

FT. LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT

PARTIAL AIRPORT LAYOUT PLAN UPDATE

BROWARD COUNTY BOARD OF COMMISSIONERS

- Barbara Sharief, Mayor
- Beam Furr, Vice-Mayor
- Tim Ryan, Commissioner
- Mark D. Bogen, Commissioner
- Chip LaMarca, Commissioner
- Nan H. Rich, Commissioner
- Steve Geller, Commissioner
- Dale V.C. Holness, Commissioner
- Michael Udine, Commissioner

Prepared by:
Broward County Aviation Department
Fort Lauderdale, Florida



SHEET INDEX

1. COVER SHEET
2. AIRPORT DATA SHEET
3. EXISTING AIRPORT CONDITIONS
4. FUTURE AIRPORT CONDITIONS



VICINITY MAP
NOT TO SCALE

FINAL

May, 2017

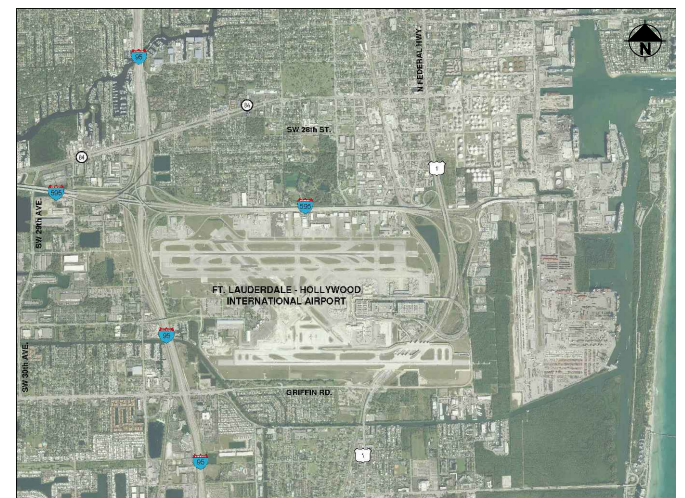
BROWARD COUNTY AVIATION DEPARTMENT

SUBMITTED BY: _____ DATE: _____
DIRECTOR OF AVIATION PLANNING

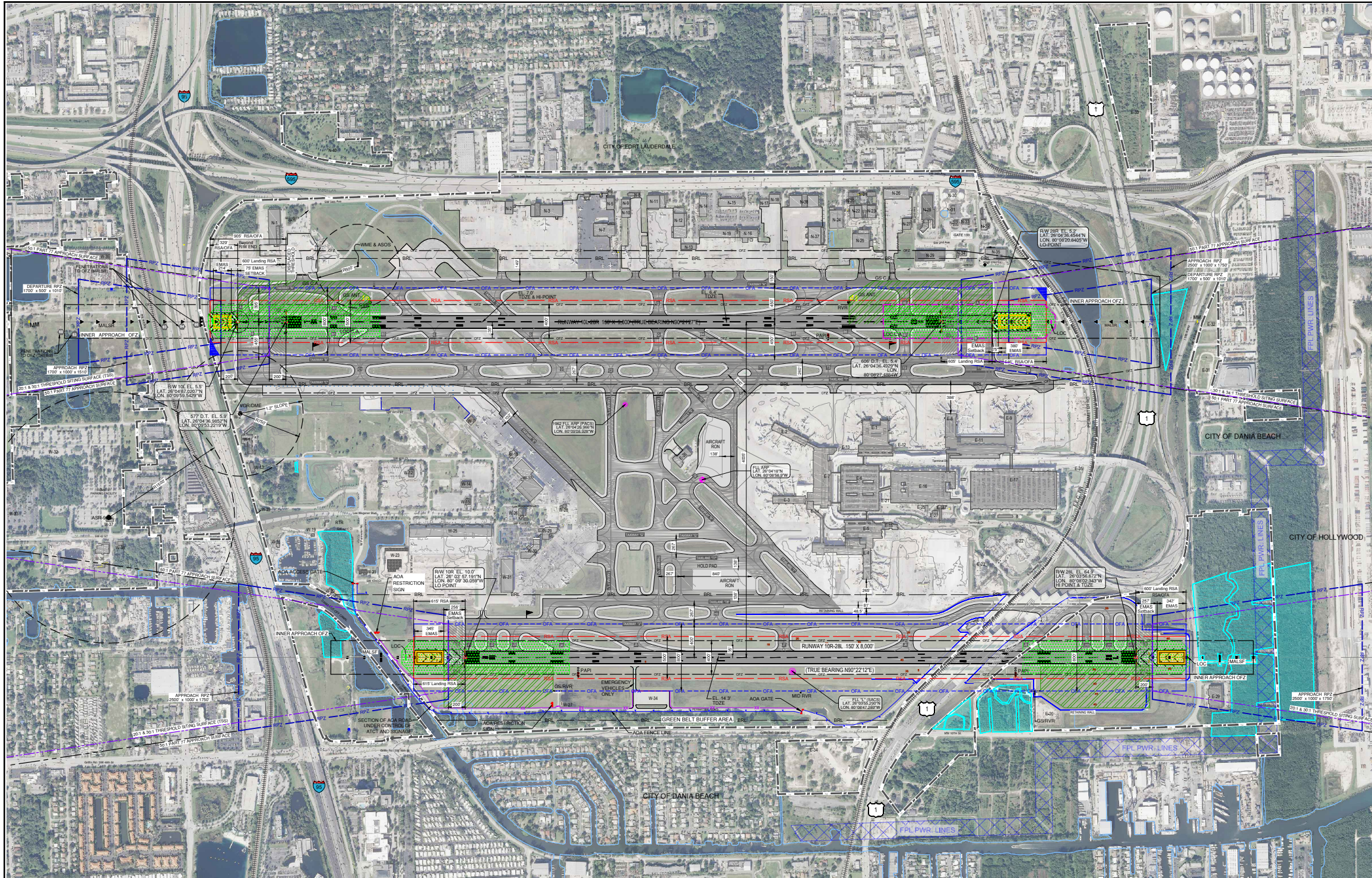
APPROVED BY: _____ DATE: _____
DIRECTOR OF AVIATION

APPROVED BY: _____ DATE: _____
FAA-APPROVAL

No.	Date	REVISION	By
5			
4			
3			
2			
1			



LOCATION MAP
NOT TO SCALE



**AIRPORT LAYOUT
PLAN UPDATE**

FAA CONTRACT NO.:
BCAD CONTRACT NO.:
CIP / PROJECT NO.:

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: MAY 2017
DRAWN BY: WSWA
REVIEWED BY: WC
DESIGNED BY: WSWA

FILENAME: ALP-03
SHEET TITLE

**EXISTING AIRPORT
CONDITIONS**

SHEET NUMBER **03**

SCALE 1" = 400'

LEGEND

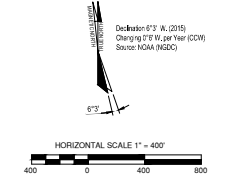
Runway Safety Area (RSA)	Airport Property Line
Building Restriction Line (BRL) Located 750' from Runway Centerline Unless Noted Otherwise	Approximate for Reference Only
Runway Obstacle Free Zone (OFZ)	Engineered Arresting Material System (EAMS)
Runway Object Free Area (ROFA)	Airport Reference Point (ARP)
Runway Protection Zone (RPZ)	Existing Building (ON AIRPORT) W/ ID & ELEV.
Part 77 Approach Surface	Runway Threshold Light/Runway
201 & 301 Threshold Stinging Surface (TSS)	Existing Railroad
Slide Slope Critical Area	Existing Roadways
Localizer Critical Area	Runway Holdline
Lighted Wind Cone	OB Holdline
End Identifier Lights (EIL)	OFZ Penetration (With ID Numbers)
Approach Lighting System	Wetlands
Ground Contours	Runway Pavement
FPL Power Lines	Taxiway Pavement
Existing Building Facilities	Holders & Apron Pavement
Existing Demolished Building	Horizontal Control Point (PACS/ACS)
	Shoreline
	Fence Line

NOTE: DUE TO LACK OF INTERSECTING RUNWAYS, THERE IS NO RUNWAY VISIBILITY ZONE (RVZ).

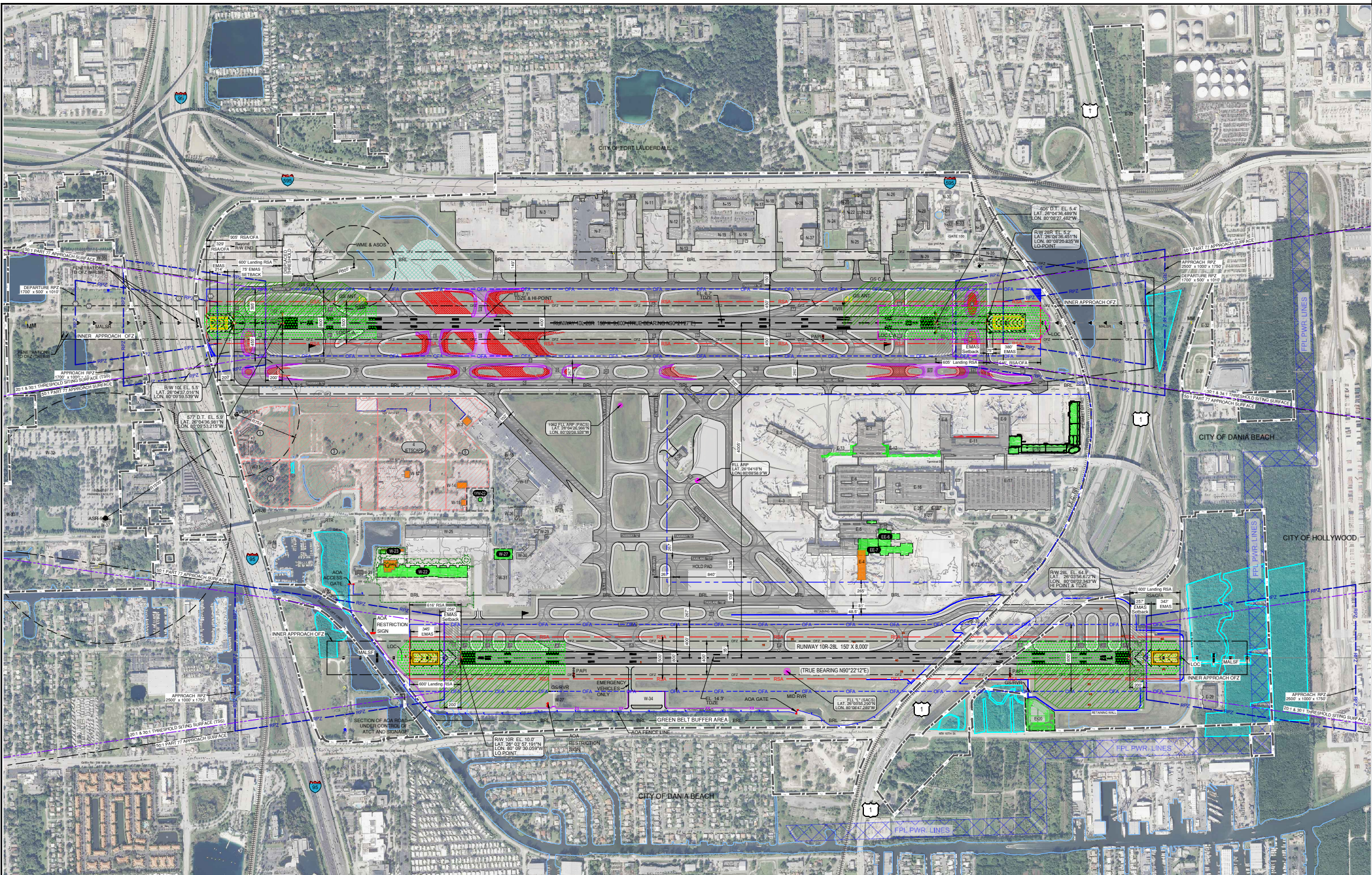
MODIFICATION TO STANDARDS

No.	DESCRIPTION	APPROVED
1	DISTANCE BETWEEN AIMING POINT MARKINGS AND RUNWAY 13 THRESHOLD.	2/1/1999
2	SURFACE PAINTED SIGNS AT INTERSECTION TW 'B' & 'G' AND AT TW 'B' & 'E'-1	7/6/1999
3	NON-STANDARD EMAS ON RW 3L & 27R	12/21/2004
1	DOES NOT APPLY WITH DECOMMISSIONING OF RW 13-31.	
2	CURRENTLY TW E.	
3	CURRENTLY TW D.	
4	CURRENTLY RW 10L & 28R.	

- NOTES:**
- NOT ALL BUILDINGS AND FACILITIES OFF AIRPORT PROPERTY ARE SHOWN.
 - ALP UPDATED USING DATA PROVIDED BY BROWARD COUNTY AVIATION DEPARTMENT (BCAD), MAY 2011. UPDATE BASED ON PEN AND INK CHANGES DATED 2013-09-26. CONSTRUCTION DRAWINGS DATED 2015-03-16. SAFETY CRITICAL AS BUILT DATA JULY 2014, AND UPDATED AERIAL PROVIDED 2015-05-14.
 - RUNWAY 10L/28R END COORDINATES AND BEARINGS TAKEN FROM 2007 NGS LPV SURVEY. RUNWAY 10R/28L END COORDINATES AND ELEVATIONS ARE BASED UPON SAFETY CRITICAL AS BUILT DATA JULY 2014.
 - VERTICAL DATUM IS IN FEET MSL USING NAVD 83.
 - ALL RUNWAY HOLDLINES FOR 10L/28R AND ALL TAXIWAY ENTRANCES FOR 10R-28L ARE LOCATED AT A MINIMUM OF 280' PERPENDICULAR TO THE RUNWAY CENTERLINE TO PROTECT FOR LESS THAN 3/4 MILE VISIBILITY MINIMUMS.
 - THERE ARE 3 APPROACH LIGHT POLES THAT PENETRATE THE INNER APPROACH OFZ TO RUNWAY 10L. THE PENETRATION IS LESS THAN 0.4 FEET. THESE LIGHTS ARE FIXED BY FUNCTION.
 - THERE ARE 2 TREES THAT PENETRATE THE INNER APPROACH OFZ TO RUNWAY 10L. BCAD INTENDS TO UNDERTAKE AN OBSTRUCTION MITIGATION PROGRAM WHICH WILL TRIM OR REMOVE THESE TREES SO AS TO REMOVE THESE PENETRATIONS OF THE OFZ.
 - THERE ARE NO PENETRATIONS TO RUNWAY 28R OR RUNWAY 28L INNER APPROACH OFZ'S.
 - FAA TO PROVIDE STING STUDY FOR RELOCATED ASR-A.
 - UPDATED TOPOGRAPHY FOR NEWLY CONSTRUCTED RUNWAY 10R/28L WAS NOT AVAILABLE FOR THIS ALP UPDATE.
 - THE RPZ SIZES ARE SHOWN FOR MORE PRECISE APPROACHES TO PROTECT FOR FUTURE APPROACH MINIMUMS THAT ARE LOWER THAN WHAT IS THERE TODAY.



FINAL



AIRPORT LAYOUT PLAN UPDATE

FAA CONTRACT NO.:
BCAD CONTRACT NO.:
CIP / PROJECT NO.:

REVISIONS

NO.	DESCRIPTION	DATE

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 - THE RPZ SIZES ARE SHOWN FOR MORE PRECISE APPROACHES TO PROTECT FOR FUTURE APPROACH MINIMUMS THAT ARE LOWER THAN WHAT IS THERE TODAY.
 - FUTURE TERMINAL LAYOUT SHOWN ON PREVIOUS ALP WAS TAKEN OUT DUE TO EXISTING MASTER PLAN EFFORTS. NEW FUTURE TERMINAL LAYOUT WILL BE INCLUDED IN FUTURE EALP.

LEGEND

—●—	RUNWAY SAFETY AREA	—●—	PROPOSED DEMOLITION
—■—	BUILDING RESTRICTION LINE (BRL)	—■—	UNBUILT DEVELOPMENT
—■—	LOCALIZER CRITICAL AREA	—■—	REMOVED PAVEMENT
—■—	GLIDE SLOPE CRITICAL AREA	—■—	FUTURE FACILITY
—■—	LOCALIZER CRITICAL AREA	—■—	FUTURE APRON
—■—	GLIDE SLOPE CRITICAL AREA	—■—	ULTIMATE TERMINAL DEVELOPMENT AREA (SEE NOTE 12)
—■—	LOCALIZER CRITICAL AREA	—■—	FUTURE AERONAUTICAL USE AREA
—■—	GLIDE SLOPE CRITICAL AREA	—■—	FUTURE AERONAUTICAL USE AREA LABEL
—■—	LOCALIZER CRITICAL AREA	—■—	ENGINEERED ARRESTING MATERIALS SYSTEM (EAMS)
—■—	GLIDE SLOPE CRITICAL AREA	—■—	EXISTING BUILDINGS (ON-AIRPORT) W/ EL & EV
—■—	LOCALIZER CRITICAL AREA	—■—	RUNWAY THRESHOLD LIGHTS/RUNWAY
—■—	GLIDE SLOPE CRITICAL AREA	—■—	AIRPORT REFERENCE POINT (ARP)
—■—	LOCALIZER CRITICAL AREA	—■—	EXISTING RAILROAD
—■—	GLIDE SLOPE CRITICAL AREA	—■—	EXISTING ROADWAYS
—■—	LOCALIZER CRITICAL AREA	—■—	RUNWAY HOLDLINE
—■—	GLIDE SLOPE CRITICAL AREA	—■—	ILS HOLDLINE
—■—	LOCALIZER CRITICAL AREA	—■—	RUNWAY PAVEMENT
—■—	GLIDE SLOPE CRITICAL AREA	—■—	TAXIWAY PAVEMENT
—■—	LOCALIZER CRITICAL AREA	—■—	SHOULDERS & APRON PAVEMENT
—■—	GLIDE SLOPE CRITICAL AREA	—■—	SHOULDERS & APRON PAVEMENT (PROCESSED)
—■—	LOCALIZER CRITICAL AREA	—■—	SHOULDERS & APRON PAVEMENT
—■—	GLIDE SLOPE CRITICAL AREA	—■—	SHOULDERS & APRON PAVEMENT

NOTE: DUE TO LACK OF INTERSECTING RUNWAYS, THERE IS NO RUNWAY VISIBILITY ZONE (RVZ).

★ APPROXIMATE FOR REFERENCE ONLY

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1	CURRENTLY T.W. E.	
2	CURRENTLY T.W. D.	
3	CURRENTLY RW 10L & 28R.	

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 finishes of structures. 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.

Construction Notice Requirement.
To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the Airports District Office prior to construction. FAA's review takes approximately 60 days.

DESTINATION: FT W, (2016)
CHANGING: 0' W, 25' Year (OCA)
SOURCE: WDA (NDC)

HORIZONTAL SCALE 1" = 400'

400 0 400 800

FINAL

BROWARD COUNTY AVIATION DEPARTMENT

SUBMITTED BY: DIRECTOR OF AVIATION PLANNING DATE: _____

APPROVED BY: DIRECTOR OF AVIATION DATE: _____

APPROVED BY: FAA-APPROVAL DATE: _____

FUTURE AIRPORT CONDITIONS

SHEET NUMBER: 04

SCALE: 1" = 400'