

Appendix B

Sheet 2 - Existing Airport Layout Drawing

3/3/2011 Memo Item Number*	2008 ALP	2011 Proposed ALP *	NOTES
1	Runway elevation data	On-site check of runway data to ensure it is correct. Revised all Runway elevation data relative to landing thresholds, displaced thresholds, high points, low points, and Touch Down Zone elevations to reflect NAVD 88 vertical datum.	Reflects 2011 conditions. Update made due to previous ALP elevations denoted using NAVD 27; have been updated to reflect NAVD 88 data.
2	Embraer	Updated Embraer facility to show expansion of Building N-22 (north side area)	Reflects 2011 conditions.
3	Sheltair	Updated Sheltair facility by adding Building N-12 to the drawing (north side area) – new structure	Reflects 2011 conditions.
4	AeroTerm	Removed canopy from AeroTerm Building N-19 (north side area)	Reflects 2011 conditions.
5	Building N-16	Removed Building N-16, which was demolished, from the drawing (adjacent Building N-15 and N-17, north side area)	Reflects 2011 conditions.
6	Maxihut	Removed Maxihut structure located south of Taxiway C, west of Taxiway E, and north of SW 39th Street. (AT&T Maxihut communications center.)	Reflects 2011 conditions. Removal of the Maxihut structure is in process (<i>see Sheet 3 Future Airport Layout Drawing, Item 29</i>)
7	Localizer Critical Areas on all runways	Modified Localizer Critical Areas on all runways to current safety area standards	Planning item depicted on ALP to reflect FAA standards.
8	Localizer Critical Areas on Runway 13 Threshold	Deleted Localizer Critical Area depicted at Runway 13 threshold (31 Approach Localizer)	Planning item depicted on ALP to reflect FAA standards.
9	Localizer Critical Areas on 9R Runway Threshold	Deleted Localizer Critical Area depicted at Runway 9R threshold (27L Approach Localizer)	Planning item depicted on ALP to reflect FAA standards.

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10	Buildings N-19 and N-12	Removed portions of Building N-19 and Building N-12 that have been demolished from the Building Legend (reflected in aerial imagery)	Reflects 2011 conditions.
11	Building N-24 and N-25	Added newly constructed Building N-24 and Building N-25 to the Building Legend (reflected in aerial imagery)	Reflects 2011 conditions.
12	Building N-39	Expanded Building N-39 (reflected in aerial imagery)	Reflects 2011 conditions.
13	Airfield geometry	Updated airfield geometry for Taxiways A4, B, B1, B2, B3, B4, B5, D, E, Q, S, and T5 (reflected in aerial imagery) Revised Sheet to reflect current 2011 conditions; modifications made due to receipt of enhanced aerial photography. Updated geometry better reflects actual conditions versus 2008 ALP.	Reflects 2011 conditions.
14	Taxiway E1	Removed Taxiway E1 from the drawing (reflected in aerial imagery). Revised Sheet to reflect current 2011 conditions	Reflects 2011 conditions.
15	Taxiway E3	Removed Taxiway E3 from the drawing (reflected in aerial imagery). Revised Sheet to reflect current 2011 conditions	Reflects 2011 conditions.
16	Service Road	Removed the Service Road adjacent to Taxiway D and Q that was near the midpoint of Runway 13/31 (reflected in aerial imagery)	Reflects 2011 conditions.
17	VOR	Relocated VOR to temporary position south of Taxiway C near Runway 9L threshold	VOR moved to make way for Taxiway C East. FAA FINDING OF NO SIGNIFICANT IMPACT (FONSI), DATED: JULY 30, 2010
18	Taxiways H, H1, H2, H3, H4, and a section	Taxiway H, H1, H2, H3, H4, and a section of Taxiway Q south of Runway 9R/27L are closed and	Reflects 2011 conditions.

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	of Taxiway Q	will be decommissioned (south of Runway 9R/27L)	
19	Taxiway B7	Labeled Taxiway B7 near Runway 27R threshold; east of 9L/27R, Revised sheet to reflect current 2011 conditions; was inadvertently left off 2008 ALP.	Reflects 2011 conditions.
20	Building W-24	Removed Building W-24, which was demolished, from the Building Legend (not reflected in aerial imagery). Revised sheet to reflect current 2011 conditions; building demolished following capture of aerial imagery.	Reflects 2011 conditions; building demolished following capture of aerial imagery.
21	Ramp Control Label	Added Ramp Control label, adjacent to Building N 35, to the drawing. Revised sheet to reflect current 2011 conditions; was inadvertently left off 2008 ALP.	Reflects 2011 conditions.
22	Taxiway E	Widened Taxiway E pavement near intersection with Runway 13/31 Revised sheet to reflect current 2011 conditions; modifications made due to receipt of enhanced aerial photography. Updated geometry better reflects actual conditions versus 2008 ALP.	Reflects 2011 conditions.
23	Remote Transmitter Radar	Relocated RTR (remote transmitter radar antenna) from south of SW 39th Street to location between SW 42nd Ct. and Lee Wagener Blvd. (on airport). Revised sheet to reflect current 2011 conditions; was inadvertently left off 2008 ALP. No actual change took place. Action took place in 2007.	Reflects 2011 conditions.
24	Notes and Legends	Updated drawing notes and legends as appropriate to reflect current 2011 conditions.	Reflects 2011 conditions.

* Items 1 through 24: Landrum & Brown Memorandum to Ms. Rebecca Henry, FAA, Orlando Airports District Office, From: Tom Cornell (L&B) on behalf of the Broward County Aviation Department. RE: FLL Runway Geometry Update – Record of Changes. Dated: March 3, 2011. A copy of this memorandum is provided in **Appendix A, 2011 Proposed Airport Layout Plan**. A subsequent memorandum provided to the FAA on May 4, 2011 clarified information in the March 3, 2011 memorandum. Copies of both memorandums are included in Appendix A.

Sheet 3 - Future Airport Layout Drawing

3/3/2011 Memo Item Number*	2008 ALP	2011 Proposed ALP*	NOTES
25	Designations for 9L/27R and 9R/27L	Changed designations for Runway 9L/27R and 9R/27L to Runway 10L/28R and 10R/28L, respectively. Revised all runway elevation data relative to landing thresholds, displaced This is a result of changes in magnetic declination of the earth.	Existing runway designator off by 6.7-degrees West. Changing at a rate of 0.5-minutes West per year.
26	Expansion of 9R/27L Runway and associated taxiways	Runway 9R/27L (Runway 10R/28L) and associated taxiways revised to reflect BCAD 60% design drawings. Runway end elevations are now 10.0 feet MSL for the Runway 9R (10R) threshold and 64.9 feet MSL for the Runway 27L (28L) threshold.	See the Written Re-Evaluation, Section 1.3 <i>Proposed Changes to the Previously Approved Action</i> for a discussion of the changes to the runway and taxiway, including the changes in runway end elevations due to the change in runway/taxiway profile.
27	Runway 9R/27L topography	Runway 9R/27L (10R/28L) topography was not shown on the 2008 ALP; topography is not expected until the 90% design submittal and therefore cannot be included on the Proposed ALP at this time.	Topography to be added when available.
28	MALSR System for 9R/27L	Changed the approach light system for Runway 9R/27L (10R/28L) from a MALSR to a MALSF. 2008 ALP indicated a MALSR for 9R Runway end approach light system. The change was done to reduce impacts from installation of the lighting system and to reduce costs. The MALSF offers the same capability for approach lighting given the CAT I approach system proposed for the south runway. The MALSF is 1,400 feet long compared to a 2,400 foot MALSR.	See the Written Re-Evaluation, Section 1.3 <i>Proposed Changes to the Previously Approved Action</i> for a discussion of the changes to the approach light system.
29	Maxihut	Relocated Maxihut facility adjacent to the Lee Wagener Blvd overpass of I-95. Maxihut facility	Relocate Maxihut structure (see Sheet 2) Existing Airport

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		was not shown on the 2008 ALP; the current location of the Maxihut structure is on airport property, and will be moved to another location on airport property.	Layout Drawing, Item 6)
30	EMAS on Runway 27R	BCAD Feasibility Study underway to extend EMAS to meet FAA standards. EMAS at Runway End 27R to be extended and existing localizer to be relocated..	Revised drawing to reflect proposed project.
31	Terminal 4 Canopy	Terminal 4 Canopy Extension Project added to the drawing.	Extension of Terminal 4 overhead canopy to the east 120'.The curbside canopy including structural steel, roofing, stucco, lighting, roof drains, and miscellaneous related construction.
32	Concourse "A " Area	2008 ALP depicted Concourse A development in this location. Additional Remote Overnight (RON) pavement is needed on the airfield due to aircraft operations. This will take the place of the Concourse A project (below). RON (Remote Overnight) pavement and lighting project, east of Terminal 1, added to the drawing	Remote overnight aircraft parking area (RON) and ground service equipment (GSE) parking area east of the existing concourse "b" and taxilane. It will also include partial removal of the existing Airport Operation Area (AOA) fence and the installation of a temporary fence to allow the project to remain landside during most of the construction. Ultimately a new AOA fence line around the new RON/GSE area will be installed.
33	Concourse "A"	2008 ALP showed the development area for Concourse A. BCAD has determined this is not a feasible project at this time. Area to be used for RON. Removed proposed Concourse A	Removed from drawing.

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		project from the drawing	
34	NAVAIDS (VOR/DME, ASOS, and ASR)	<p>2008 ALP did not depict the correct locations of these NAVAIDS. The VOR/DME and ASOS are being moved due to Taxiway C East project. The VOR (Very High Frequency Radio-range) and the DME (Distance Measuring Equipment) antenna temporarily relocation and permanent location are shown on the drawing. The ASOS (Automated Surface Observing System) equipment is shown on the drawing as located on the west side of the airport and to the north of 9L/27R.</p> <p>The ASR-9 requires relocation due to the south runway project (listed as a connected action in the FEIS), and is depicted on the drawing.</p>	<p>FAA FONSI, July 30, 2010 Taxiway C Extension and Very High Frequency Radio-range (VOR) Relocation at FLL.</p> <p>The ASR-9 was assessed in the FEIS.</p> <p>Reimbursable Agreements for VOR/DME and ASR have been executed with FAA. An ASOS relocation study is being completed by FAA.</p>
35	Building E-29	2008 ALP showed this building being as being removed. Building to be retained due to need for indoor storage space. Storage will comply with FAA RSA standards. "Building E-29 To Be Removed" label to be removed from drawing.	Labeling change to the ALP drawing.
36	Sheltair West Airfield	2008 ALP did not depict the expanded development of this facility. Expanded facility is adjacent to Runway 9R (10R) threshold.	Drawing revised to depict proposed development.
37	Taxiway C Extension	2008 ALP depicted the taxiway extension without the engineering and design modifications. Taxiway design has been modified to show changes to proposed midfield taxiway system design changes.	FAA FONSI, July 30, 2010 Taxiway C Extension and Very High Frequency Radio-range (VOR) Relocation at FLL
38	Terminal	2008 ALP identified a terminal footprint. The 2011 Proposed ALP reflects a revised and proposed future terminal footprint for planning purposes. Included Phase 1 and Ultimate	Within the Terminal Area envelope identified in the FEIS.

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		Terminal development plans in the drawing	
39	Airport Reference Point (ARP)	Changes to the airfield configuration (from a three runway airport to a two runway airport) require an updated future ARP	ARP is calculated per FAA AC 150/5300-13, Appendix 3. (1, a,b,c).
40	Localizer for Runway 9L	Per FAA Air Traffic, the localizer is to be moved out of the critical area; this item relates to Item 30, above. Localizer is being moved to accommodate an extended EMAS. Depicted relocated localizer for Future Runway 9L (10L) approaches on the drawing. Localizer was relocated approximately 225 feet to the east.	Revised drawing to reflect change.
41	Security Gate 174	Removal made to reflect encroachment of future runway expansion. Removed Security Gate 174 adjacent to Taxiway J4 from the RGU	Location of existing Gate 174 is currently in the foot print of the future south runway.
42	Concourse H Building E-4	2008 ALP did not reflect the demolition of this building. Building E-4 will be removed to allow required taxilane wingtip separation between terminal and south runway retaining wall. Identified Building E-4, Concourse H, as "Proposed Demolition"	Within the Terminal Area envelope identified in FEIS.
43	Notes and Legends	Additional information provided on the 2011 ALP. Updated drawing notes and legends as appropriate	Additional information provided on 2011 ALP.

* Items 25 through 43: Landrum & Brown Memorandum to Ms. Rebecca Henry, FAA, Orlando Airports District Office, From: Tom Cornell (L&B) on behalf of the Broward County Aviation Department. RE: FLL Runway Geometry Update – Record of Changes. Dated: March 3, 2011. A copy of this memorandum is provided in **Appendix A, 2011 Proposed Airport Layout Plan**. A subsequent memorandum provided to the FAA on May 4, 2011 clarified information in the March 3, 2011 memorandum. Copies of both memorandums are included in Appendix A.

Sheet 4 – Airport Data Sheet

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Sheet 4 – Airport Data Sheet

	Airport Data Table	<u>Airport Data (AD) Table</u> <ul style="list-style-type: none"> - Airport Elevation - Airport Reference Point (ARP) - Magnetic declination - Design Aircraft - Airport Reference Code (ARC) - Air Traffic Control Tower 	AD Table –future airport elevation 64.9 feet based on revised 9R/ 27L profile; updated future ARP based on ultimate 2 runway system; updated magnetic declination; ultimate ARC based on design aircraft B777-200, D-V; added ATCT cab floor and top elevation.
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- * Items 44 through 46: Landrum & Brown Memorandum to Ms. Rebecca Henry, FAA, Orlando Airports District Office, From: Tom Cornell (L&B) on behalf of the Broward County Aviation Department. RE: FLL Runway Geometry Update – Record of Changes. Dated: March 3, 2011. A copy of this memorandum is provided in **Appendix A, 2011 Proposed Airport Layout Plan**. *A subsequent memorandum provided to the FAA on May 4, 2011 clarified information in the March 3, 2011 memorandum. Copies of both memorandums are included in Appendix A.*

**“Enabling Projects” Identified in Engineering Report for the
Runway Expansion Project**

The BCAD engineering report¹ identified that the runway expansion project will have impacts on a number of existing facilities, primarily within the existing airport boundary. These projects were identified in the BCAD report as “Enabling Projects, Related Projects, and Interfaces”:

1. Relocation or accommodation of Gulfstream Airways Aircraft Maintenance Hangar (W22 and apron). This is located directly west of the new runway, and was identified in the FEIS as needing to be demolished.
2. Relocation of Holland Sheltair (W31, Jet Center) South Hangar and Apron. This facility is located on the west side of the airport adjacent to the outer dual parallel taxiway; identified in the FEIS as needing to be partially demolished due to penetrations to FAA Part 77 surfaces.
3. Relocation or termination of Airport Perimeter Road; identified in the FEIS as a *connected action*. This is in the western area that is encroaching into the Expansion of Runway 9R-27L Object Free Area (ROFA).
4. Relocation or decommissioning of the ASR-9; was identified in the FEIS as a *connected action* and on the 2008 ALP as needing to be relocated. This NAVAID is located in the path of the new taxiway configuration. This includes the relocation of the adjacent NOAA Weather Station
5. Acquisition and demolition of all or part of the Hilton Hotel; was identified in the FEIS as a *connected action* as needing to be acquired and demolished. A portion of the hotel is located in the RPZ to the west of the new runway.
6. Acquisition and demolition of all or part of the Dania Boat Sales; was identified in the FAA ROD as a *connected action*. This facility is located in the RPZ to the west of the new runway.
7. Relocation/demolition/accommodation of FLL vacant warehouse to east of south runway; was identified on the 2008 ALP as needing to be relocated and is within the limits of disturbance. These vacant buildings are located at the east end of the new runway.
8. Realignment of Taylor Road; was identified as being closed on the 2008 ALP. The 2011 Proposed ALP shows Taylor Road still to be closed, however a portion of Taylor Road east of U.S. 1 would be extended as N.E. 10th Street and

¹ Broward County Aviation Department Airport Expansion Program, Engineer's Report BP-1 60% Submittal for Consultant Design Services—Expansion of Runway 9R-27L, Fort Lauderdale-Hollywood International Airport (FLL), RLI No: R0729109R1, FAA Project No.: 3-12-0025-062-2009. Prepared by PBS&J, dated: February 4, 2011.

**“Enabling Projects” Identified in Engineering Report for the
Runway Expansion Project**

- connected to N.E. 7TH Avenue. This project is not within the airport property boundary.
9. Redevelopment of stormwater retention ponds if required; the Airport's existing stormwater was identified in the FEIS as needing to be modified for the runway expansion. .
 10. Potential establishment of new electrical vault for Concourse H Terminal 4 Replacement project; Terminal 4 is within the terminal envelope identified in the FEIS.
 11. Relocation of the Buckeye Pipeline outside the terminal area footprint; was identified in the FEIS in the cumulative impacts section as needing to be relocated for the runway expansion. Currently the pipeline wraps around the terminal structure and will need to be relocated further east to accommodate any future changes in terminals or the roadway system.
 12. Evaluate location of fill stockpiles for runway/taxiway embankment construction. The FEIS identified construction staging areas within the limits of disturbance.
 13. Coordination with the FAA for the installation of the runway status lights on Runway 9L-27R; for the north runway.
 14. Relocation of the mutual and staging area that is currently located within the Airport Operation Area (AOA) and west of the BCAD offices. The FEIS identified construction staging areas within the limits of disturbance.
 15. FAA NAVAIDS design, construction and commissioning for the expansion of Runway 9R-27L; was identified in the FEIS, is within the limits of disturbance, and shown on the 2008 ALP.
 16. Coordination with the FAA for the installation of the runway status lights on Runway 9R-27L; for the south runway.
 17. Relocate TECO natural gas line and isolation valve pits. An 8-inch gas line may have to be relocated during the construction of the east portion of the Runway/Taxiway Structure over U.S. 1 and isolation valve pits may have to be relocated for the construction of the new Taxiway P; is within the limits of disturbance identified in the FEIS.
 18. Demolition of Lancaster Steel Building. This building is located to the east of U.S. 1 and north of NE 10th Street, and is currently used by BCAD for storage; a portion of this building is within the limits of disturbance identified in the FEIS. This building falls within the runway footprint and must be removed.

**“Enabling Projects” Identified in Engineering Report for the
Runway Expansion Project**

19. Demolition of Port Everglades ID Office (former Alamo Car Rental Building) (E20); is partially within the limits of disturbance identified in the FEIS. This building is located just east of existing Taylor Road and must be removed as it falls in the footprint of the runway expansion.
20. Potential demolition of Lauderdale Boat Club Clubhouse. This structure is located just west of the proposed extension for Taxiway G and may have to be removed as it encroaches in the RPZ of the runway expansion. Currently under review by BCAD and the FAA.
21. Relocation of fiber optic cables; located within the limits of disturbance identified in the FEIS. Three (3) separate fiber optic cable runs have been identified in close proximity to the location of the Runway/Taxiway Structure over U.S. 1 and the FEC Railroad and may require relocation.

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The BCAD engineering report also noted that other projects may be needed to meet the requirements of the expansion of Runway 9R/27L and other elements of the program. These projects will be identified as engineering and design progresses.