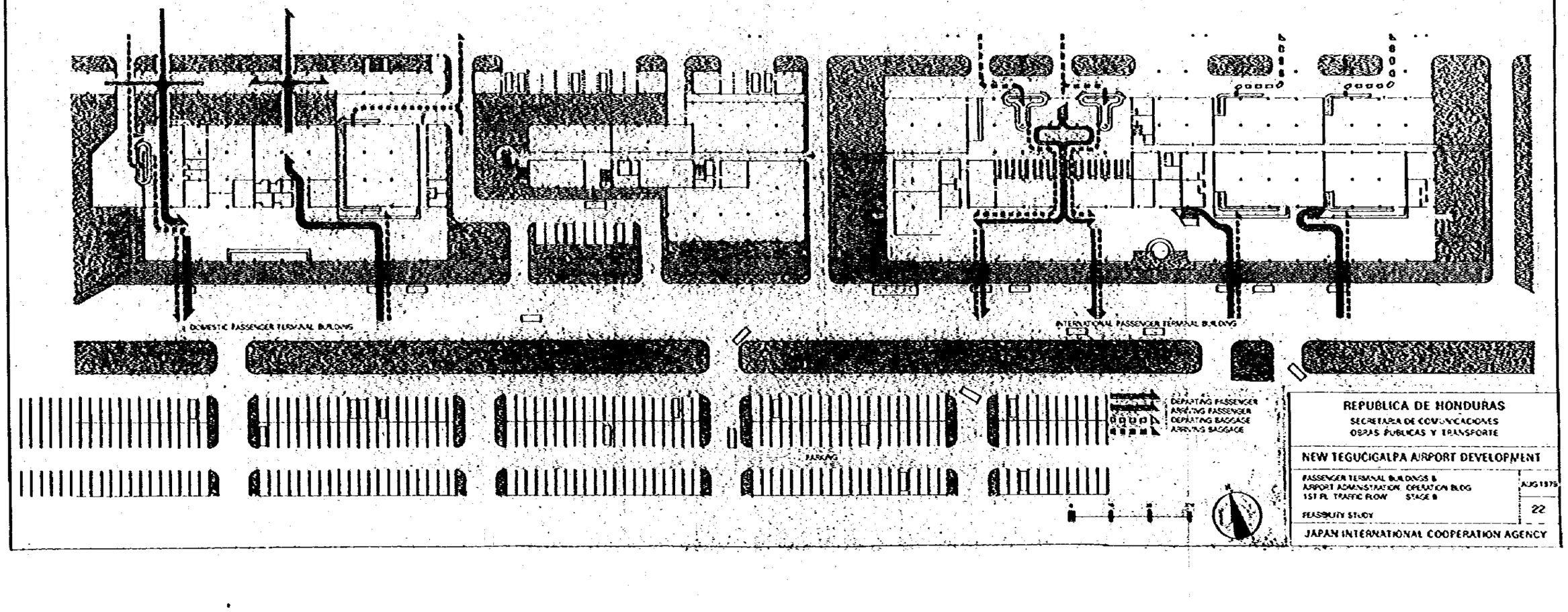
JAPAN INTERNATIONAL COOPERATION AGENCY





REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

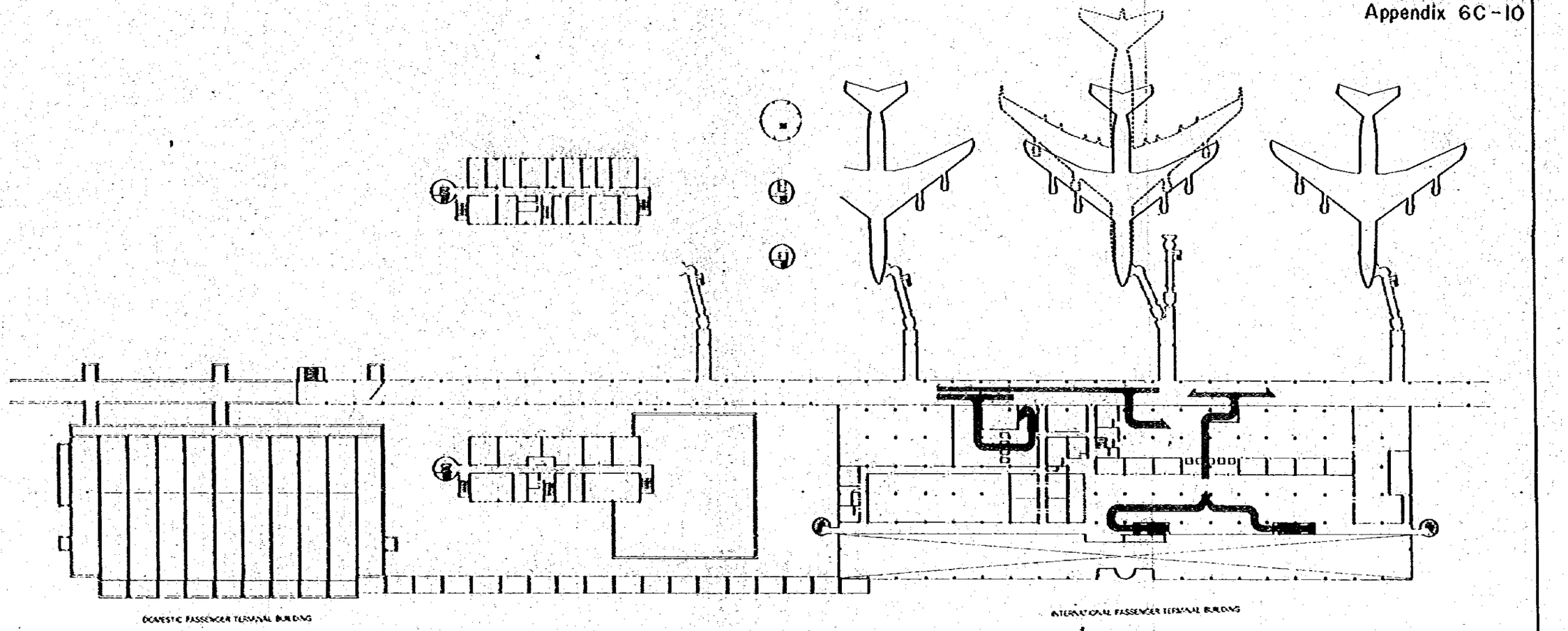
PASSENGER TERMINAL BUILDINGS &
AIRPORT ADMINISTRATION OPERATION BLDG
1ST PL TRAFFIC FLOW STAGE B

AUG 1979

FEASIBILITY STUDY

22

JAPAN INTERNATIONAL COOPERATION AGENCY



REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

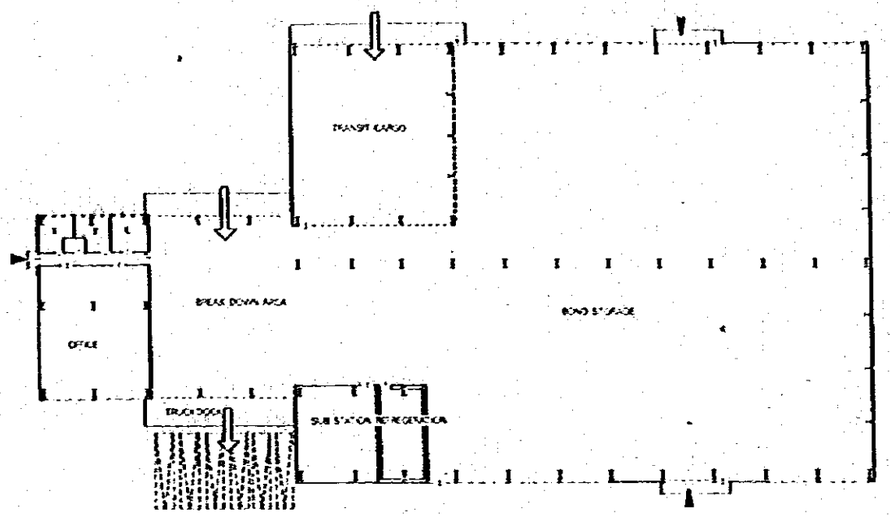
PASSENGER TERMINAL BUILDINGS &
AIRPORT ADMINISTRATION, OPERATION BLDG
2ND FL. TRAFFIC FLOW STAGE II

FEASIBILITY STUDY

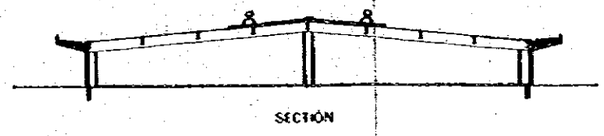
AUG 1979

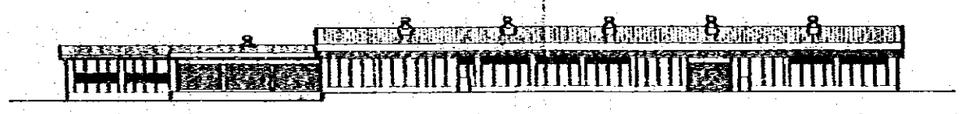
23

JAPAN INTERNATIONAL COOPERATION AGENCY

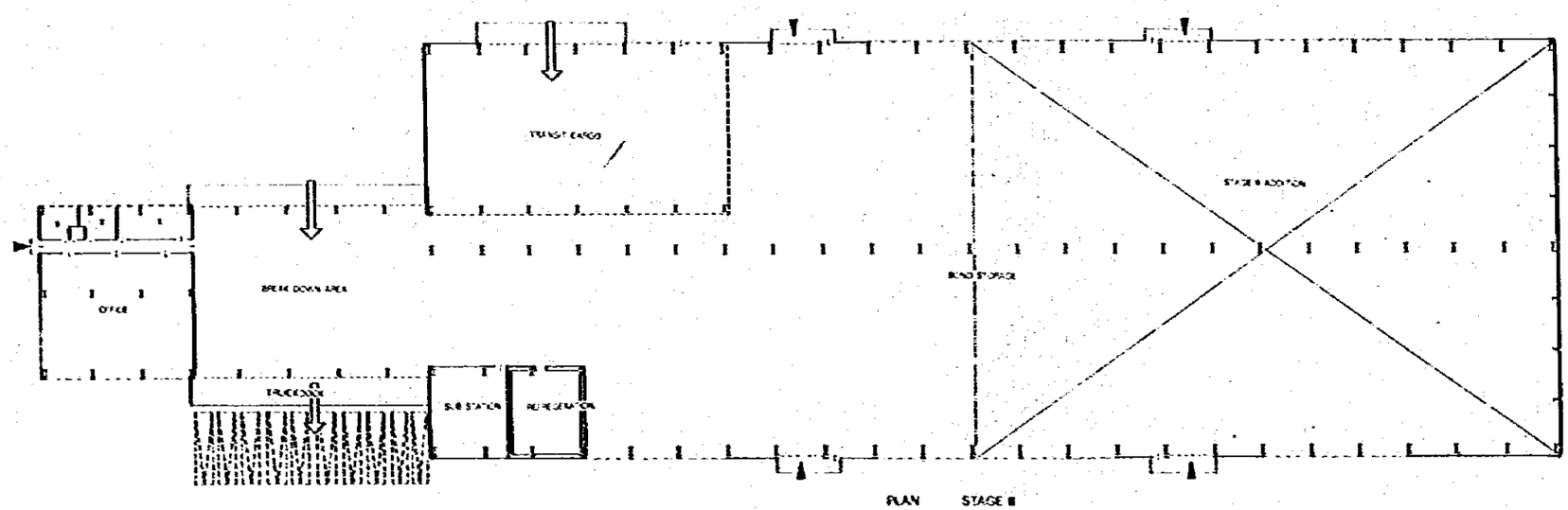


PLAN STAGE I



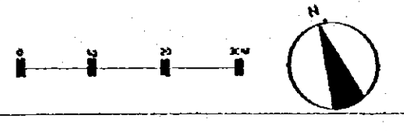


ELEVATION STAGE I



PLAN STAGE II

ELEVATION STAGE II



REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

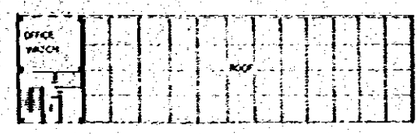
IMPORT CARGO BUILDING
PLAN / SECTION / ELEVATION STAGE I / STAGE II

AUG 1979

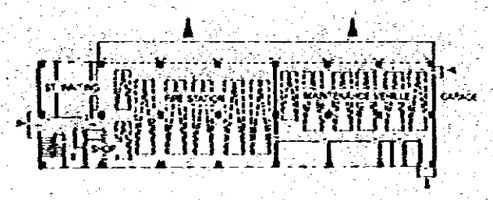
24

FEASIBILITY STUDY

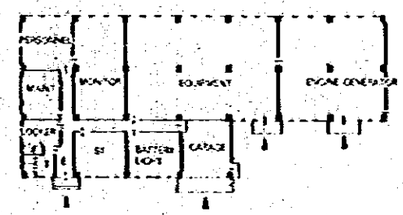
JAPAN INTERNATIONAL COOPERATION AGENCY



PLAN 2ND FLOOR

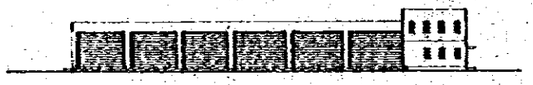


PLAN 1ST FLOOR

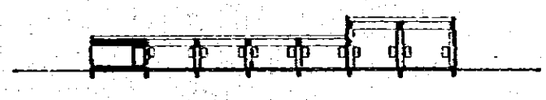


PLAN 1ST FLOOR

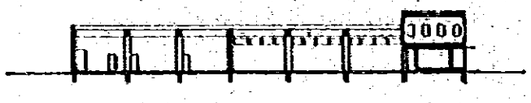
ELEVATION



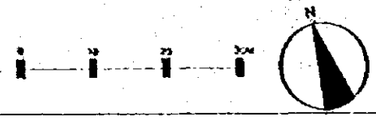
ELEVATION



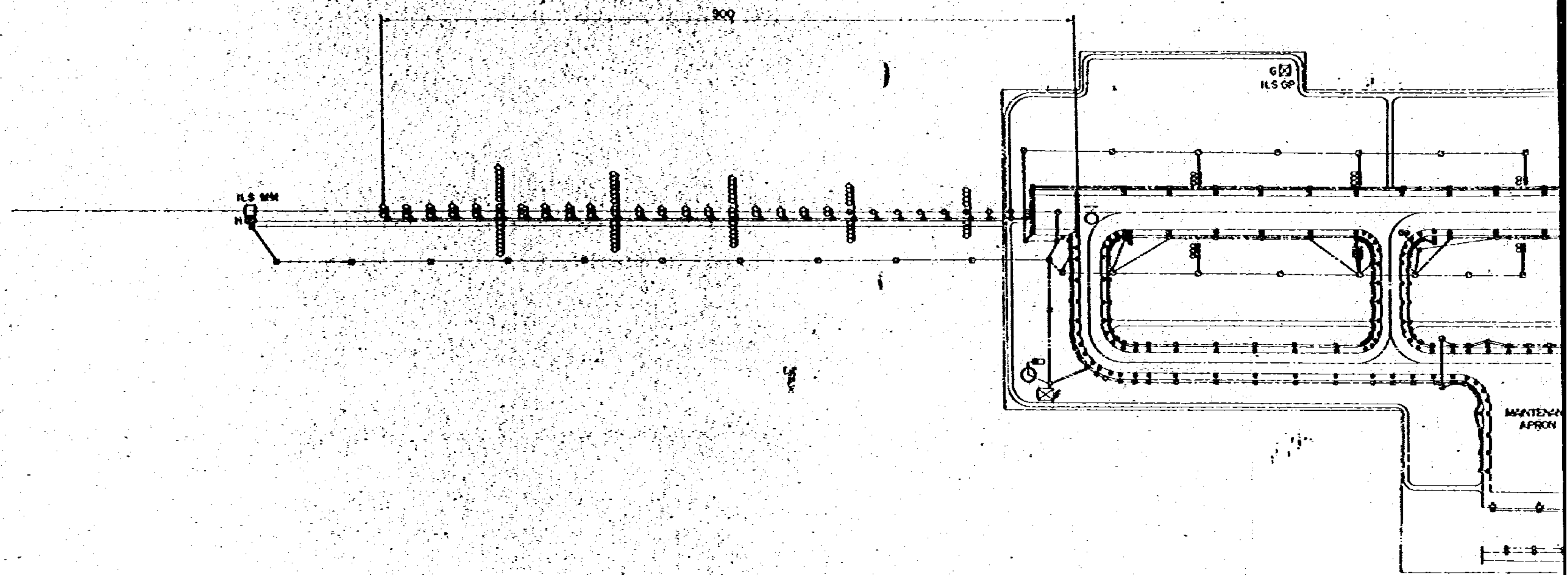
SECTION
MAIN SUB-STATION



SECTION
FIRE STATION, MAINTENANCE VEHICLE GARAGE



REPUBLICA DE HONDURAS SECRETARIA DE COMUNICACIONES OBRAS PUBLICAS Y TRANSPORTE	
NEW TEGUCIGALPA AIRPORT DEVELOPMENT	
FIRE STATION, MAINTENANCE VEHICLES GARAGE & MAIN SUB-STATION PLAN, SECTION, ELEVATION STAGE I, STAGE II FEASIBILITY STUDY	AUG 1979 25
JAPAN INTERNATIONAL COOPERATION AGENCY	


900
ILS MM
ILS GP
MAINTENAN
APRON

VOR / DME

ILS GP

(R/W 45 L 2,700 m)

MAINTENANCE APRON

GENERAL AVIATION APRON

PASSENGER APRON

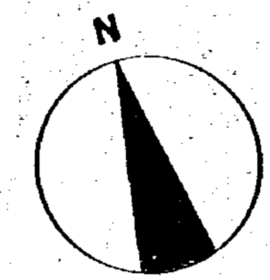
CARGO APRON

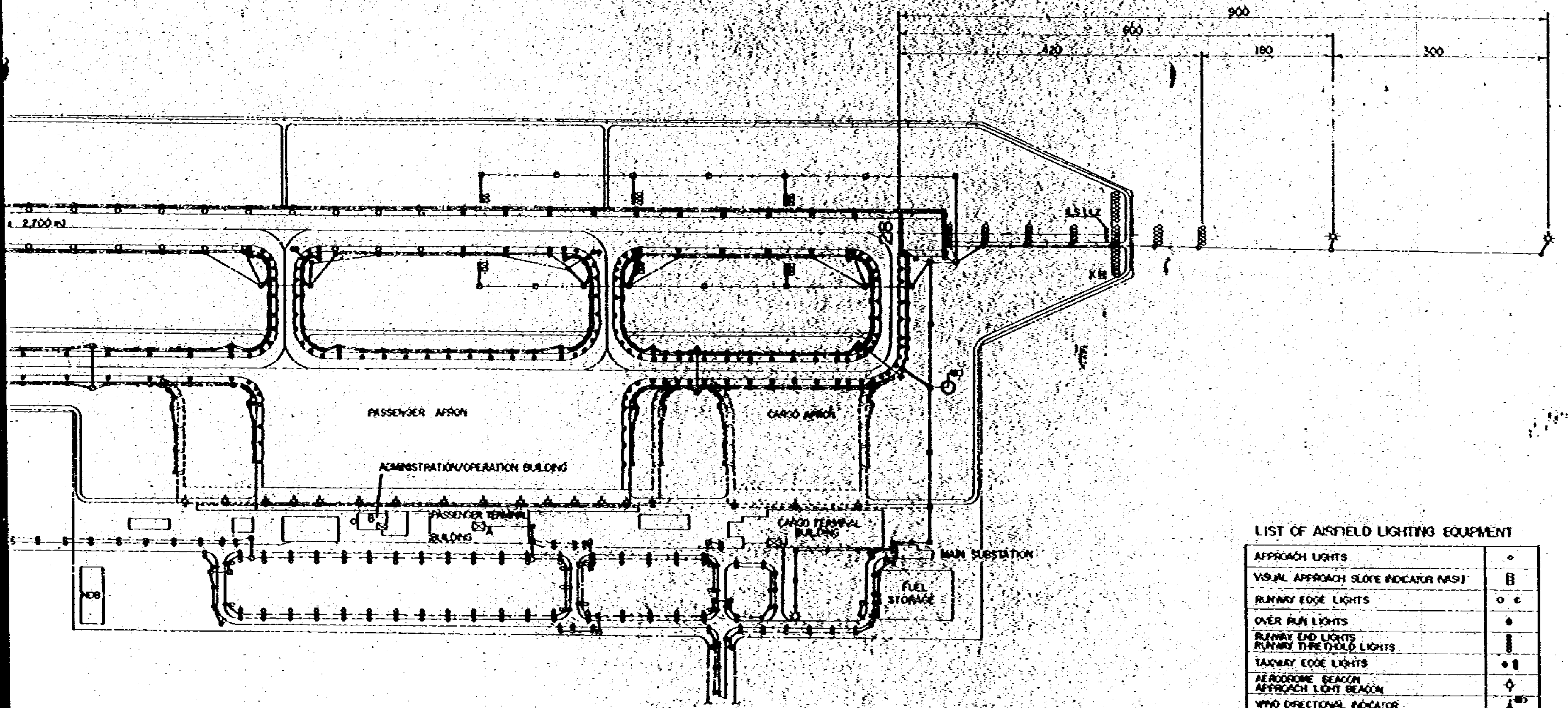
ADMINISTRATION/OPERATION BUILDING

PASSENGER TERMINAL BUILDING

CARGO TERMINAL BUILDING

FUEL STORAGE





LIST OF AIRFIELD LIGHTING EQUIPMENT

APPROACH LIGHTS	
VISUAL APPROACH SLOPE INDICATOR (VASI)	
RUNWAY EDGE LIGHTS	
OVER RUN LIGHTS	
RUNWAY END LIGHTS RUNWAY THRESHOLD LIGHTS	
TAXIWAY EDGE LIGHTS	
AERODROME BEACON APPROACH LIGHT BEACON	
WIND DIRECTIONAL INDICATOR	
APRON FLOOD LIGHT	
SUBSTATION	SS

REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

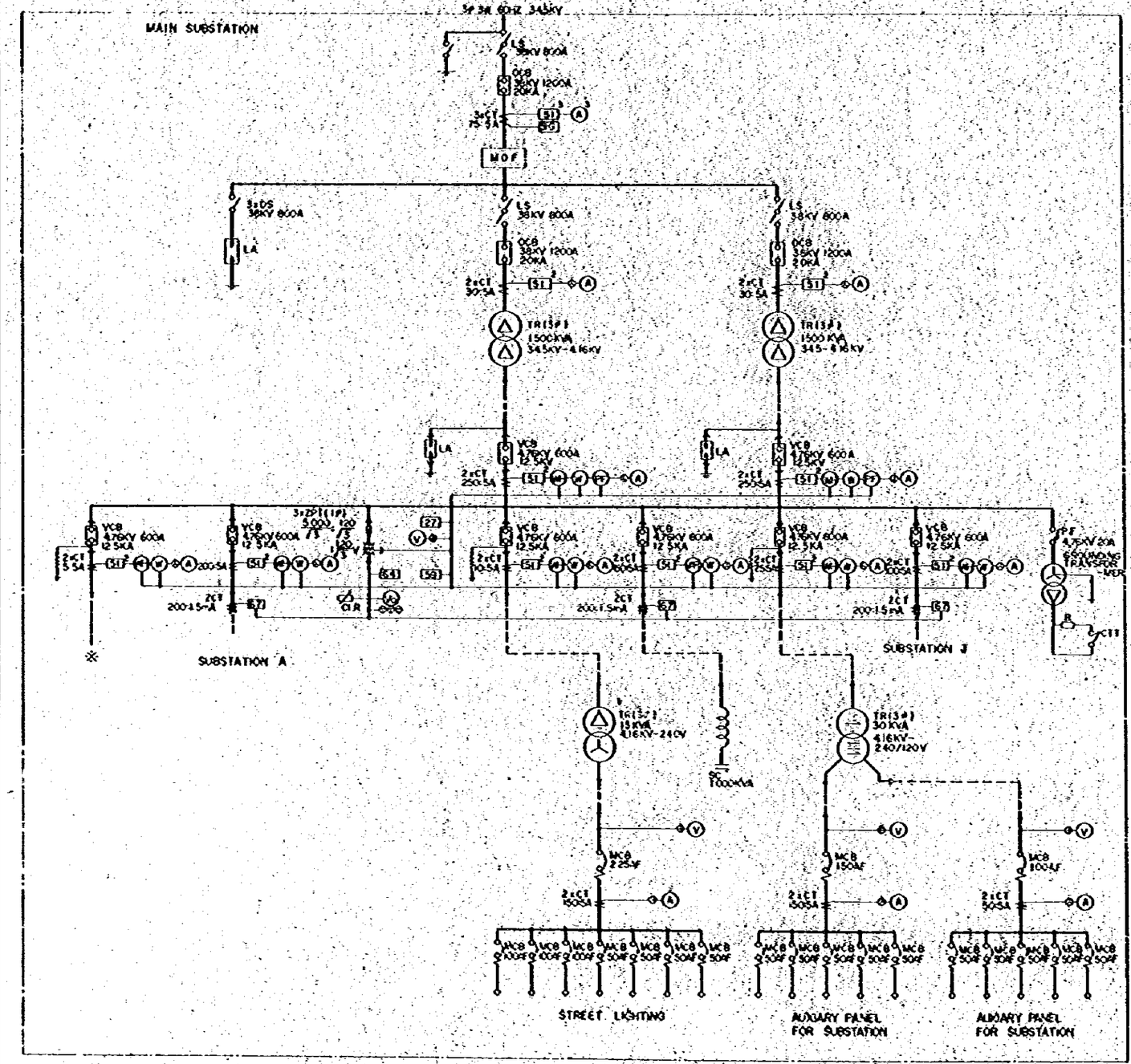
NEW TEGUCIGALPA AIRPORT DEVELOPMENT

AIRFIELD LIGHTING SYSTEM — STAGE I / STAGE II — AUG 1979

LAYOUT PLAN — 26

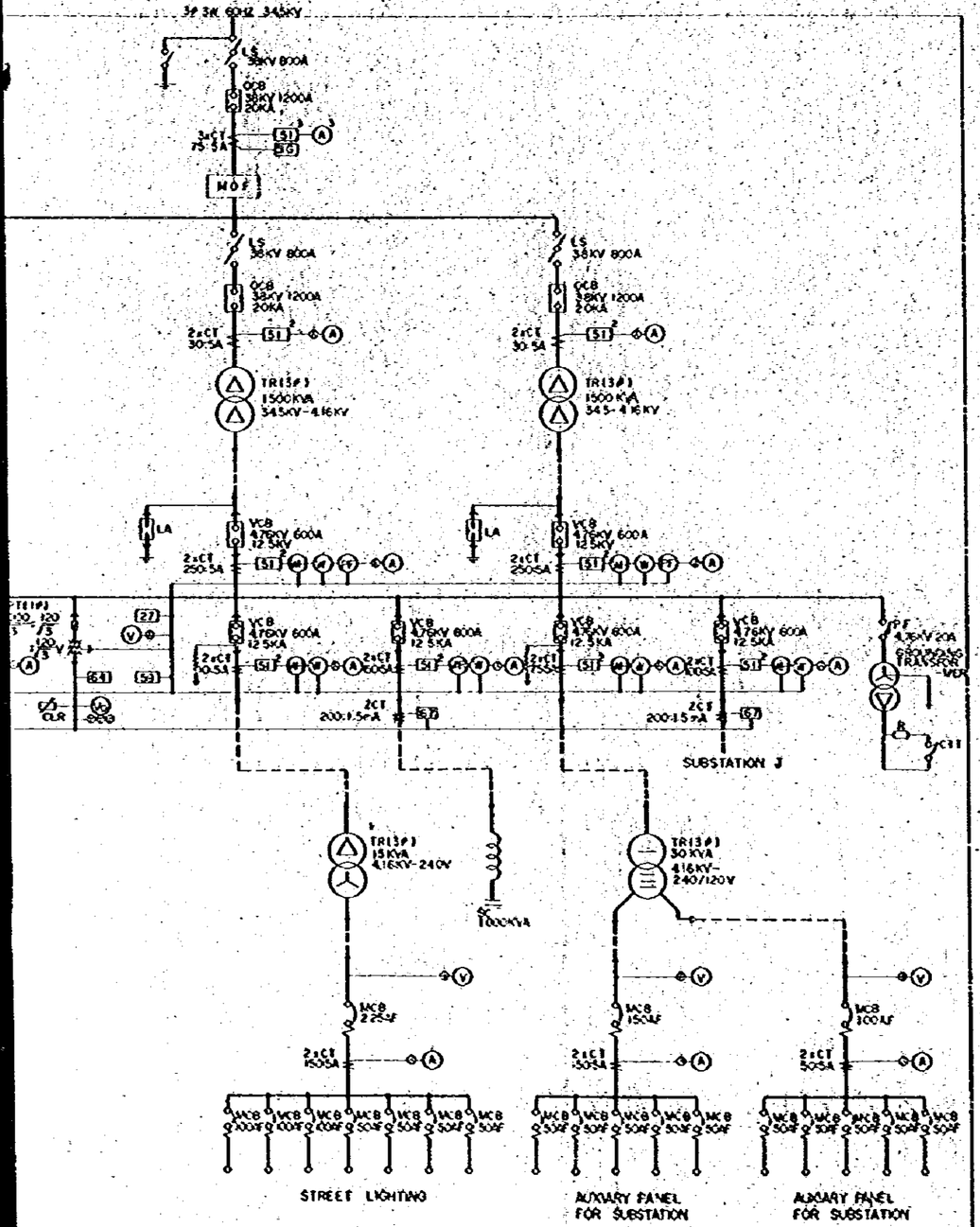
FEASIBILITY STUDY

JAPAN INTERNATIONAL COOPERATION AGENCY



SYMBOLS

SYMBOL	DISCRIPTION	SYMBOL	DISCRIPTION
OCB	OIL CIRCUIT BREAKER	51	OVER-CURRENT RELAY
VCB	VACUUM CIRCUIT BREAKER	51G	OVER-CURRENT GROUND RELAY
		27	UNDER-VOLTAGE RELAY
		59	OVER-VOLTAGE RELAY
	MOLDED CASE CIRCUIT BREAKER	64	OVER-VOLTAGE GROUND RELAY
		67	A-C DIRECTIONAL OVERCURRENT RELAY
	LINE SWITCH		
	SINGLE POLE DISCONNECTING SWITCH		
	ELECTRO-MAGNETIC CONTACTOR		
	SELF COUPLING DISCONNECTING DEVICE		
	POWER FUSE		
	TRANSFORMER	AVR	AUTOMATIC VOLTAGE REGULATOR
	POTENTIAL TRANSFORMER	A	AMMETER
	GROUNDING POTENTIAL TRANSFORMER	V	VOLTMETER
	CURRENT TRANSFORMER	W	WATTMETER
	ZERO-PHASE SEQUENCE CURRENT TRANSFORMER	Wh	WATT-HOUR METER
		PF	POWER FACTOR METER
	LIGHTNING ARRESTER	VG	ZERO-PHASE SEQUENCE VOLTMETER
	ENCLOSE FUSE	F	FREQUENCY METER
	CABLE HEAD	⊙	EARTH FAULT INDICATING LAMP
	POWER CAPACITOR WITH SERIES REACTOR AND DISCHARGE COIL		
CLR	CURRENT LIMITING RESISTOR		
	SURGE SUPPRESSOR	⊗	CHANGE OVER SWITCH FOR AMMETER
	RECTIFIER	⊕	CHANGE OVER SWITCH FOR VOLTMETER
	EARTH	MOF	METERING OUTFIT
DG	DIESEL ENGINE GENERATOR	R	RESISTER FOR NEUTRAL GROUNDING
1φ	SINGLE-PHASE		
3φ	THREE-PHASE		



SYMBOLS

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	LINE SWITCH		
	SINGLE POLE DISCONNECTING SWITCH		
	ELECTRO-MAGNETIC CONTACTOR		
	SELF COUPLING DISCONNECTING DEVICE		
	POWER FUSE		
	TRANSFORMER	AVR	AUTOMATIC VOLTAGE REGULATOR
	POTENTIAL TRANSFORMER	A	AMMETER
	GROUNDING POTENTIAL TRANSFORMER	V	VOLTMETER
	CURRENT TRANSFORMER	W	WATTMETER
	ZERO-PHASE SEQUENCE CURRENT TRANSFORMER	WH	WATT-HOUR METER
		PF	POWER FACTOR METER
	LIGHTNING ARRESTER	VG	ZERO-PHASE SEQUENCE VOLTMETER
	ENCLOSE FUSE	F	FREQUENCY METER
	CABLE HEAD	G	EARTH FAULT INDICATING LAMP
	POWER CAPACITOR WITH SERIES REACTOR AND DISCHARGE COIL		
CLR	CURRENT LIMITING RESISTOR		
	SURGE SUPPRESSOR	S	CHANGE OVER SWITCH FOR AMMETER
	RECTIFIER	S	CHANGE OVER SWITCH FOR VOLTMETER
	EARTH	MOF	METERING OUTFIT
EMG	DIESEL ENGINE GENERATOR	R	RESISTER FOR NEUTRAL GROUNDING
1φ	SINGLE-PHASE		
3φ	THREE-PHASE		

REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

AIRFIELD LIGHTING SYSTEM — STAGE I / STAGE II — AUG.1979

CONNECTION DIAGRAM - I

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FEASIBILITY STUDY

JAPAN INTERNATIONAL COOPERATION AGENCY

SUB STATION A

(MAIN SUBSTATION)

PASSENGER TERMINAL BUILDING, APRON FLOOD LIGHTING FOR PASSENGER APRON & STREET LIGHTING

SUB STATION B

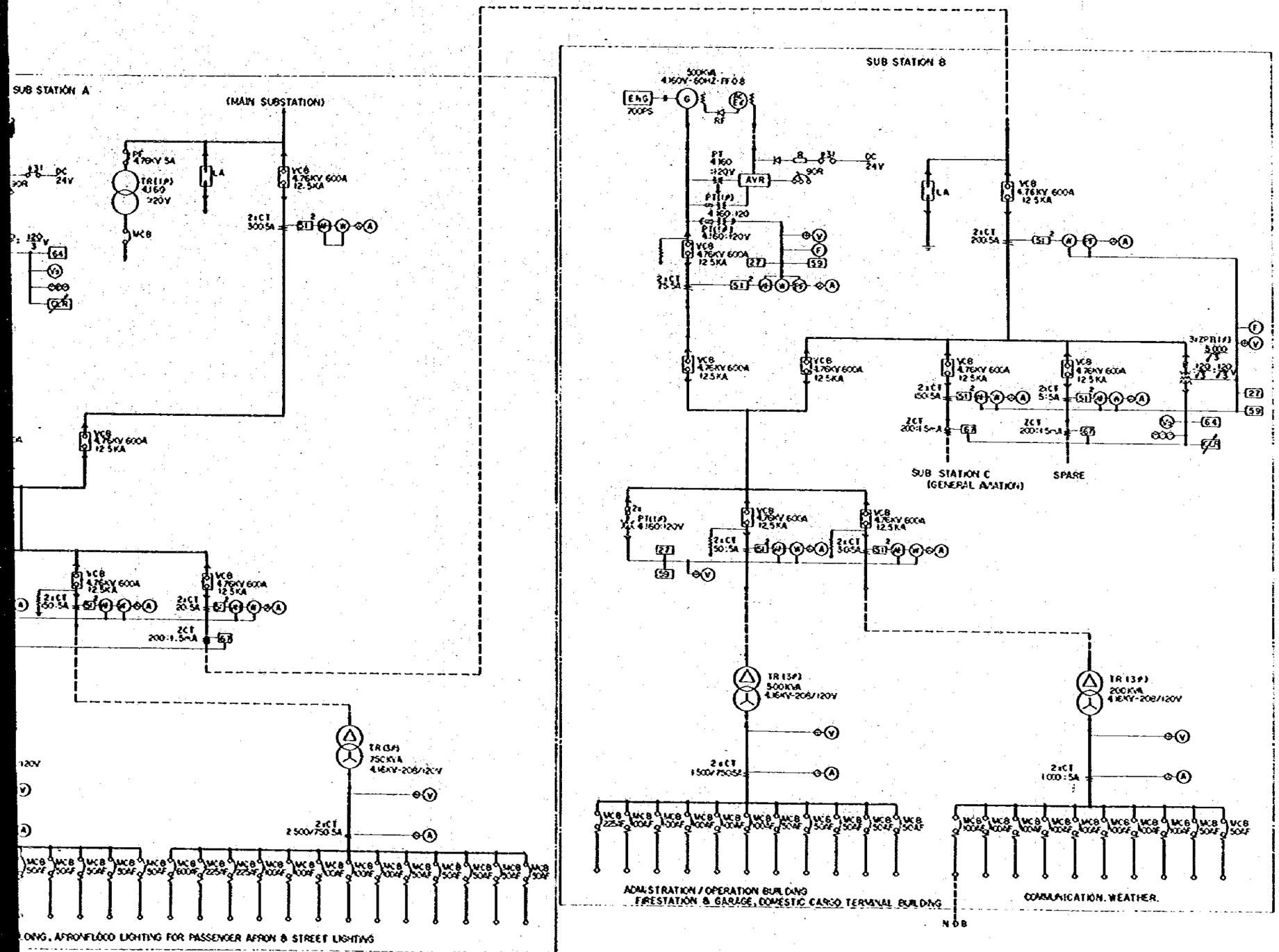
SUB STATION C
(GENERAL AVIATION)

SPARE

ADMISTRATION / OPERATION BUILDING
FIRESTATION & GARAGE, DOMESTIC CARGO TERMINAL BUILDING

COMMUNICATION, WEATHER.

NOB



REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

AIRFIELD LIGHTING SYSTEM STAGE I STAGE II AUG.1979

CONNECTION DIAGRAM - 2

28

FEASIBILITY STUDY

JAPAN INTERNATIONAL COOPERATION AGENCY

SUBSTATION C

(SUBSTATION B)

TR (3Φ) 100 KVA 4.16KV-208/120V

MCB 300AF

2 x CT 300 5A

MCB 100AF

GENERAL AVIATION FACILITIES, APRONFLOOD LIGHTING FOR G/A APRON & STREET LIGHTING

SUBSTATION E

TR (3Φ) 150KVA 4.16KV-208/120V

100KVA 208V-60Hz-PF0.8

ENG 166PS

AVR

MCB 300AF

2 x CT 300 5A

MAINTENANCE FACILITIES & APRONFLOOD LIGHTING FOR MAINTENANCE APRON

SUBSTATION D

TR (3Φ) 100KVA 4.16KV-208/120V

ENG 29PS

MCB 50AF

2 x CT 50 5A

VOR / DME

SUBSTATION F

TR (3Φ) 100 KVA 4.16KV-208/120V

ENG 166PS

MCB 300AF

2 x CT 300 5A

XX

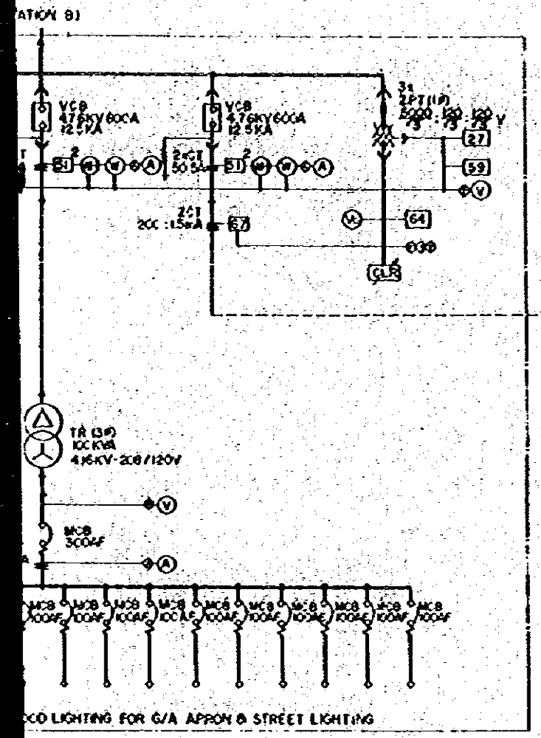
SUBSTATION G (ILS GP/DME)

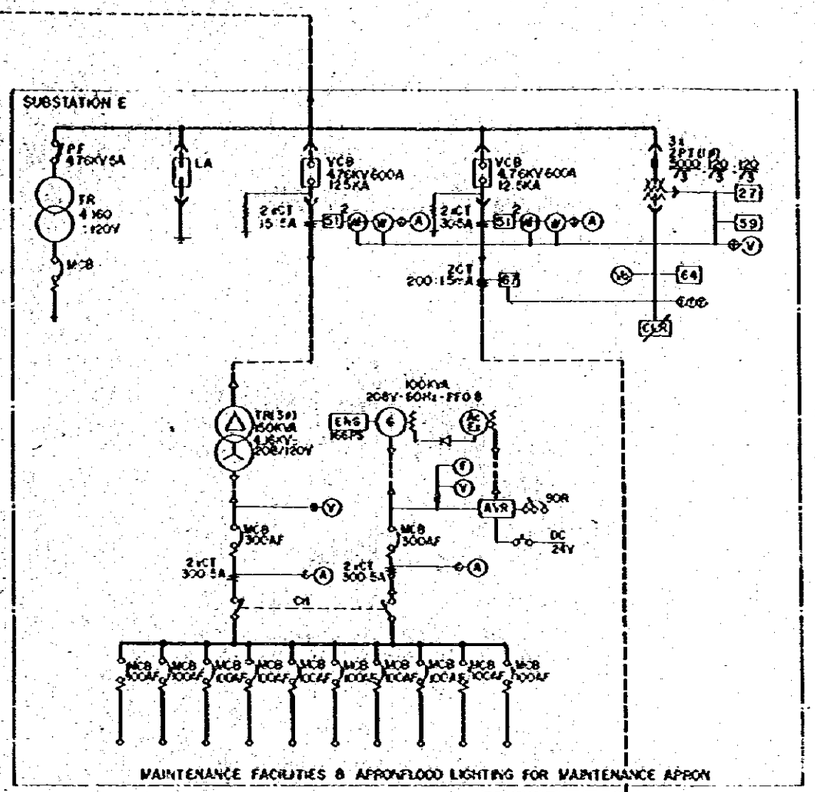
(SUBSTATION B)

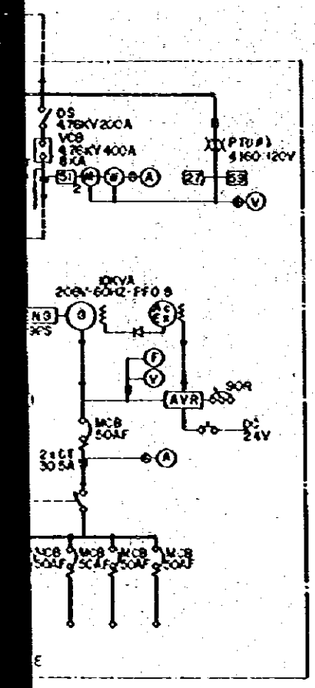
MCB 100AF

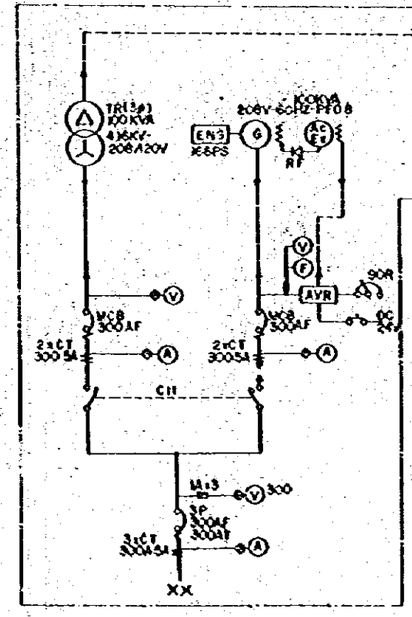
2 x CT 100 5A

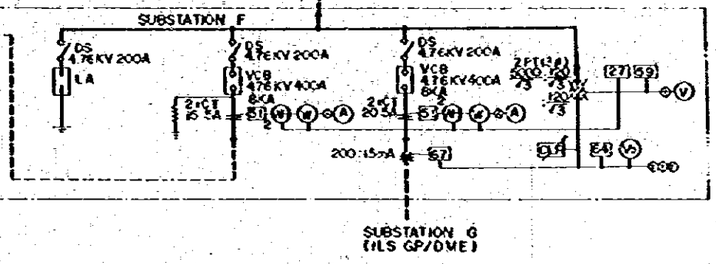
NDB

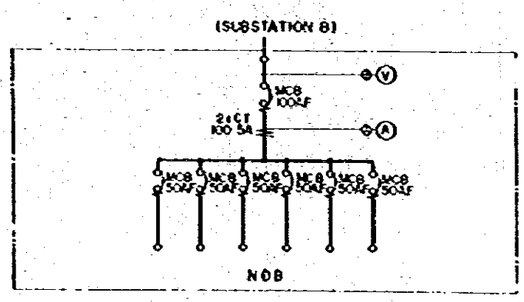












REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

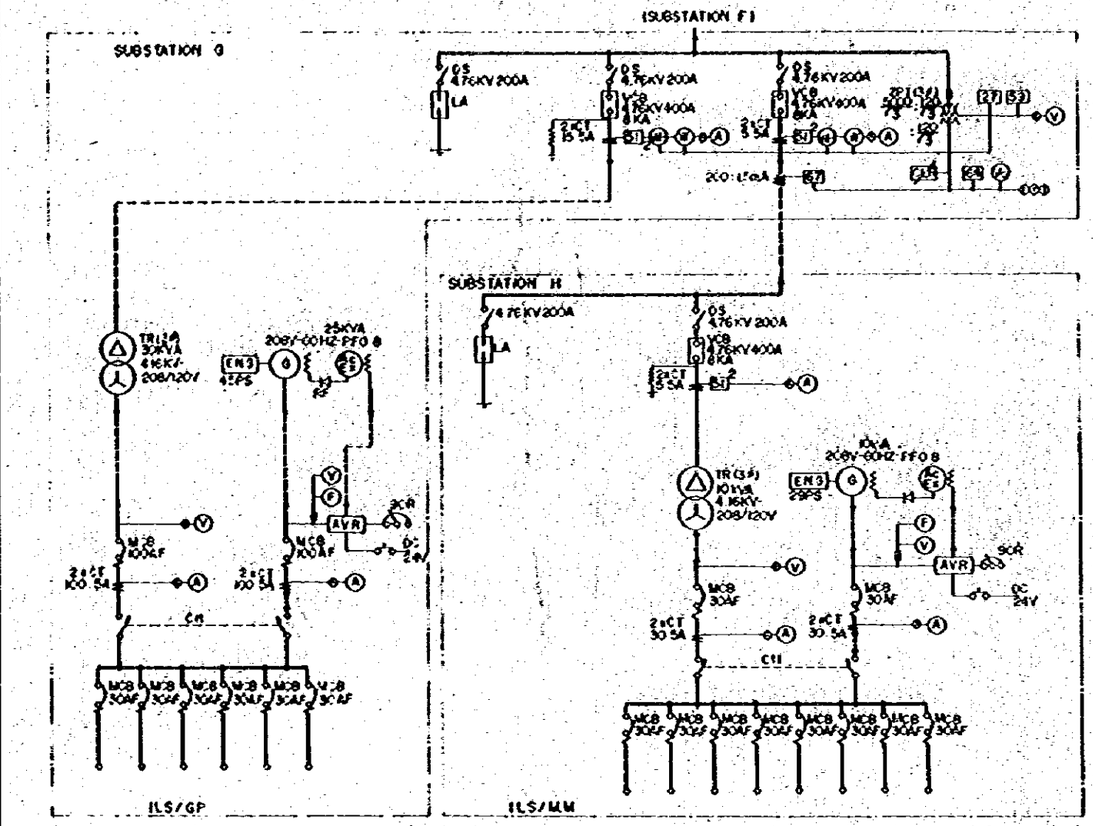
AIRFIELD LIGHTING SYSTEM — STAGE I / STAGE II — AUG.1979

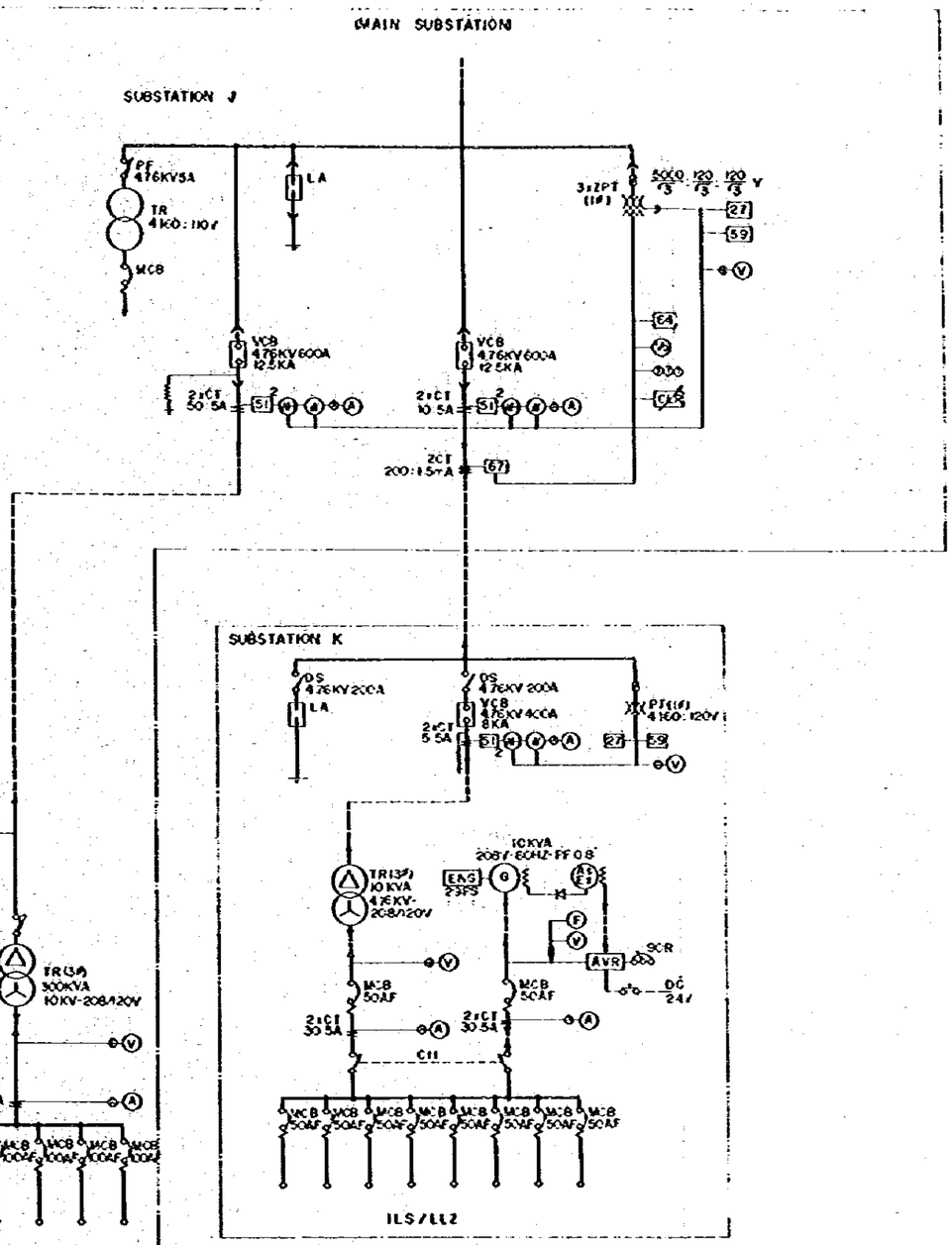
CONNECTION DIAGRAM - 3

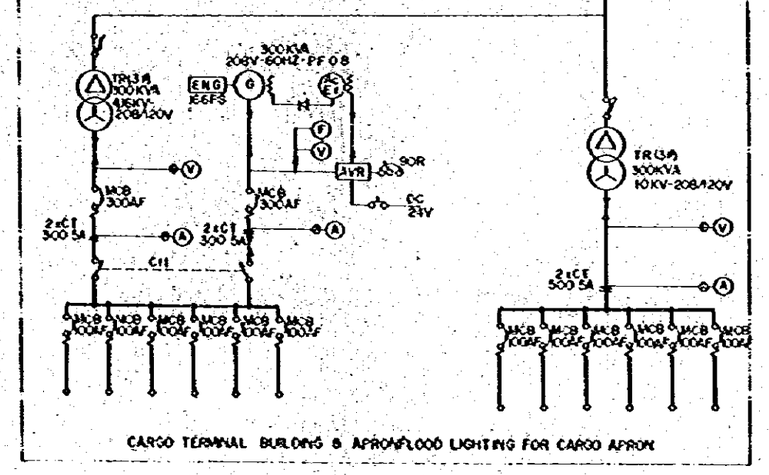
29

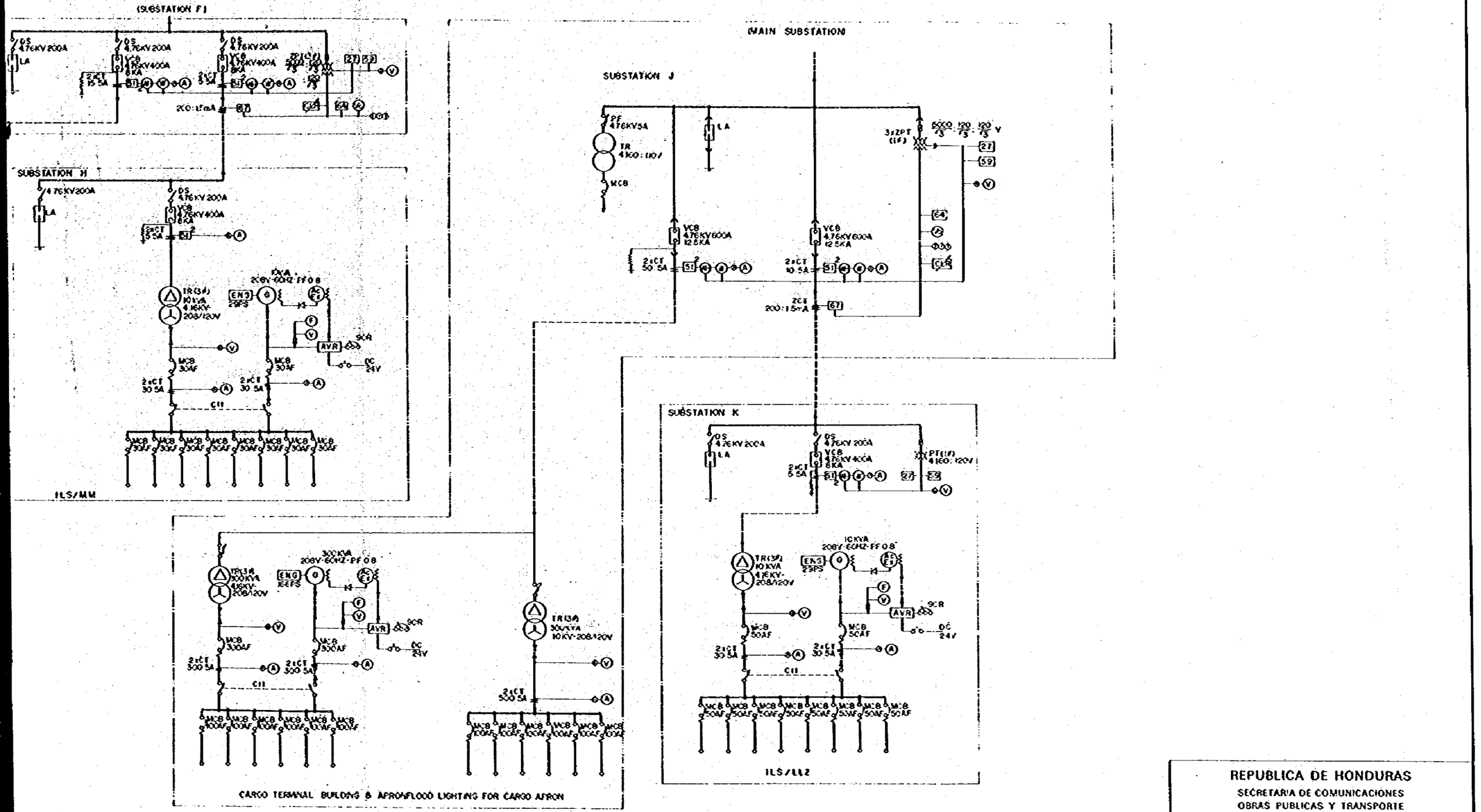
FEASIBILITY STUDY

JAPAN INTERNATIONAL COOPERATION AGENCY

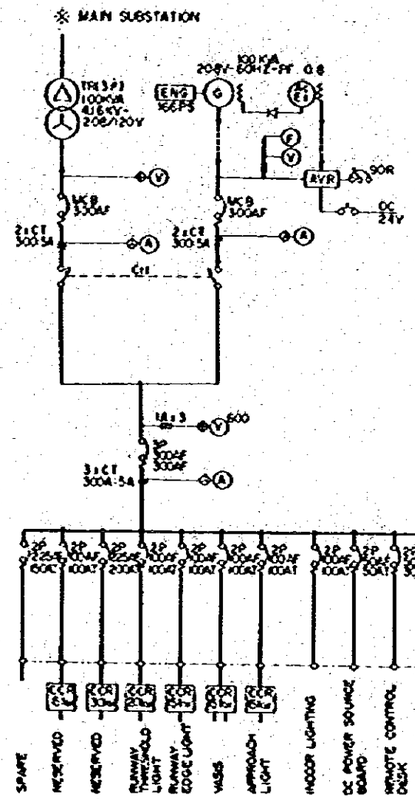

SUBSTATION G
SUBSTATION F1
SUBSTATION H
ILS/GP
ILS/MM

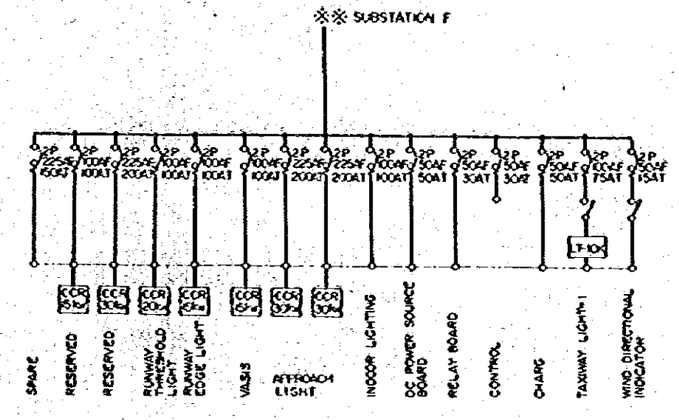

MAIN SUBSTATION
SUBSTATION J
SUBSTATION K
ILS/LL2

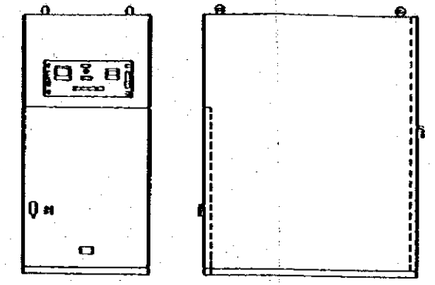

CARGO TERMINAL BUILDING & APRONFLOOD LIGHTING FOR CARGO APRON



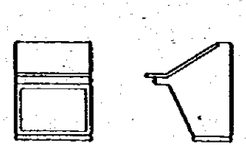
REPUBLICA DE HONDURAS	
SECRETARIA DE COMUNICACIONES OBRAS PUBLICAS Y TRANSPORTE	
NEW TEGUCIGALPA AIRPORT DEVELOPMENT	
AIRFIELD LIGHTING SYSTEM	STAGE I STAGE II / AUG 1979
CONNECTION DIAGRAM - 4	30
FEASIBILITY STUDY	
JAPAN INTERNATIONAL COOPERATION AGENCY	



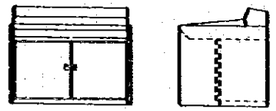




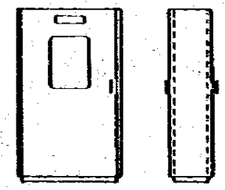
CCR



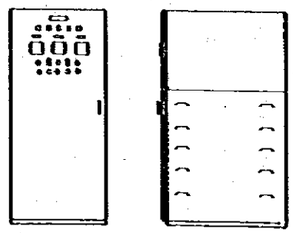
REMOTE CONTROL DESK
(TOWER)



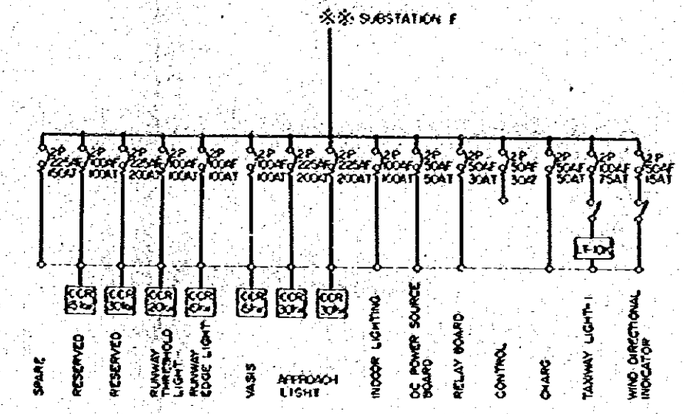
LOCAL CONTROL DESK

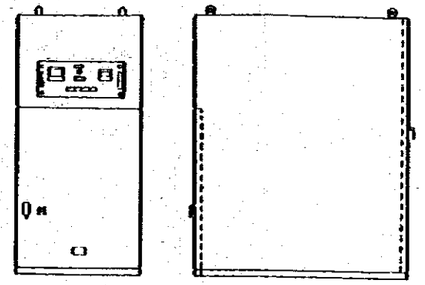


RELAY BOARD



DC POWER SOURCE BOARD

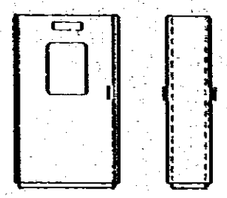




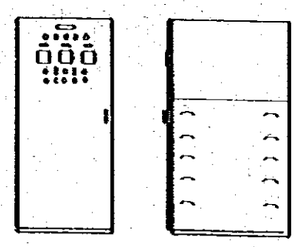
C.C.R.

REMOTE CONTROL DESK (TOWER)

LOCAL CONTROL DESK

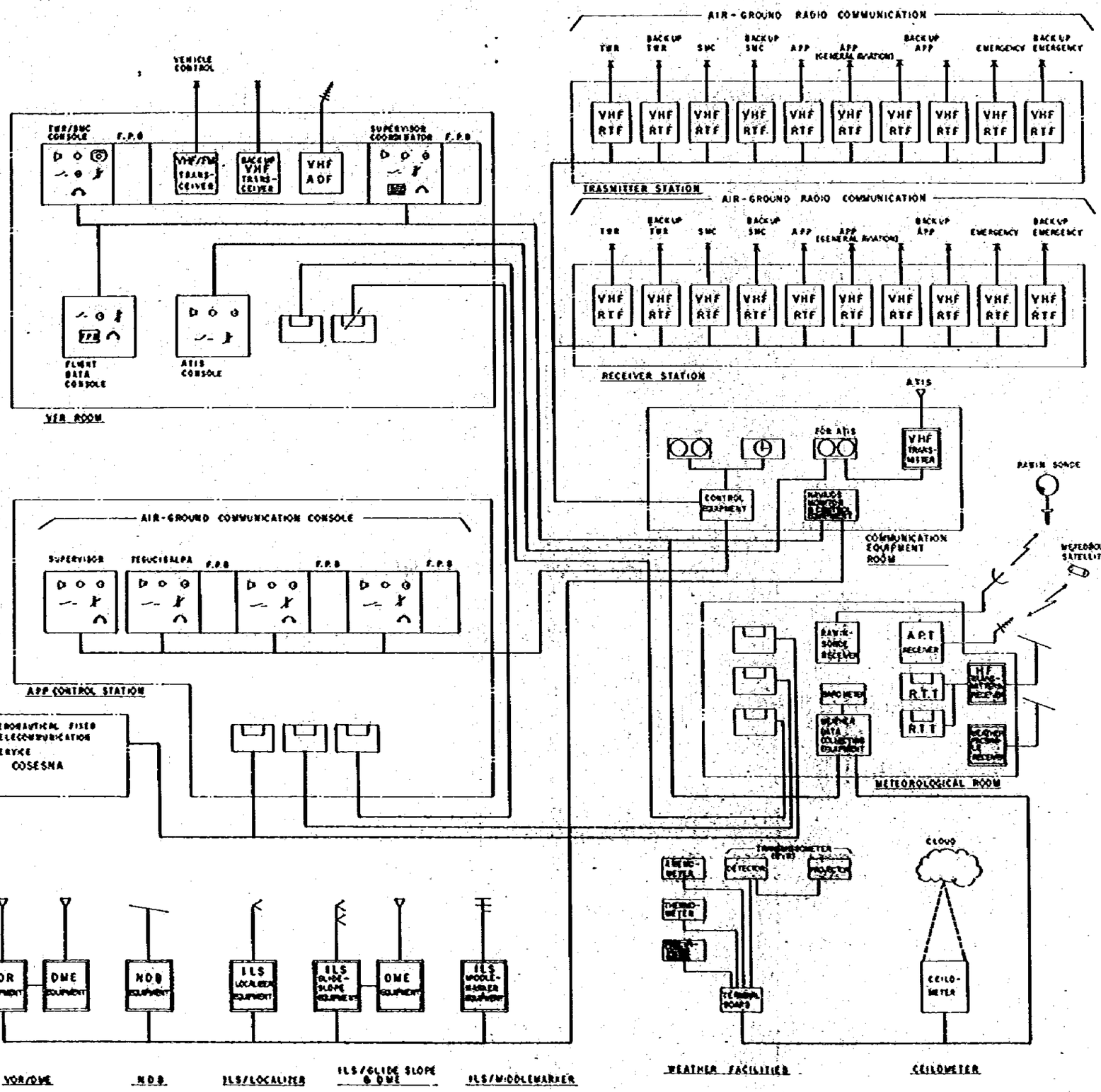


RELAY BOARD



DC POWER SOURCE BOARD

REPUBLICA DE HONDURAS SECRETARIA DE COMUNICACIONES OBRAS PUBLICAS Y TRANSPORTE	
NEW TEGUCIGALPA AIRPORT DEVELOPMENT	
AIRFIELD LIGHTING SYSTEM CONNECTION DIAGRAM - 5 FEASIBILITY STUDY	STAGE I STAGE II AUG. 1979 31
JAPAN INTERNATIONAL COOPERATION AGENCY	



LEGEND:

- LOUDSPEAKER
- MICROPHONE
- VOLUME CONTROL
- TX/RX CHANNEL SELECTOR
- CLOCK
- LANDLINE TELEPHONE
- METEOROLOGICAL INDICATOR (WIND SPEED AND DIRECTION, RUNWAY VISUAL RANGE, ATMOSPHERIC PRESSURE)
- TIME SIGNAL GENERATOR
- MAGNETIC TAPE RECORDER AND REPRODUCER
- NAV. MON. NAVIGATION MONITOR
- VHF / UHF NON-DIRECTIONAL ANTENNA
- VHF / UHF DIRECTIONAL ANTENNA
- TRAVELLING WAVE TYPE ANTENNA
- HF WIDE BAND ANTENNA
- CORNER REFLECTOR TYPE DIRECTIONAL ANTENNA
- PARABOLIC REFLECTOR ANTENNA
- OMNI-RANGE ANTENNA
- TELETYPEWRITER
- OVAL TYPE EQUIPMENT

ATT	RADIOTELETYPEWRITER
RTF	RADIOTELEPHONE
TWR	AERODROME CONTROL
SMC	SURFACE MOVEMENT CONTROL
APP	APPROACH CONTROL
FPB	FLIGHT PROGRESS BOARD
ATIS	AUTOMATIC TERMINAL INFORMATION SERVICE

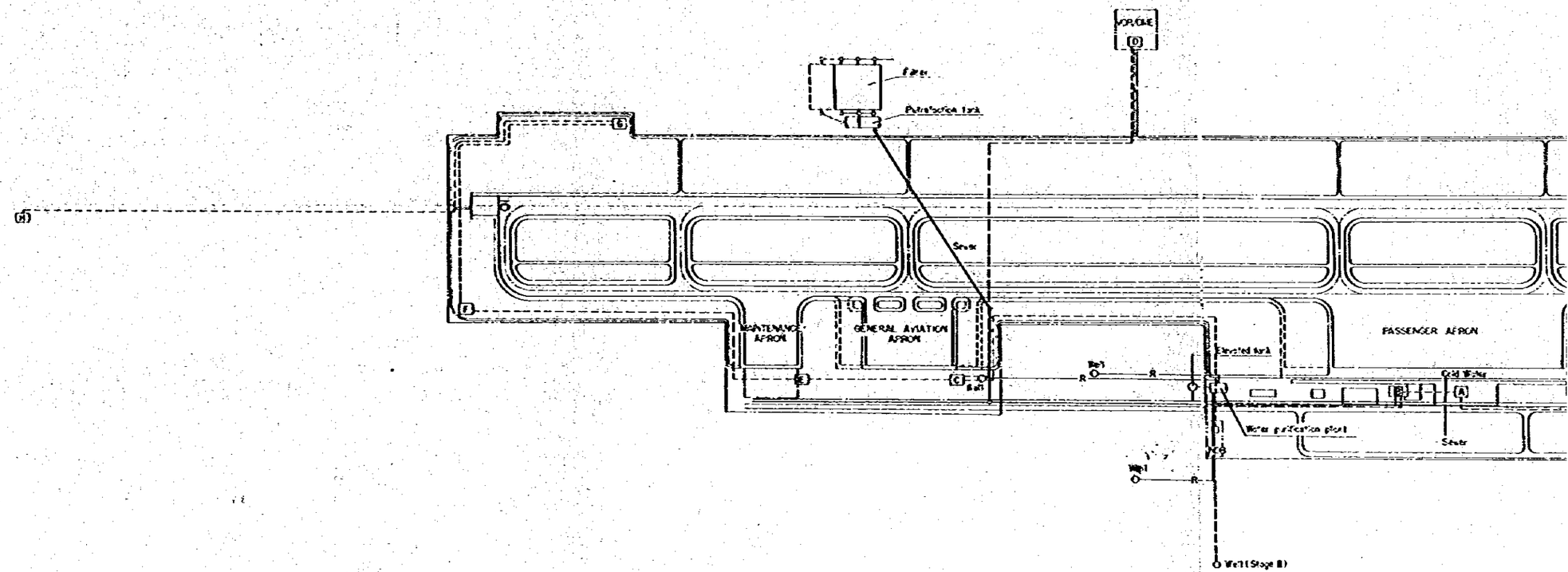
REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES OBRAS PUBLICAS Y TRANSPORTE

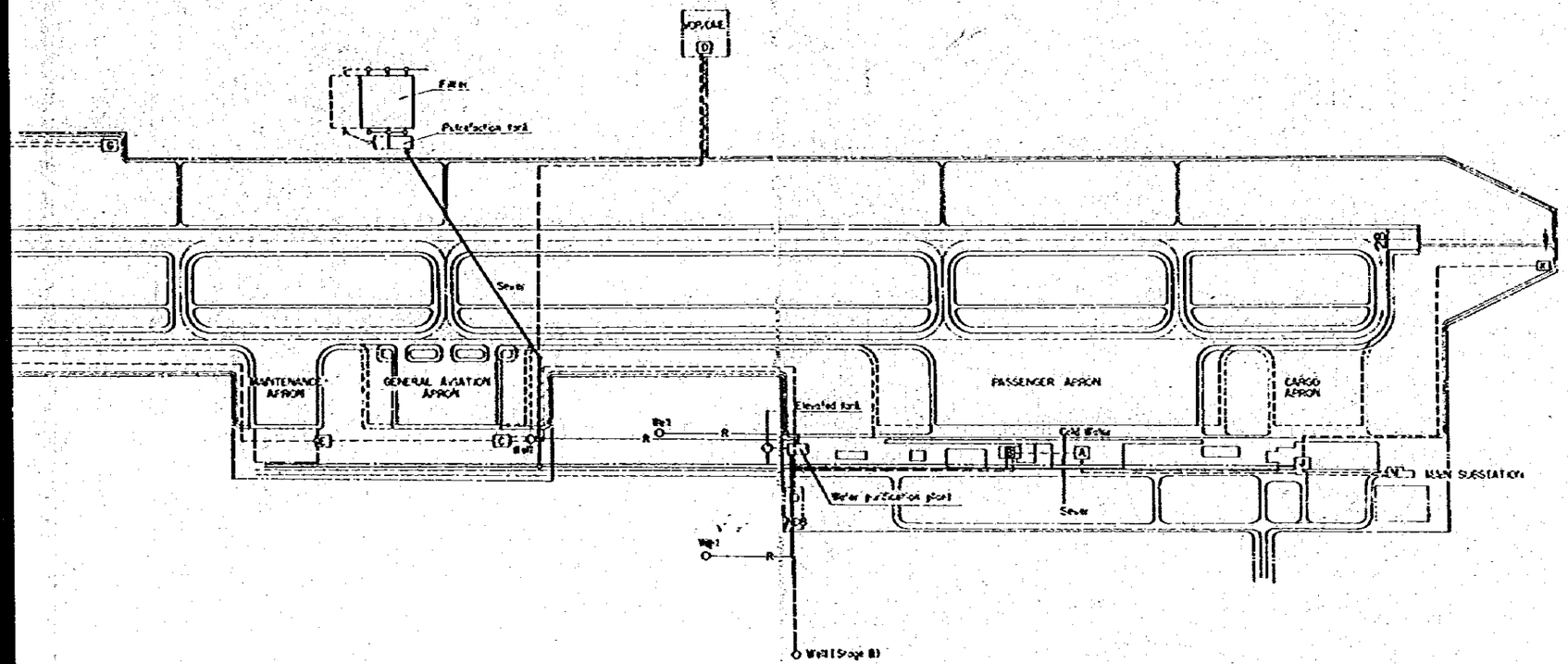
NEW TEGUCIGALPA AIRPORT DEVELOPMENT

RADIO NAV-AIDS, TELECOMMUNICATION AND METEOROLOGICAL SYSTEMS — AUG. 1979

FEASIBILITY STUDY — 33

JAPAN INTERNATIONAL COOPERATION AGENCY


MAINTENANCE APRON
GENERAL AVIATION APRON
PASSENGER APRON
Elevated tank
Water purification plant
Sewer
Well (Stage II)



REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

UTILITY PLAN

AUG 1979

FEASIBILITY STUDY

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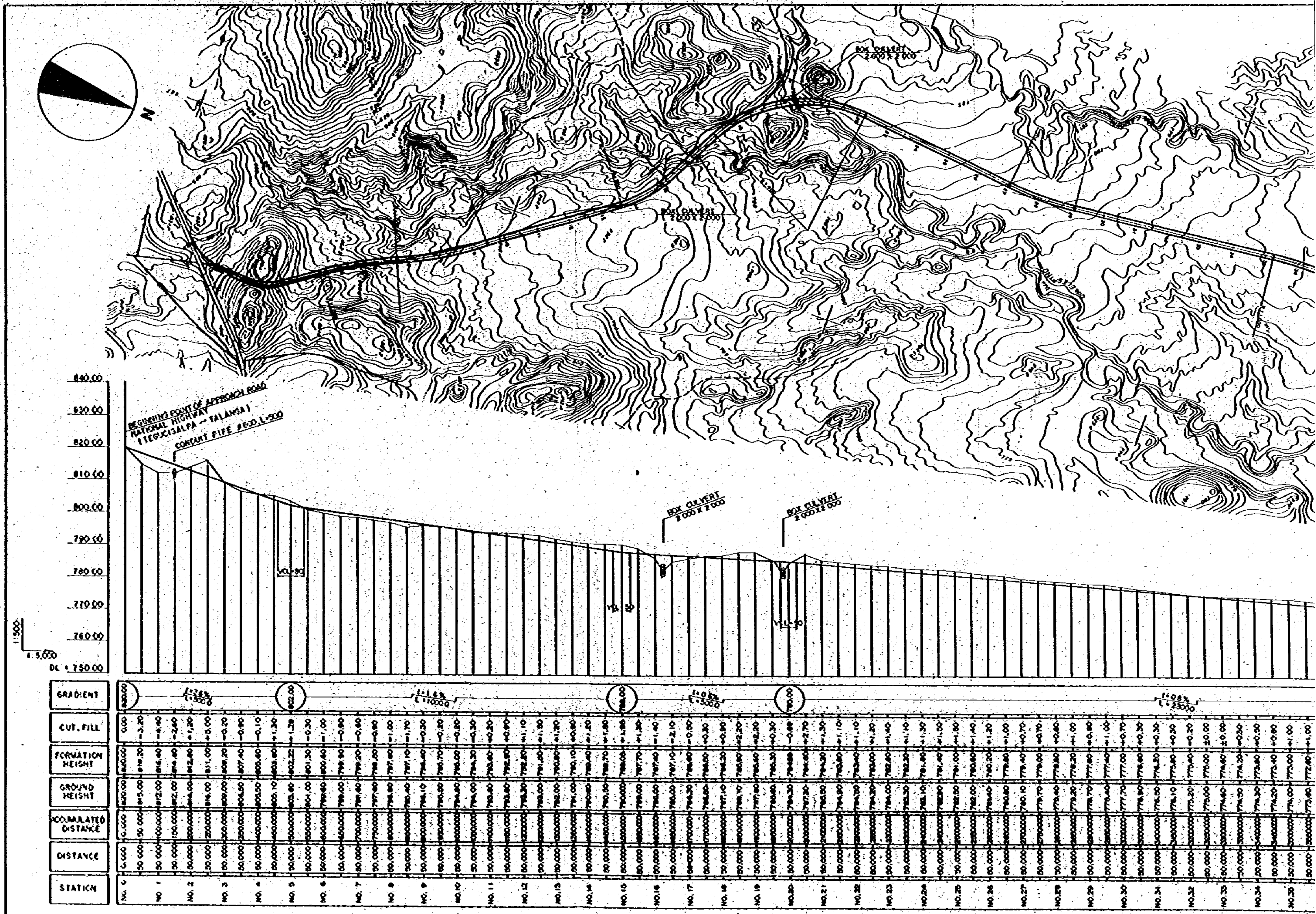
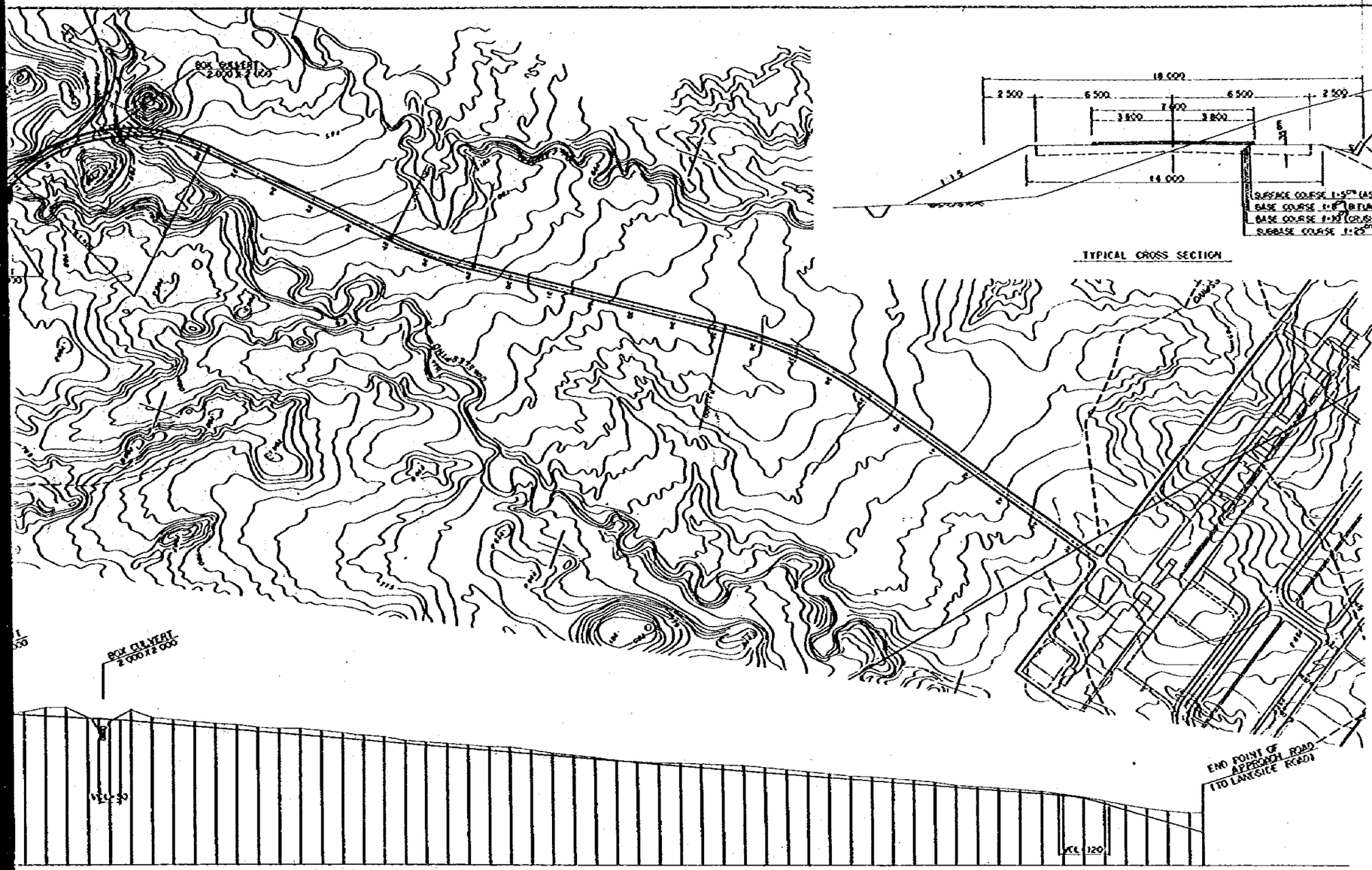
JAPAN INTERNATIONAL COOPERATION AGENCY


N
BOX CULVERT 2.000 X 2.000
BOX CULVERT 2.000 X 2.000
840.00
830.00
820.00
810.00
800.00
790.00
780.00
770.00
760.00
DL = 750.00
1:500
1:5,000
BEGINNING POINT OF APPROACH ROAD
NATIONAL HIGHWAY
(TEGUCIGALPA ~ TALANGA)
CONDUIT PIPE ø600, L=500
BOX CULVERT 2.000 X 2.000
BOX CULVERT 2.000 X 2.000
GRADIENT
CUT, FILL
FORMATION HEIGHT
GROUND HEIGHT
ACCUMULATED DISTANCE
DISTANCE
STATION



TYPICAL CROSS SECTION

GRAPHIC SCALE

0 100 200 300 400 500M

1:5,000

REPUBLICA DE HONDURAS
SECRETARIA DE COMUNICACIONES
OBRAS PUBLICAS Y TRANSPORTE

NEW TEGUCIGALPA AIRPORT DEVELOPMENT

APPROACH ROAD

AUG 1979

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FEASIBILITY STUDY

JAPAN INTERNATIONAL COOPERATION AGENCY