

**ENVIRONMENTAL ASSESSMENT FORM
FOR
AIRPORT DEVELOPMENT ACTIONS**

**FEDERAL AVIATION ADMINISTRATION
ORLANDO AIRPORTS DISTRICT OFFICE
SOUTHERN REGION AIRPORTS DIVISION**

Airport Name: Fort Lauderdale-Hollywood International Airport

Proposed Action: Relocation, construction and operation of the Jetscape Fixed Based Operator(FBO)

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA official.

Responsible FAA Official: _____

Date: _____



APPLICABILITY

The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment (see FAA Order 1050.1F, Paragraph 4-3 for more information on determining significance). An EA is a concise public document that briefly provides sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significance (FONSI). An EA, at a minimum, must be prepared when the proposed action does not normally require an EIS (see Paragraph 3-13, Actions Normally Requiring an Environmental Impact Statement) and:

- 1) Does not fall within the scope of a Categorical Exclusion (CATEX) (see FAA Order 1050.1F, Paragraph 5-6 *The Federal Aviation Administration's Categorical Exclusions*);

- 2) Falls within the scope of a CATEX, but there are one or more Extraordinary Circumstances (see FAA Order 1050.1F, Paragraph 5-2 *Extraordinary Circumstances*).



1. PROPOSED ACTION LOCATION

| | | | |
|-------------------------------------|---|------------------|----------------|
| Airport Name and Identifier: | Fort Lauderdale-Hollywood International Airport (FLL) | | |
| Airport Address: | 100 Terminal Drive | | |
| City: | Fort Lauderdale | County: | Broward County |
| State: | Florida | Zip Code: | 33315 |

2. AIRPORT SPONSOR INFORMATION

| | | | |
|--------------------------|---|---------------|-----------------------|
| Point of Contact: | William Castillo, Broward County Aviation Department | | |
| Address: | 2200 SW 45th Street, Suite 101, Dania Beach, FL 33312 | | |
| Business Phone: | | Cell: | |
| FAX: | | EMAIL: | wcastillo@broward.org |

3. PREPARER INFORMATION

| | | | |
|--------------------------|--|---------------|-----------------------------|
| Point of Contact: | Lynn Kiefer, Kimley Horn and Associates, Inc. | | |
| Address: | 445 24 th Street. Suite 200, Vero Beach, FL 32960 | | |
| Business Phone: | 772 794 4075 | Cell: | 772-559-0984 |
| FAX: | NA | EMAIL: | Lynn.Kiefer@kimley-horn.com |



4. PROPOSED ACTION

Describe the Proposed Action with sufficient detail in terms that are understandable to individuals who are not familiar with aviation or commercial aerospace activities. List and describe all components of the Proposed Action including all connected actions. Summarize how the Proposed Action fits into the Airport’s ALP. Attach an exhibit of the Airport’s conditionally approved ALP depicting the Proposed Action, and an exhibit of the Proposed Action on a recent airport aerial. Summarize costs, including any mitigation costs, if applicable. Discuss how the Proposed Action will be funded. Provide a timeframe identifying when the Proposed Action is to be constructed and operational.

Azorra Aviation, LLC (Tenant) operating as Jetscape Services, LLC at the Ft. Lauderdale/Hollywood International Airport (FLL) approached the Broward County Aviation Department with a proposal to relocate their existing operation to new facilities at another location on the airfield. The proposed location is located at 1451 Lee Wagener Boulevard bounded on the North by Taxiway C of the FLL, to the East and West by an open parking lot and to the South by Lee Wagener Boulevard (See attached Location Map – Figure 1). This site has been developed since the mid to late 1940s and was historically part of the Naval Air Station that has since been closed and all removed from the airport. Most recently the site has been used for airport shuttle bus parking.

The proposed action includes relocating, constructing and operating the Jetscape Services, LLC fixed based operator (FBO).¹ The proposed facility is a 25-acre site and will include an Terminal/Office Building, two aircraft hangars, public parking, utility infrastructure, aircraft parking ramp and fuel farm.

The terminal/office building will be a two-story structure housing aviation related business space, pilots lounge and shop along with other supporting facilities. The aircraft hangars will provide approximately 39,000 square feet in size (total) for aircraft storage and maintenance.

The aircraft apron for the proposed facility has been designed to accommodate a diverse mix of general aviation aircraft ranging from small single and twin engine piston and turbo prop models, mid-sized business jet models all the way up to the array of larger business jets in the ADG-III category such as the Gulfstream G500, 550 600, 650 and 650ER, the Bombardier Global Express family consisting of the 5000, 5500, 6000, 6500, 7500 and 8000 models, the Dassault Falcon 5, 6, 7 and 8X family as well as the Boeing 737 series BBJ. Heavier aircraft may use the facility on occasion. Parking layout will depend upon Jetscape operational requirements; however, the apron will be of sufficient size to accommodate all aircraft currently operating regularly at FLL. Attached in Appendix A is the site plan showing the proposed improvements.

Jetscape is one of four similar FBOs at FLL. This new facility is not anticipated to substantially change operations or induce substantial new business growth, but instead is expected to allow Jetscape to compete for the demand that the FLL market currently captures. The FAA approved Master Plan forecast, accounted for the relocation of the Jetscape FBO and yet projected General Aviation (GA) operations at FLL to only increase from 37,400 to 41,300 over a 20-year period; an increase of only 3,400 operations. This forecast accounted for all four existing FBO’s and the planned Jetscape relocation. All traffic growth was itinerant, there were no local operations shown and based aircraft growth was not projected to increase at all. FAA’s Terminal Area Forecast (TAF) shows a reduction in projected GA activity at FLL both

¹ In Advisory Circular 150/5190-7, *Minimum Standards for Commercial Aeronautical Activities*, the Federal Aviation Administration defines a Fixed Base Operator as a commercial business granted the right by the Airport Sponsor to operate on an airport and provide aeronautical services such as fueling, hangar rental, tie-down and parking, aircraft rental, aircraft maintenance, flight instruction, and other related services. FBOs primarily serve general aviation pilots and their aircraft, but can also support air carrier and military aircraft (i.e., fueling).



operationally and for based aircraft. The TAF shows operations remaining flat at 38,600 through 2045 and based aircraft remaining at 85 over the same period.

The existing facility and site will be returned to Broward County Aviation Department for future general aviation development once the new facility is built.

FAA approved the airspace study in January 2018 for the tail heights, apron light poles, terminal building and hangars (See Appendix B).

Jetscape has been operating at FLL for over 20 years with similar size aircraft. The construction is anticipated to begin Spring 2019 and will be completed within 12 months.

5. PURPOSE AND NEED

(1) Describe the underlying purpose and need for the Proposed Action. Present the problem being addressed, describe what the Airport Sponsor is trying to achieve with the Proposed Action, and take into account the FAA’s primary mission to provide the safest, most efficient aerospace system in the world. The purpose and need of the Proposed Action must be clearly explained and stated in terms that are understandable to individuals who are not familiar with aviation or commercial aerospace activities. The purpose and need must be supported by recent data. To keep this section brief, incorporate by reference any supporting data, inventories, assessments, analyses, or studies. This can include but is not limited to FAA compliance or standard changes, letters from users showing need per FAA design standards, letters of commitment from current or prospective tenants, based aircraft data, fuel data, scheduled service, critical aircraft needs, TAF and Master Plan forecasts, capacity issues (actual use/need of aircraft or airline, or scheduled commercial service.

The purpose of the project is to relocate the existing Jetscape FBO facility to a larger lease hold site. The existing facility is located on the northeast corner of the airport, adjacent to the BCAD Maintenance Facility, fuel farm and air cargo facility. The existing lease hold is 8 acres in size. The facility currently consists of three hangars of which two are storage/maintenance hangars and one is a 10,000-square foot paint hangar. The total square footage of hangar and office space is approximately 43,000 square feet.

The needs of the proposed action include:

1. The existing facility is aging and space constrained. Originally constructed in the 1970’s, the hangars are too small and do not have the facilities to provide today’s aircraft and flight crews demand.
2. The existing FBO facilities do not meet the BCAD’s FBO minimum standards.
3. The hangars do not meet local fire and hurricane wind loading codes.
4. Expansion at the current location was precluded by adjacent uses to the east and west, the airfield and its imaginary surfaces to the south and I-595 to the immediate north.
5. The ability of Jetscape to compete for the historic and current level GA demand generated by FLL market has been eroding due to the deficiencies of their existing facilities and the physical constraints posed by the configuration of their leasehold.
6. Accommodation of larger GA jet aircraft, which is a key business strategy of FBO’s and often critical to financial success, had significant ramifications for their current site as it would negate the availability of most of the existing outside aircraft parking and maneuvering areas in front of current facilities.
7. Jetscape’s current hangars can only accommodate up to a total of 6 aircraft. Operators of large turbo prop aircraft and business jets (based and a significant



percentage of itinerant) want the ability to hangar their aircraft to avoid the elements (hail, storms, intense sun, salt air). The existing Jetscape hangars are not only limited in size, but also in the height of their hangar doors. The door height issues exclude all of the larger business jets and most mid-size jets.

8. The need to shift aircraft back and forth on the site to accommodate additional aircraft movements to and from the terminal related apron or larger aircraft increases the potential for a ground incident and liability of damage and is viewed negatively by aircraft owners.

The proposed relocation is intended to mitigate each of these issues. The new facility, 25 acres in size, will provide modern hangar space meeting all current fire and building codes. Door clear heights will allow larger aircraft to park and be serviced in the hangar space as opposed to outdoors at the old facility. The terminal building will provide modern office space and flight crew amenities. The aircraft parking apron will be of sufficient size to park larger corporate aircraft being serviced at the FBO. There will be space for aircraft taxing and tugging without moving parked aircraft.

(2) Identify the Airport Sponsor’s requested FAA Federal action in the space below. For the FAA Office of Airports (ARP), a Federal action may include one or more actions (See FAA Order 5050.4B, Paragraph 9.g.). Note: *The information provided in this EA Form allows the FAA to determine if a Finding of No Significant Impact (FONSI) can be issued because the proposed action’s environmental impacts, with no additional mitigation, would not be significant, or a mitigated FONSI can be issued because the proposed action’s environmental impacts, with additional mitigation, would not be significant (see FAA Order 1050.1F, Paragraph 6-2.3a). FAA environmental findings on an Action do not constitute FAA decisions or approvals regarding Federal funding of the Action.*

Unconditional approval of the portion of the FLL Airport Layout Plan that depicts the proposed relocated Jetscape FBO facilities.

6. ALTERNATIVES (INCLUDING THE PROPOSED ACTION)

There is no requirement for a specific number of alternatives or a specific range of alternatives to be included in an EA. Alternatives are to be considered to the degree commensurate with the nature of the proposed Action and agency experience with the environmental issues involved. The Sponsor’s preferred alternative, if one has been identified, should be indicated. For alternatives considered but eliminated from further study, the EA should briefly explain why these were eliminated. Note: *An EA may limit the range of alternatives to the proposed action and no action when there are no unresolved conflicts concerning alternative uses of available resources. This means that you may limit the range of alternatives to the proposed action and no action if you can establish consensus based on input from interested parties that there are no unresolved conflicts, or if there are no reasonable alternatives that would be substantially different in design or effects. If you are able to do this, you must document the basis for concluding consensus and identify the parties that participated; and, you must discuss why there are no reasonable alternatives that would be substantially different in design or effects. This is why the Purpose and Need is important in helping define the range of alternatives.*

(1) Discuss in comparable format to that listed below the Proposed Action and alternatives. Discuss how the Proposed Action and alternatives were developed e.g. recent planning study or Master Plan Update. Attach figures for the Proposed Action and alternatives to aid in understanding the physical layout and differences in the alternative configurations.



For each alternative:

- a. Discuss to what extent an alternative meets the Purpose and Need.**
- b. Discuss if an alternative is technically and economically feasible e.g. operational considerations/regulations, safety considerations, constructability, infrastructure requirements, property acquisition requirements, and costs.**
- c. Discuss potential social, socioeconomic, and/or environmental resource impacts for each alternative e.g. business or residential relocations, road relocations or closures, environmental resources protected under federal statutes (wetlands, floodplains, and listed species, and Section 4(f), or Section 106 resources).**
- d. For each alternative considered but eliminated from further study, summarize why it is not considered reasonable. Note: *To be reasonable, an alternative must respond to the purpose and need, be technically and economically feasible, and be reasonably consistent with the land use plan for management of the area.***

The Jetscape FBO is a full service FBO operating at FLL for over 20 years. With a need to expand to meet the current demand for services including aircraft storage and ground support, a larger FBO site was evaluated. As part of the 2010 Master Plan, the West Side Area was evaluated as an appropriate location for relocating and consolidating General Aviation facilities from the North Side Area. It was anticipated that approximately 110 acres of GA facilities could be developed within the West Side Area. The proposed site is approximately 25 acres in size. This site provides adequate space for the construction of a new FBO office/terminal building, hangars and a larger parking apron to support the tenant’s business plan.

Most of the North Side development area is built-out and there is no space to expand the existing facility without impacting other facilities. Also, there is limited space within the South Side or East Side development areas. No other large sites are available on the airfield that are not reserved for other uses or associated with other distinct aviation activities (e.g., commercial passenger service). Thus, a single build alternative has been considered.

The build alternative would result in minimal impacts to the environment as it is a redevelopment of a previously developed site and a relocation of an existing facility. There are no impacts to wetlands, listed species, Section 4(f) or Section 106, surface transportation, or farmlands. Furthermore, no right-of-way acquisition or relocations are required. There are minor impacts to existing floodplains that will be compensated through the stormwater management system. The existing noise environment will be similar to existing and this relocation of the facility is not expected to appreciably change the noise environment.

(2) Although the No Action alternative does not meet the purpose and need, NEPA, and it’s implementing regulations requires consideration of the No Action alternative. The No Action alternative, when compared with other alternatives, enables the identification of the potential environmental impacts of the Proposed Action and alternatives. Describe the consequences of the No Action alternative e.g. what are the operational, safety, efficiency, economic effects, and environmental effects of taking no action.

The No Action alternative would not allow the FBO tenant to expand its services to the traveling public and recognize increased economic opportunities associated with expansion.



(3) You must provide a summary table depicting the alternatives analysis that compares the Proposed Action, alternatives considered, and the No Action alternative based on the screening criteria discussed in (1) a. through d.

Provide summary table of alternative analysis

One build and the No Action alternative were considered, and the effects are described in Section 8 Environmental Consequences.

7. AFFECTED ENVIRONMENT

Succinctly describe the existing conditions in the Proposed Action’s *direct impact area* (construction footprint) and airport vicinity (land use and cover, terrain features, level and type of urbanization, biotic resources, noise sensitive sites (residential, churches, schools, parks, recreational facilities, etc.)). This *indirect impact area* should be large enough to include the area within the composite DNL 65 dB noise contour for the Proposed Action and retained alternatives (if any). The discussion of the affected environment should be no longer than is necessary to understand the impacts of the alternatives; data and analyses should be presented in detail commensurate with the importance of the impact. Discuss any actions taken or issues raised by the local community or citizen groups pertinent to the Proposed Action. If not already provided, attach a graphic and recent aerial of the area with the Proposed Action’s and retained alternatives direct and indirect impact areas clearly identified.

For the purposes of the affected environment and environmental consequences discussion of direct impacts, the Study Area was defined as the approximately 25-acre development site and immediately adjacent areas. A copy of an aerial showing the proposed site is included in Appendix C. The study area was expanded for evaluating potential hazardous material effects to the search distances defined in ASTM 1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*.

Air Quality

Broward County is in attainment for the National Ambient Air Quality Standards (NAAQS) six criteria air pollutants including carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₆ and PM_{2.5}), sulfur dioxide (SO₂) and lead (Pb)².

Biological Resources

The study area was mapped based on the Florida Land Use, Cover, and Forms Classification System (FLUCFCS) (FDOT, 1999). The project site has had various types of development since the 1920s. The FLUCFCS mapped on the site is 740 Disturbed Lands and 811 Airports (See Figure 2). FLUCFCS 811 consists mainly of existing infrastructure (parking lots, roads (40th Street), etc.) with some landscape trees. FLUCFCS 740 consists of cleared areas with sod and a few mature oak trees scattered throughout. Portions of the study area are used for parking and maintenance of shuttle buses. The study area and the airport are located in a highly urbanized area of Broward County. The site is surrounded by Taxiway C to the north, undeveloped airport property to the west, Lee Wagener Boulevard to the south and aviation related development to the east.

Based on a review of Florida Natural Areas Inventory, US Fish and Wildlife Service, and Florida Fish and Wildlife Conservation Commission (FWC) GIS databases and field reconnaissance conducted in February 2018, no state or federal listed species were identified on the site or in the immediate vicinity. There is no USFWS designated Critical Habitat within the study area. The site is within the core foraging area (CFA) of multiple wood stork nesting colonies, which

² <https://www3.epa.gov/airquality/greenbook/ancl3.html> (accessed October 19, 2018)



is defined in south Florida as an 18.6 miles radius from the nesting colony. However, there is no foraging or nesting habitat (forested or herbaceous wetlands or surface waters including ditches and ponds) in the study area.

An early coordination letter was submitted to FWC and USFWS. FWC response dated June 11, 2018 indicated that burrowing owls have been observed at FLL and that surveys should be conducted (See Appendix D). No response was received from the USFWS. Potential habitat for gopher tortoise and Florida burrowing owl, both state threatened species, exists on-site, but based on surveys conducted, neither species nor their burrows were documented. Pre-construction surveys will be conducted for burrowing owls and gopher tortoises in accordance with state regulations.

Coastal Resources

The study area lies within the coastal zone and the project is approximately 3 miles west of the Atlantic Ocean. The study area is not within the John H. Chaffee Coastal Barrier Resource System.

Department of Transportation Act, Section 4(f)

Section 4(f) of the US DOT Act of 1966, protects significant publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites. There are no potential Section 4(f) resources in the study area. There are four parks within 0.6 to 1.0 miles of the study area. There is one historic structure listed on the National Register of Historic Places (NRHP) – Link Trainer NAS (BD02562) located at 4000 West Perimeter Road. Although the Link Trainer NAS Building was noted by SHPO as being in the study area, the Link Trainer NAS building was previously relocated to a site west of the study area and is currently utilized as a Naval Air museum.

Farmlands

The study area is disturbed and was a historically developed for military and civil aviation purposes. There are no prime or unique farmlands within the study area.

Hazardous Materials

A comprehensive environmental database report was obtained from GeoSearch, LLC (GeoSearch Radius Report, April 16, 2018 – Order No. 106695) to identify known hazardous waste and/or petroleum sites. Site reconnaissance was conducted in February 2018. No obvious signs of contamination were observed during the site reconnaissance. In addition, to the database search, Phase I and II Environmental Site Assessments have been conducted on the site which included soil and groundwater sampling. Thus, though there are several sites listed in the GeoSearch Report on or adjacent to the project site, more comprehensive data is available from the site-specific studies. A summary of the Phase I and Phase II site assessment activities are provided below. The GeoSearch Report is incorporated herein by reference.

1401 SW 39th Street – GeoSearch Database Site #2
Federal Express Cargo (FedEx) & Amerijet International, Inc.
This site is listed on several databases in the GeoSearch Report.

Broward County Contaminated Sites (BCBF) – 1736BCBF (Federal Express Cargo) - State Petroleum Cleanup Program Designation – Fac. ID No. 06-9101722

Broward County Hazardous Materials Site (BCHM) – 04048 (Amerijet International, Inc.)

DEPCLEANUP – Fac. ID No. 9101722 (Federal Express Corp.)

Registered ECHO Facility ID No. – 110005596480 (Amerijet International)



Florida Facility Registry System – 110005596480 (Amerijet International)

Hazardous Material Incident Reporting System (HMISR04) – Report # I-1990100511 (Federal Express Corp.) - 1-gallon paint can leak and cleaned up (9/1990); Report # I-1991060001 (Federal Express Corp.) - 0.5 gallon of 1,1,1-TCE leaked on ramp

Leaking Underground Storage Tank Site (LUAST)- Fac. ID No. 9101722

NPDES04 – Fac. ID No. FLR05C542 (Amerijet International) - General Stormwater 8/2002

PCSR04 Fac. ID No. – FLR05C542 (Amerijet International) - No reported violations

RCRAGR04 – Fac. ID No. FLD984178756 (Amerijet International) – CESQG 12/2016 no reported violations

UST – Fac. ID No. 9101722 (Federal Express Corp.) – Two - 12,000-gallon Jet Fuel USTs closed in place 6/1991 (See above)

1451 Lee Wagener Blvd. – GeoSearch Database Site #3
Jetscape Services

Broward County Contaminated Sites (BCBF) – 2073BCBF - State Petroleum Cleanup Program Designation – Fac. ID No. 06-99814975

DEPCLEANUP – Fac. ID No. 9814975

Leaking Underground Storage Tank Site (LUAST) – Fac. ID No. 9814975

Underground Storage Tanks Sites (USTs) – FAC. ID No. 9814975

- 1 – 1,120-gallon UST removed Feb. 2016
- 1 – 1,120-gallon UST removed Mar. 2016
- 1 – 1,120-gallon UST removed Mar. 2016

The Jetscape and Fedex Corporation, have identified contamination on the site and are undergoing site assessment activities. These assessments are on-going and being coordinated with the Florida Department of Environmental Protection (FDEP) and Broward County Environmental Protection and Growth Management Department. For the Jetscape listing, the following is a summary of the status:

The site historically contained three underground storage tanks (USTs) (approx. 1,120-gallons each) that were on the eastern portion of the property. The tanks were removed in March 2016, and site assessment activities began. During tank removal, impacted soil was excavated and disposed offsite. Additional soil sampling was conducted in April 2016 to further delineate soil impacts. Additionally, one groundwater monitoring well (MW-1) was installed to evaluate groundwater impacts. Sampling results identified total xylenes at a concentration exceeding the FDEP Groundwater Cleanup Target Level of 20 micrograms per liter (ug/L), and the Natural Attenuation Default Concentration (NADC) of 200 ug/L. In April 2016, three additional monitoring wells, MW-A, MW-B, MW-C, were installed to delineate groundwater impacts in the shallow aquifer. Results of this sampling event did not identify any petroleum impacts; thus, delineating the plume horizontally. Later in April 2016, a deep well (GW-DEEP) was installed in the tank pit area. Sampling results did not identify any petroleum impacts; thus, delineating the vertical extent of the plume. Further sampling indicated the plume was shrinking. In July 2017, Jetscape’s consultant, EE&G prepared a Site Assessment Report (SAR) to document soil and groundwater sampling activities.



In a letter dated August 8, 2017, Broward County Environmental Engineering and Permitting Division indicated that there were several items that needed to be addressed to satisfy the closure requirements of Chapter 62-780, F.A.C. Since that time, this facility has been accepted into the State Cleanup Program and is awaiting funding for cleanup.

The Fedex facility has also been accepted in to the State Cleanup program and is awaiting funding for cleanup. According to the Phase I Environmental Site Assessment conducted by EE&G Environmental Services LLC, dated April 30, 2015, a contamination assessment plan (CAP) was conducted in March 1992 and found soil contamination near USTs that were on the site and a damaged fuel transfer line. Soils were removed on the southern portion of the Fedex site in the location of the transfer line but were left in place around the USTs due to the proximity to the Fedex ramp operation.

According to Jetscape, monitoring has been on-going for several years on the site. Based on the database review and the tank and contaminated soil removal that has occurred, the potential contamination is not considered significant. New fuel storage facilities would be constructed for the proposed action and these facilities would be required to meet the state and local requirements.

The other site listings in the database report include Database Sites 1 and 4 as described below (See Geosearch Report for Site location). No significant contamination has been identified with these sites.

1500 SW 40th Street – GeoSearch Database Site #1

This site is listed under several names and several databases including National Car Rental, Limousines of South Florida, Inc., Hertz Rent A Car, Keolis, Shuttleport, LSF Shuttle

Aboveground Storage Tanks (ASTs) – No reported discharges

- 1 - 2000-gallon unleaded AST installed Dec. 1994 – removed Feb. 1997
- 1 - 1000-gallon lube oil AST installed Feb. 1997 – removed Mar. 1997
- 1 - 1000-gallon waste oil AST installed in Feb. 1997 – removed in Mar. 1997
- 1 - 1000-gallon lube oil AST installed in Feb 1997 – removed in Apr. 2003
- 1 - 1000-gallon waste oil AST installed Feb. 1997 – removed Apr. 2003

Broward County Hazardous Materials Sites (BCHM) – 02866 (National Car Rental System, Inc. & 06563 (Limousines of South Florida, Inc.)

Broward County Storage Tank Sites (BCST) – 02866BCST (National Car Rental System, Inc. & 06563BCST (Limousines of South Florida, Inc.)

Registered ECHO Facility ID Nos. - 110027857790 (Shuttleport), 110043278075 (LSF Shuttle), 110067377626 (Keolis)

Florida Facility Registry System – 110005616949 (Hertz Rent-A-Car), 110027857790 (Shuttleport), 110043278075 (LSF Shuttle), 110067377626 (Keolis)

NPDES Fac. ID Nos. – FLR05H902 (Keolis) & FLRNEE892 (LSF Shuttle)

NPDESR04 Fac. ID No. – FLR05G419 (Shuttleport) – No reported violations

PCSR04 Fac. ID No. – FLR05G419 (Shuttleport) - No reported violations

RCRAGR04 Fac. ID No. – FLD984239764 (Limousines of South Florida) – CESQG 12/2014 No reported violations



1410 SW 39th Street – GeoSearch Database Site #4
BST – FTL SLC E-9848 AT&T

Broward County Hazardous Materials Site (BCHM) – Site ID. 02271 – No reported discharges

Historical, Architectural, Archeological and Cultural Resources

Based on a review of the Florida Division of Historic Resources, Florida Master Site File (FMSF), there are no recorded sites listed or eligible for listing on the NRHP on the site or adjacent to the site³. Copies of the information from the FMSF are included in **Appendix F**. As described above, Section 4(f), the FMSF showed the NRHP-listed Link Trainer NAS site on the project site. However, that facility has been relocated further west of the site. Eight other historic structures were noted in the FMFS immediately west of the study area, but each of these were listed as “resource destroyed” and seven were listed and not eligible. No archeological sites were listed in the FMSF in the study area.

Also, FLL and the area of indirect effects (DNL 65 contour) was the subject of a 2007 Cultural Resource Assessment Survey⁴ as part of the FLL Environmental Impact Statement (EIS). No resources listed or eligible for listing on the NRHP were identified with the EIS study area.

Early coordination letters were submitted to the State Historic Preservation Officer (SHPO) and the federally recognized tribes in Florida (Seminole Tribe of Florida, Seminole Nation of Oklahoma, Poarch Band of Creek Indians, and Muscogee (Creek) Nation). Correspondence was received from the Muscogee (Creek) Nation, the Seminole Tribe of Florida (STOF), and the Seminole Tribe of Oklahoma. The Muscogee (Creek) Nation indicated that they would defer to the other tribes contacted and had no other specific comments. The STOF requested copies of historic aerials. This information was provided and the STOF issued a letter dated August 3, 2018 that they had no objection to the project, but wished to be notified if historic, archaeological or burial resources were inadvertently discovered during construction. A letter was also received from the Seminole Tribe of Oklahoma requesting that a detailed search of the Florida Master Site File be performed. This research was conducted and summarized above. Copies of the correspondence are included in Appendix D.

Land Use

The existing land use for the study area as described above consists disturbed lands and existing airport infrastructure (parking lot and roads). Planned and future land use includes the proposed action. This surrounding area is proposed for future land side and airside development as part of the West Side development.

Natural Resources and Energy Supply

The FAA considers an action to have a significant impact on natural resources and energy when an action’s construction, operation, or maintenance would cause demands that exceed available or future natural resource or energy supplies. When proposed, actions necessitate the expansion of utilities, power companies or other suppliers would need to be contacted to determine if the proposed project demands can be met by existing or planned facilities. The Proposed Action is not expected to require expansion of utilities to meet the demands.

The use of energy and natural resources will occur both during construction and operation of the proposed action (e.g., electric power and aviation fuels and lubricants). However, the proposed action is not anticipated to result in substantial increases in demand for natural resources or energy consumption beyond what is readily available by service providers. The use of energy and natural resources will be limited to only those necessary to meet the regulatory construction and safety requirements for users and local populations.

³ FMSF data received from SHPO June 13, 2018

⁴ *Addendum to the Cultural Resource Assessment Survey and Desktop Analysis for the Fort Lauderdale -Hollywood International Airport*, prepared by Janus Research, January 2007.



Noise

The DNL 65 dB noise contour as shown on the draft Existing Conditions Noise Exposure Map extends west beyond the airport property boundary into commercial and park/open space areas to the Florida’s Turnpike. To the east, the DNL 65 dB contour extends to the Atlantic Ocean over commercial and transportation uses and the John U. Lloyd State Recreation Area. The DNL 65 dB noise contour generally does not extend beyond the Airport boundary to the north or south due to the east/west-orientated parallel runways.

The Master Plan forecast accounts for the relocation of Jetscape FBO as discussed in Section 4. Proposed Action. Moving the FBO allows Jetscape to compete for the demand that the FLL market currently captures.

Socioeconomics, Environmental Justice and Children’s Health and Safety Risk

The proposed project occurs on the airport. Housing or business relocations or right-of-way acquisition is not required. The project does not result in disruption of established communities or disruption of planned development but enhances the landslide development opportunities in the West Development area of the airport. The proposed action is anticipated to result in modest job creation, both during construction (temporary) and operation of the facility (permanent).

The project has been developed in accordance with Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994) and DOT Order 5610.2, Environmental Justice. These orders require FAA to provide meaningful public involvement by minority and low-income populations, as well as an analysis that identifies and addresses disproportionately high and adverse potential impacts on these populations. An analysis of minority and low-income populations (Environmental Justice or EJ populations) was conducted through a review Census data and field reconnaissance. There are low-income and minority populations within the Study Area, but construction and operation of the facility will occur on-airport with no direct impacts to adjacent minority or low-income areas.

Project area demographics are shown in the following table:

| PROJECT AREA DEMOGRAPHICS, 2016 | | | | | | |
|---------------------------------|--------------------|-----------------|---------------|-------------------------------|---------------|----------------------------|
| Geography | Census Block Group | 2016 Population | Percent White | Percent Hispanic ¹ | Percent Black | Percent Other ² |
| Census Tract 801.02 | Block Group 5 | 1,140 | 62.0 | 15.4 | 11.8 | 16.0 |
| Census Tract 802 | Block Group 1 | 951 | 75.1 | 22.6 | 1.6 | 0.7 |
| Census Tract 804.05 | Block Group 2 | 2,371 | 46.6 | 24.3 | 24.1 | 6.5 |
| Census Tract 1106.00 | Block Group 3 | 2,175 | 53.9 | 38.0 | 6.5 | 2.6 |
| Study Area Average | | 6,637 | 59.4 | 25.1 | 11.0 | 6.5 |
| Broward County | | 1,863,780 | 39.2 | 27.6 | 27.2 | 7.8 |

Source: US Census Bureau, 2012-2016 American Community Survey Five-Year Estimates.

¹Hispanic includes persons of any race with Hispanic or Latino family heritage.

²Other persons include: American Indian/Alaskan Native, Asian, Native Hawaiian, other single race, two or more races, and three or more races.



Household Income Characteristics summarized from the 2016 American Community Survey (ACS) five-year estimates are shown in the following table:

| PROJECT AREA HOUSEHOLD INCOME CHARACTERISTICS, 2016 | | | |
|---|---------------------------|--|--|
| Geography | Census Block Group | Median Household Income (Dollars) | Percentage of Households with Incomes Below Poverty Level |
| Census Tract 801.02 | Block Group 5 | 58,750 | 9.8% |
| Census Tract 802 | Block Group 1 | 51,917 | 16.8% |
| Census Tract 804.05 | Block Group 2 | 47,857 | 10.9% |
| Census Tract 1106.00 | Block Group 3 | 56,171 | 15.8% |
| Study Area Average | | 53,674 | 13.3% |
| Broward County | | 52954 | 13.5% |
| Source: 2012-2016 American Community Survey Five-Year Estimates | | | |

There are no schools, daycares, parks, or children’s health clinics adjacent to or near the study area. There are five parks within a mile of the study area – three south of the airport, one west of the airport and I-95 and one north of the airport and I 595 (See Figure 3 Community Resources and Figure 4 Census Map).

Visual Effects

The visual resource and visual character of the study area is highly urbanized with the existing airport, commercial, industrial, port and residential development and major roadway infrastructure, including I-95, I-595 and Griffin Road within a mile or less of the study area. There are no unique features, such as historic resources, light sensitive wildlife species, or parks near the study area that would be affected by light emissions from the proposed action.

Water Resources (Wetlands, Floodplains and Surface Waters, Groundwater and Wild and Scenic Rivers)

Waters of the US including Wetlands and Surface Waters

Based on review of National Wetland Inventory maps, aerial photograph and field reconnaissance conducted in February 2018, Waters of the U.S., including wetlands, are not present on-site.

Wild and Scenic Rivers

Based on a review of the National Park Service’s National Wild and Scenic Rivers System on-line database (www.nps.gov/rivers), there are no listed Wild and Scenic rivers or river segments in Broward County.

Floodplain and Floodway

There are no regulatory floodways on or near the study area. Based on FEMA Flood Insurance Rate Map (FIRM) #12011C0558H, most of the site lies outside the 100-year floodplain and is mapped as Zone X (between the 100-year and 500-year floodplain). See Figure 5. There are small areas, 0.98 acres of the site that are mapped as Zone AH – within the 100-year floodplain. The mapped floodplain occurs in areas that have been disturbed and graded. Additionally, the South Florida Water Management District issued a conceptual Environmental Resource Permit for the 400-acre West Side Development area. Within this permit and future



construction permits, impacts to the floodplain would be mitigated in the stormwater management system.

Groundwater

Based on data provided in the Final Phase I Environmental Site Assessment, prepared by EE&G Environmental Services, LLC dated April 30, 2015 and the Phase II ESA dated August 30, 2015, the regional geology in Broward County consists of Holocene age sediments of peats, muck and marl overlying Pleistocene age limestone and shelly sands. The Atlantic Coastal Ridge topographic feature parallels the mainland coastline of the County and is primarily comprised of Miami Oolite limestone. Beneath this ridge is the Anastasia Formation in the eastern portion of the County and the Fort Thompson Formation in the western portion of the County. Each of these geologic formations are highly permeable limestone and the combination of the Miami Anastasia and Fort Thompson limestone comprise the unconfined, Biscayne surficial aquifer. The general flow direction of the Biscayne Aquifer is southeasterly but may be influenced locally by off-site drainage features, surface waters, tidal influences or pumping of water wells. The US Environmental Protection Agency has designated the Biscayne Aquifer as a sole source aquifer as authorized by Section 1424C of the Safe Drinking Water Act of 1974 (Public Law 93-525, 42 U.S.C. 300 et.seq).

Soils within the study area are mapped as Margate Fine Sand and Urban Land. All the soils though have been changed from their natural state by filling and grading associated with construction that has occurred since the 1920s.

The study area is connected to the Broward County municipal water and sewer systems and no private potable wells occur within the study area.

Based on a review Broward County *Map of Wellfield Zones*, the study area is not located within a Wellfield Protection Zone and the nearest wellfield protection zone is over 2 miles southwest of the study area.

8. ENVIRONMENTAL CONSEQUENCES –IMPACT CATEGORIES

Environmental impact categories that may be relevant to FAA actions are identified below in sections (1) through (14). Construction and secondary (induced) impacts should be addressed within the relevant environmental impact category. FAA-specific requirements for assessing impacts are highlighted in FAA Order 1050.1F, Appendix B *Federal Aviation Administration Requirements for Assessing Impacts Related to Noise and Noise-Compatible Land Use and Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303)*. Methodologies for conducting the analyses are discussed in detail in the 1050.1F Desk Reference. The latest FAA-approved models must be used for both air quality and noise analysis. A list of approved models for each type of analysis is available in the 1050.1F Desk Reference.

Note: *The Desk Reference may be cited only as a reference for the methodologies and processes it contains, and may not be cited as the source of requirements under laws, regulations, Executive Orders, DOT or FAA directives, or other authorities. It further notes that you should cite the original source when citing requirements from laws, regulations, or other authorities.*

FAA Order 1050.1F, paragraph 4-3.3, Significance Thresholds and Exhibit 4-1, provide a significance determination table for the Proposed Action and retained alternatives (if any) based on the analysis in sections (1) through (14) below. Note: Quantitative significance thresholds do not exist for all impact categories; however, consistent with the CEQ Regulations, the FAA has identified factors that should be



considered in evaluating the context and intensity of potential environmental impacts.

****IMPORTANT****

Environmental impacts for the following categories must be calculated for the year of project implementation and the planning horizon year in this EA Form. The implementation year represents the first year in which the Proposed Action would be fully operational. The planning horizon year typically represents the implementation year plus five years. Sometimes if appropriate due to project phasing or if requested by a reviewing agency, impact analysis may need to be conducted for intermediate years. Coordinate with an FAA ORL-ADO environmental specialist before conducting an intermediate year impact analysis.

Significance determination table

| ENVIRONMENTAL CONSEQUENCES | NO BUILD | BUILD |
|-------------------------------------|-----------|-----------------------|
| Air Quality | No Impact | No Significant Impact |
| Biological Resources | No Impact | No Impact |
| Coastal Resources | No Impact | No Significant Impact |
| Surface Transportation | No Impact | No Significant Impact |
| Farmlands | No Impact | No Impact |
| Hazardous Material | No Impact | No Significant Impact |
| Historical Resources | No Impact | No Significant Impact |
| Land Use | No Impact | No Significant Impact |
| Natural Resources and Energy Supply | No Impact | No Significant Impact |
| Noise | No Impact | No Significant Impact |
| Socioeconomic | No Impact | No Significant Impact |
| Visual Effects | No Impact | No Significant Impact |
| Wetlands | No Impact | No Impact |
| Surface Waters | No Impact | No Impact |
| Floodplain | No Impact | No Significant Impact |

(1) AIR QUALITY

The FAA has a responsibility under NEPA to include in its EA’s sufficient analysis to disclose the extent of a project’s impact on the attainment and maintenance of the National Ambient Air Quality Standards (NAAQS) and any applicable state air quality standards. Thus, a project’s impact on air quality is assessed by evaluating whether it would cause a new violation of a NAAQS or contribute to a new violation in a manner that would increase the frequency or severity of the new violation. Very small projects sometimes can be evaluated qualitatively or by comparison to a previous project for which a quantitative air quality analysis is available. However, if a project requires the preparation of an EA, it is likely that a quantitative, project-specific air quality assessment would be needed. This can be accomplished by first identifying the emissions sources associated with a project, and then estimating the emissions for each retained alternative. Knowing the emissions may help to characterize a project’s impact for the EA. The FAA’s Air Quality Handbook provides information on how to conduct an air quality



analysis.

https://www.faa.gov/regulations_policies/policy_guidance/envir_policy/airquality_handbook/

(a) Compared to the No Action alternative, will the Proposed Action or any of the retained alternatives cause or create a reasonably foreseeable increase in air emissions due to implementation? If the action will not cause a reasonably foreseeable emission increase, a *qualitative* air quality assessment is justifiable for disclosure purposes under NEPA. Provide an explanation of the conditions and rationale upon which this finding is based along with any supporting data, reasoning and/or justification. The assessment should explain how or why implementation of the Proposed Action or any of the retained alternatives will not cause or create a reasonably foreseeable increase in air emissions. **Note:** *Examples of projects and actions that will likely cause or create a reasonably foreseeable increase in emissions include those that will cause or create an increase in aircraft operations and/or ground access vehicle trips. Other projects such as runway/taxiway improvements, roadway modifications, and/or parking facility expansions, may cause or create reasonably foreseeable increases in emissions by changing aircraft and vehicle travel patterns. By comparison, examples of projects and actions that will not likely cause or create increases in emissions include land acquisition programs or the upgrading of airfield lighting systems.*

Discuss the potential for a reasonably foreseeable increase in air emissions:

The proposed action would not substantially increase air emissions. The Jetscape facility is already in operation at the airport and there would be no substantial change in the number and types of aircraft (and vehicles) utilizing the relocated facility. Construction of the proposed project will result in temporary emissions from construction equipment and materials. Construction impacts can be minimized using appropriate Best Management Practices.

(b) Is the Proposed Action located in a nonattainment or maintenance area for any of the NAAQS established under the Clean Air Act? If the Proposed Project is in a nonattainment or maintenance area, identify for what pollutant(s), and do not complete this EA Form without first contacting an ORL-ADO EPS for further guidance. **Note:** *To review the current list of areas designated nonattainment, see the U.S. Environmental Protection Agency reference book, The Green Book Nonattainment Areas for Criteria Pollutants at www.epa.gov/oaqps001/greenbk/.*

Document area status:

The project site is located in an attainment area.

(c) If the action is located in an attainment area and will cause a reasonably foreseeable emission increase, you must prepare an emissions inventory for NAAQS priority pollutants and Green House Gases (GHG's) and disclose the results. **You must contact an ORL-ADO EPS before conducting an air quality analysis.** **Note:** *As the Aviation Emissions and Air Quality Handbook explains, there are different types or components of an air quality analysis that can be undertaken depending on project/action type, the change(s) to the emission sources affected, and other relevant factors. There is no single, universal criterion for determining what type of analysis is appropriate for FAA-supported projects or actions. As an aid in selecting the appropriate air quality assessment methodology, see Figure 4-5 (Air Quality Assessment Examples) in the Aviation Emissions and Air Quality Handbook. Figure 4-5 identifies the types of air quality analyses (i.e., emissions inventory, dispersion modeling, etc.) that may be appropriate for FAA-supported projects and actions. Listed by project/action type, each assessment method is generally symbolized as High, Medium or Low in terms of the likely applicability of the analysis to the project/action type. Review the Aviation Emissions and Air Quality Handbook to understand how to prepare the analysis (including selecting the analysis*



years, identifying the emission types and emission sources of interest, obtaining and/or developing the necessary input data, and running the appropriate models and/or supplemental analyses.

****IMPORTANT****

As of May 29, 2015, the FAA accepted modeling tool for predicting air emissions is the Aviation Environmental Design Tool (AEDT). The most current version of this model, currently AEDT2b *must* be used for any new analysis started after that date. Please contact an ORL-ADO Environmental Specialist if you have any questions regarding the emissions analysis or the current version of the model to use in your analysis.

Provide the emissions inventory for the No Action Alternative, Proposed Action and Retained Alternatives for the EA Study Years including both direct and indirect emissions that are reasonably foreseeable which includes operational as well as construction emissions.

The project area is located within an airport that operates in an airshed with previously designated air emissions standards. The airport is within an attainment area for all NAAQS. The operation of the proposed relocated FBO facility would not result in a substantial increase in air emissions from aircraft and/or vehicles. Construction will result in a short-term increase in air emissions.

Discuss the results of the emissions inventory and make a determination if the impacts are considered significant.

Because increased air emissions would be minor when compared to the overall emissions at FLL, an emissions inventory was not prepared.

(2) BIOLOGICAL RESOURCES (INCLUDING FISH, WILDLIFE, AND PLANTS)

(a) Using the Florida Land Use and Cover Classification System (FLUCCS), provide an assessment of the Proposed Action’s and retained alternatives (if any) direct impact area (construction footprint) and indirect impact area (area indirectly impacted through facility lighting, noise contours, air emissions, and changes to water quality or quantity caused by construction equipment or facility operations). Attach a figure and table (for direct and indirect impact areas) with acreages per land use cover type to assist in the explanation.

Quantitatively discuss potential direct and indirect impacts:

The project site is surrounded by an urban environment and development of the site is not anticipated to cause negative indirect impacts to the surrounding areas. There would be no wetland, surface water, or native habitat impacts. Direct impacts are to disturbed lands (±13 acres) or airports (e.g. parking areas for shuttle buses and existing airfield - ±12 acres). There would be no indirect impacts.

(b) Describe the potential for the Proposed Action and retained alternatives (if any) to result in long-term or permanent loss of plant or wildlife species, to directly or indirectly affect plant communities, and/or involve the displacement of wildlife. Cross reference Category (14) Water Resources, if jurisdictional water bodies or wetlands are present.

Quantitatively discuss potential direct and indirect impacts:

The project site has been previously developed since the mid to late 1940s and provides limited habitat to wildlife species and plant communities. Previous development included clearing, filling and grading the property originally as part of the Naval Air Station and has most recently



been used to park shuttle busses. An American kestrel was observed perched on-site, but no nesting cavities were observed. The further development of the project is not anticipated to cause long term or permanent loss to any plant communities or wildlife species.

(c) Using U.S. Fish and Wildlife (FWS) and National Marine Fisheries Service (NMFS) flora and fauna species lists for the Action vicinity, describe the potential for the Proposed Action and retained alternatives (if any) to directly or indirectly affect any federally-listed or candidate species of flora or fauna or designated critical habitat protected under the Endangered Species Act (ESA), the Marine Mammal Protection Act (MMPA), or affect Essential Fish Habitat (EFH) identified under the Magnuson-Stevens Act. You must attach records of consultation with FWS and NMFS, as appropriate, in an appendix to the EA. **Note:** *If the Proposed Action and retained alternatives (if any) would potentially affect federally protected or candidate species, or designated critical habitat, **do not complete this EA** and contact an FAA ORL-ADO EPS.*

Quantitatively discuss the potential for the Proposed Action and retained alternatives to directly or indirectly impact federally-protected species and designated critical habitat:

There are no documented occurrences of federally listed flora or fauna on the site and surveys did not reveal any listed species in the study area. There are no impacts to Critical Habitat. The study area is wholly in uplands with no wetlands or Essential Fish Habitat (EFH) impacts. The site is within the CFA of multiple wood stork nesting colonies; however, there is no habitat for this species within the study area. In accordance with Section 7 of the Endangered Species Act and its implementing regulations, the FAA determined that the proposed action would have No Effect on federally-listed species.

(d) Using Florida Fish and Wildlife Commission (FWC) flora and fauna species lists for the Action vicinity, describe the potential for the Proposed Action and retained alternatives (if any) to directly or indirectly affect any state-listed species protected in the State of Florida. You must attach records of consultation with state jurisdictional agencies such as the FWC and Florida Department of Environmental Protection (DEP), as appropriate, in an appendix to the EA.

Quantitatively discuss the potential for the Proposed Action and retained alternatives to directly or indirectly impact state-protected species and designated critical habitat:

State and federal listed species surveys yielded no observations of individuals or evidence of habitation or activity by the subject species. There is habitat for the state-listed Florida burrowing owl on the project site, but none were observed. Because Florida burrowing owls are known to move to various areas within suitable habitat, an updated survey will be conducted prior to construction. FWC Rule 68A-9.012 Take of Wildlife on Airport Property, allows for burrowing owls to be taken in emergency situations or after repeated, documented harassment techniques have failed. But relocation of owls is the preferred method. A non-active burrow can be taken facilitating the relocation of the owl. Project development is not anticipated to adversely affect state listed species.

(e) Describe the potential for the Proposed Action and retained alternatives (if any) to directly or indirectly affect species protected under the Migratory Bird Act. You must attach a record of consultation with FWS in an appendix to the EA.

Quantitatively discuss the potential impacts:

The project area provides negligible habitat to species protected by the Migratory Bird Act. In addition, no bald eagles have been observed onsite and no known bald eagle nest⁵ are located

⁵ FWC Bald Eagle Nest Locator <https://public.myfwc.com/FWRI/EagleNests/nestlocator.aspx>



within 5 miles of the project area. Project development is not anticipated to negatively impact any species protected through this Act.

(f) Discuss any operational, avoidance, minimization or mitigation measures (including construction mitigation measures) that have been considered in the siting of the Proposed Action and retained alternatives (if any) to mitigate impacts to biological resources. Identify all required federal, state or local permits. **Note:** *Analyses for undisturbed areas including water bodies must be conducted in consultation with FWS, other Federal agencies (NMFS, EPA, USACE), and state agencies (DEP, FWC, and water management districts), having expertise on potentially affected biotic resources and their habitats. Federal and state-listed species lists must be consulted and the potential for occurrence in the Proposed Action area must be documented. Include an analysis of construction impacts and measures to avoid and minimize impacts to ensure that this document properly addresses both permanent and temporary, constructed-related impacts on these resources.*

Quantitatively discuss any operational, avoidance, minimization or mitigation measures:

Pre-construction surveys will be conducted for Florida burrowing owls and gopher tortoises.

(3) CLIMATE

(a) Affected Environment - For airport actions, the study area is defined by the extent of the project changes (i.e., immediate vicinity of the airport) and should reflect the full extent of aircraft movements as part of the project changes. Consult the FAA’s Air Quality Handbook for more information on defining the study area. As explained in the 1050.1F Desk Reference, analysis of GHG emissions should be quantitatively assessed in certain circumstances, but otherwise may be qualitatively assessed. Where the analysis is quantitative, the affected environment section for climate should provide the quantitative data for the existing condition, which provides the baseline of existing GHG emissions in the study area. The affected environment section should also discuss the current level of preparedness in the study area with respect to the impacts of climate change. This involves describing current measures that are in place within the study area to adapt to the impacts of climate change (e.g., sea level rise, stronger or more frequent storms, etc.). This discussion should be concise and may be quantitative or qualitative, depending on the nature of the project area.

Describe the current Climate and level of preparedness conditions in the Study Area:

In 2010, Broward County developed the *Broward County Climate Action Plan: Addressing Our Changing Climate* (The Climate Change Action Plan), which developed recommendations for a program to mitigate the causes and to adapt to the consequences of climate change and the vulnerability of southeast Florida to sea level rise and violent weather patterns. The County also conducted a vulnerability assessment that identified areas of vulnerability under a one-, two-, and three-foot sea level rise scenario projected to occur as early as 2060. The potential inundation areas are limited to low-lying, undeveloped areas between buildings, runways and taxiways.

Broward County also has goals and policies in the Climate Change Element of the Comprehensive Plan. The Climate Change Element supporting documentation includes Greenhouse Gas Emissions inventories on a Regional, Communitywide and Government Operations basis. Broward County has seen a gradual decrease in GHG emissions since 2007 base line evaluation but continues to work to reduce this further to meet a goal of 80% reduction from the 2007 baseline.



The Broward County Aviation Department completed the Green Airport Initiative (GAI) in 2005. Through this program several recommendations and initiatives were developed to establish a program for guiding sustainable development on the airport.

Included among the recommendations that have been implemented at the airport is the use of biodiesel for in ground service equipment.⁶ Several other initiatives have been implemented including:

- Rental Car Center consolidated into one building with one common shuttle service for all the rental car companies. This eliminated four million miles of bus travel by eliminating each rental car company operating their own shuttles. This also reduced road congestion in the terminal area and conserved fuel.
- Implementation of the pay-on-foot program which allows drivers to pay parking fees at machines in the parking garage instead of at toll booths. This has reduced emissions from idling cars at toll booths.
- Construction of the cell phone lot and restrictions on idling in the lot as well as elimination of idling along road sides that once occurred.
- Construction of bus and taxi holding lots where the vehicles remain parked until needed has also reduced emissions.
- FLL has one of the largest biodiesel/hybrid electric fleets in the US and one of the first airports in FL to be totally biodiesel. FLL operates 56-bio-diesel vehicles, three bio-diesel trams and five hybrid-electric vehicles that transport passengers to and from the terminals, parking garages and Rental Car Center.
- FLL has increased energy efficiency in the Heating, Ventilation and Air Conditioning (HVAC) System by replacing older units with higher efficiency models. This has reduced emissions from power generating facilities.
- FLL is Installing of high efficiency lighting in terminals and other buildings and parking garages.

The airport and tenants work with the county to continue to reduce GHG emissions. The airport supports the GHG emissions reduction goals. The proposed action is not expected to appreciably increase demand or operations at the airport and thus would have minimal effect on GHG emissions.

(b) Environmental Consequences - If GHG's and climate are not relevant to the Proposed Action and alternative(s) (i.e., because there would be no GHG emissions), this should be briefly noted and no further analysis is required.

Qualitatively discuss the reasons that the Proposed Action and retained alternatives would not affect GHG's or Climate Change:

The development of the project site is anticipated to have minimal effect on GHG's and climate change as the proposed FBO relocation project would not substantially increase activity at the airport.

(c) Where the Proposed Action or alternative(s) *would not* result in a net increase in GHG emissions (as indicated by quantitative data or proxy measures such as reduction in fuel burn, delay, or flight operations), a brief statement describing the factual basis for this conclusion is sufficient and no further analysis is required.

⁶ <http://www.broward.org/Airport/Community/Pages/EnvironmentalInitiatives>



Describe the basis for "no-effect" conclusion:

[Empty box for describing the basis for "no-effect" conclusion]

(d) Where the Proposed Action or alternative(s) would result in an increase in GHG emissions as compared to the No Action alternative for the same study year, the emissions should be assessed either qualitatively or quantitatively using the methodology described in FAA's 1050.1F Desk Reference, Section 3.3.2 (Data Analysis). **Note:** Contact an ORL-ADO EPS prior to undertaking a quantitative analysis.

Explain

The proposed project would relocate an existing FBO facility to a new location on the FLL airfield. Although the project may generate some new activity, the change in GHG emissions at FLL would be minor.

(e) Documentation - When CO2e is quantified, the metric tonnes (MT) CO2e results should be provided in a table or similar format that compares the alternatives directly. When fuel burn is computed, the MT CO2 equal to that fuel content should be documented and discussed. See Section 3.3.3 of 1050.1F. **Note:** *There are no significance thresholds for aviation or commercial space launch GHG emissions, nor has the FAA identified specific factors to consider in making a significance determination for GHG emissions. There are currently no accepted methods of determining significance applicable to aviation or commercial space launch projects given the small percentage of emissions they contribute. CEQ has noted that "it is not currently useful for the NEPA analysis to attempt to link specific climatological changes, or the environmental impacts thereof, to the particular project or emissions, as such direct linkage is difficult to isolate and to understand."* Accordingly, it is not useful to attempt to determine the significance of such impacts. There is a considerable amount of ongoing scientific research to improve understanding of global climate change and FAA guidance will evolve as the science matures or if new Federal requirements are established.

Provide a discussion of the analysis including data tables comparing the No Action and retained alternatives for each study year:

The proposed project would relocate an existing FBO facility to a new location on the FLL airfield. Although the project may generate new activity, the change in CO2e emissions would be minimal.

(f) Reducing Emissions - Reduction of GHG emissions resulting from FAA actions contributes towards the U.S. goal of reducing aviation's impacts on climate. For NEPA reviews of proposed FAA actions that would result in increased emissions of GHGs, consideration should be given to whether there are areas within the scope of a project where such emissions could be reduced. GHG emission reduction can come from measures such as changes to more fuel efficient equipment, delay reductions, use of renewable fuels, and operational changes (e.g., performance-based navigation procedures). However, GHG emission reduction is not mandated and will not be possible in all situations.

Discuss measures to reduce emissions associated with the Proposed Action:

The relocated FBO facility would be subject to applicable Broward County and FLL policies and programs for reducing GHG emissions.

(g) Climate Adaptation - The environmental consequences section should include a discussion of the extent to which the proposed action or alternatives(s) could be affected by future climate conditions, based on published sources applicable to the study area. For example, a project area's ability to sustain impacts caused by climate changes should be described (e.g.,



identify current robustness and height of seawalls for coastal airports). This discussion should include any considerations to adapt to forecasted climate change conditions.

Discuss potential climate conditions relevant to the Proposed Action:

There are no substantive climate conditions relevant to the proposed action. As noted above, the relocated FBO facility would be subject to applicable Broward County and FLL policies and programs on climate change

(4) COASTAL RESOURCES

(a) Is the Proposed Action located within the Coastal Barrier Resources System (CBRS), as delineated by the U.S. Fish and Wildlife Service (FWS) Official CBRS maps? If the Proposed Action is located within the CBRS, **do not complete this EA** and contact an FAA ORL-ADO EPS.

Explain:

The site is not located within the CBRS.

(b) The Florida Department of Environmental Protection (DEP), Florida State Clearinghouse, Office of Intergovernmental Programs, will coordinate a consistency review of the Proposed Action under the following authorities: Presidential Executive Order 12372; § 403.061 (42), Florida Statutes; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended. The ORL-ADO EPS must review the Draft EA prior to submittal to the Clearinghouse for consistency review. The Airport Sponsor then submits the Draft EA to the Clearinghouse. Contact the Clearinghouse (850-245-2161) for the required number of copies and format. The Clearinghouse will make a determination of the Proposed Action’s consistency with Florida’s Coastal Management Program (FCMP) based on information contained in the Draft EA. **Note:** *The FCMP consistency review process normally takes 30 to 45 days and is conducted during the public and agency review of the Draft EA. The Clearinghouse will send a consistency determination letter with state comments to the Airport Sponsor. The Airport Sponsor must include a copy of the consistency letter and the Airport Sponsor’s responses to any comments received from state agencies in an appendix to the Final EA submitted to the FAA ORL-ADO.*

Ensure that the Proposed Action is consistent with the enforceable policies of the FCMP (<http://www.dep.state.fl.us/cmp/federal/>). Acknowledge submittal of the Draft EA to the Clearinghouse for review.

Project information was provided to FDEP at the beginning of this study. In an email dated April 20, 2018, the FDEP indicated that they would not coordinate State Clearinghouse review of the project.

The site is located within Florida’s Coastal Zone; however, the proposed action is the relocation, construction and operation of an existing FBO on previously developed lands within FLL. South Florida Water Management District (SFWMD) issued an Environmental Resource Permit (ERP No. 06-00339-S-08), dated September 21, 2018 for the site. As stated in the ERP staff report, SFWMD indicated that “Issuance of this permit constitutes a finding of consistency with the Florida Coastal Zone Management Program”. Thus, coastal zone consistency is presumed.

(5) DOT SECTION 4(f)



(a) Describe and identify on an attached figure all DOT Section 4(f) resources both on-airport and within the airport’s vicinity (or area encompassed by the composite DNL 65 dBA noise contour for the Proposed Action, reasonable alternatives (if any) and No Action alternative). Resources that are protected by Section 4(f) are publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance; and publicly or privately-owned land from an historic site of national, state, or local significance. Cross-reference Category (11) Noise and Compatible Land Use, as applicable.

Describe 4(f) resources and attach a figure if applicable:

There are no public parks, recreation areas, wildlife and waterfowl refuges of national, state, or local significance or publicly or privately-owned land from an historic site of national, state or local significance on or in proximity to the project site.

The NRHP listed Link Trainer Building is located approximately 0.25 mile from the proposed project and now houses the Naval Air Museum. Thus, there are no direct impacts to this facility. Indirect effects, if any, are anticipated to be minor. Changes in aircraft emissions and noise levels would be minimal and would not result in a constructive use of the resource. The resource was originally associated with aviation and is presently used as an aviation museum. The resource’s original and current setting is considered compatible with the present operation of FLL. The proposed relocated FBO facility would introduce new light sources (e.g., pole and building-mounted lights) to the mid-field area at FLL. The amount and type of lighting would be like other aviation facilities at FLL. The new lighting will meet applicable sections of the County’s land development codes (lights will be shielded, angled or both so that direct or indirect light does not cause illumination in excess of one-half foot-candle on adjoining properties). Based on the foregoing, indirect impacts would be minimal. Thus, there would be no significant impacts on Section 4(f) resources resulting from the proposed action.

(b) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) have a direct impact (physical use or “taking”) or indirect impact (constructive use) on any of any Section 4(f) sites or facilities? To assess constructive use refer to “FAR Part 150, Appendix “A”, Table 1, Land Use Compatibility With Yearly Day-Night Average Sound Levels” If **YES, do not complete this EA** and contact the FAA ORL-ADO EPS.

Discuss the results of the analysis:

There are no direct impacts and only negligible indirect impacts associated with the proposed action.

(6) FARMLANDS--PRIME, UNIQUE OR STATE-SIGNIFICANT FARMLAND

(a) Compared to the No Action alternative does the Proposed Action and retained alternatives (if any) involve the acquisition of Prime, Unique or statewide and locally important farmland, or the conversion/use of these types of farmlands that are protected by the Federal Farmland Protection Policy Act (FPPA)? Contact the Florida Natural Resources Conservation Service (NRCS). For more information see: <http://www.nrcs.usda.gov/wps/portal/nrcs/main/fl/soils/>

If appropriate, attach record of coordination with the Florida NRCS, including a completed Form AD-1006. **Note:** *Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not land used for water storage or urban built-up land. Also, the “Part 523-Farmland Protection Policy Manual” notes that lands identified as “urbanized area” (UA) on Census Bureau maps are not subject to the provisions of the FPPA. See <https://www.census.gov/geo/maps-data/maps/2010ua.html> for Census Bureau maps.*

Discuss analysis and add tables and graphics as appropriate:



The project would not affect any prime, unique or statewide and locally important farmland soils subject to the Federal Farmland Protection Act.

(7) HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

(a) Compared to the No Action alternative, would the Proposed Action and reasonable alternatives (if any) violate applicable Federal, state, tribal or local laws or regulations regarding hazardous materials and/or solid waste management?

Explain:

The construction and operation of the proposed project will follow all laws and regulations regarding hazardous material and solid waste.

(b) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) involve a contaminated site (including but not limited to a site listed on the National Priorities List)? Describe how the Proposed Action site was evaluated for hazardous substance contamination. Reference electronic database searches and attach in an appendix any record of consultation with appropriate expertise agencies (e.g., US Environmental Protection Agency (EPA), Florida DEP).

Explain:

A contamination screening evaluation was conducted and as described in the Affected Environment Section. Site assessments are on-going and being coordinated with Broward County.

(c) Does the Proposed Action include land acquisition? A qualified Environmental Professional must prepare an Environmental Due Diligence Audit (EDDA) in accordance with FAA Order 1050.19B, *Environmental Due Diligence Audits in the Conduct of FAA Real Property Transactions*. In particular, a Phase I EDDA must be conducted prior to the acquisition of real property. The Phase I EDDA must be attached to the EA.

Explain:

No land acquisition is required.

(d) Compared to the No Action alternative would the Proposed Action and retained alternatives (if any) produce an appreciably different quantity or type of hazardous waste?

Explain:

The proposed action is anticipated to handle similar quantities and types of hazardous materials and waste as the existing Jetscape FBO facility. The new facility will be required to follow all applicable local and state laws pertaining to the storage and handling of hazardous waste.

(d) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or would exceed local capacity? If **YES**, are local disposal facilities capable of handling the additional volumes of solid waste resulting from the Action? A letter from the local waste management handling facility may be necessary.

Explain:

Prior to construction any environmental concerns and contamination at the project site would be remediated in accordance with applicable local, state, and federal requirements.



Compared to the existing facility, the proposed relocated facility will not generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or exceed local capacity. The proposed action is anticipated to create similar quantities and types of waste as the existing Jetscape FBO facility.

(e) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) adversely affect human health and the environment with regards to hazardous materials or solid waste?

Explain:

The proposed project is not anticipated to adversely affect human health and the environmental regarding hazardous material or solid waste.

(f) Is there a sanitary landfill containing municipal solid waste (MSW) located within 10,000 feet of a runway serving turbo-powered aircraft, or 5,000 feet of a runway serving piston-powered aircraft? **Note:** A sanitary landfill containing municipal solid waste (MSW) is incompatible with airport operations if the landfill is located within 10,000 feet of a runway serving turbo-powered aircraft, or 5,000 feet of a runway serving piston-powered aircraft. Refer to FAA Advisory Circular 150/5200.33 "Hazardous Wildlife Attractants on or Near Airports," and FAA Order 5200.5B, "Guidance Concerning Sanitary Landfills on or Near Airports."

Explain:

The proposed action involves relocation of an existing FBO.

(8) HISTORICAL, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

(a) Describe and identify on an attached figure any known sites listed-in or eligible for listing on the National Register of Historic Places (NRHP) within the Proposed Action’s and retained alternatives (if any) Area of Potential Effect (APE), which is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties”. The APE includes the direct impact area (limits of ground disturbance) and as applicable the indirect impact area encompassed by the composite DNL 65 dBA noise contour of the Proposed Action, No Action, and retained alternatives (if any). Protected resources include historic sites, districts, objects, archaeological remains, historic structures, public parks, publicly-owned recreation areas, and wildlife or waterfowl refuges. Accomplish this review through searching the NRHP database, consultation with the Florida State Historic Preservation Officer (SHPO), local historic groups, local jurisdictions, federally recognized tribes in the State of Florida, and airport staff. Historic airport facilities (50 years or older) must be included. **Note:** If any known listed or eligible NRHP sites are identified within the Proposed Action’s APE (direct or indirect), you must immediately contact the ORL/ADO Environmental Specialist for further instruction regarding Section 106 of the National Historic Preservation Act (NHPA).

Describe and identify on attached figure (as applicable) any known sites in the direct and indirect impacts APE:

Based on a review of the FMSF and previous Cultural Resource Assessment Surveys conducted at the airport, there are no known NRHP listed or eligible historical or archaeological sites within the direct effects APE. There is one NRHP listed resource within the airport boundaries: The Link Trainer Building (BD02562). This resource is located approximately 0.25 mile west of the Project Site. This building was originally located on the site but was previously relocated to its current location and is presently used as a Naval Aviation Museum.



(b) Consultation with the SHPO and tribes should be conducted early in the process and prior to submittal of the preliminary Draft EA to the ORL/ADO EPS. Discuss Florida SHPO and tribal consultation responses below. **Records of consultation with the Florida SHPO and federally recognized tribes and their responses must be included in an appendix to the EA.** All public out-reach efforts should apply to these groups as well. **Note:** Letters to the Florida SHPO and federally recognized tribes must come from the FAA. Draft letters for FAA signature. Discuss the proposed action and attach a figure identifying the area of potential effect (APE) on a recent aerial. Include in the discussion whether a cultural resource assessment study (CRAS) has been done for the APE. Provide a written effects determination along with supporting documentation to the SHPO/THPO and the consulting parties (see 36 CFR § 800.5). Make one of the following conclusions: (1) no historic properties present in the APE; (2) no adverse effect on historic properties; or (3) adverse effect on historic properties. You must review <http://www.dot.state.fl.us> for a list of federally recognized tribes, contacts and addresses. If any known listed or eligible NRHP sites are identified within the Proposed Action’s APE, you must immediately contact the ORL/ADO Environmental Specialist for further instruction regarding Section 106 of the National Historic Preservation Act (NHPA).

Discuss Florida SHPO and tribal consultation responses.

Early coordination letters were submitted to the Florida State Historic Preservation Officer (SHPO) and the federally recognized tribes with interest in Florida (Seminole Tribe of Florida, Seminole Nation of Oklahoma, Poarch Band of Creek Indians, and Muscogee (Creek) Nation. Correspondence was received from the Muscogee (Creek) Nation, the Seminole Tribe of Florida (STOF), and the Seminole Tribe of Oklahoma. The Muscogee (Creek) Nation indicated that they would defer to the other tribes contacted and had no other specific comments. STOF requested copies of historic aerals. This information was provided and the STOF issued a letter dated August 3, 2018 that they had no objection to the project, but wished to be notified if historic, archaeological or burial resources were inadvertently discovered during construction. A letter was also received from the Seminole Tribe of Oklahoma requesting that a detailed search of the Florida Master Site File be performed. This research was conducted. Copies of all correspondence are included in Appendix D. Coordination is on-going with the SHPO and the Seminole Tribe of Oklahoma.

Pursuant to Section 106 of the Historic Preservation Act, FAA’s consultation with the SHPO relative to the Link Trainer Building is in process. The Draft EA will also be made available to the SHPO and responding tribes for review. The EA will not be complete until Section 106 consultation is concluded.

(c) Compared to the No Action alternative, would the Proposed Action or retained alternatives (if any) result in *direct effects* (physical disturbance or destruction, damage, alteration, isolation of the property from its surroundings, or moving a property from its historic location), or *indirect effects* (introduction of visual, auditory, or atmospheric elements that are out of character with the property or that would diminish the integrity of the property’s setting), on any NRHP property or NHRP-eligible property? Cross reference your response with other applicable impact categories such as noise and compatible land use, air quality and Section 4(f)/6(f) resources.

Discuss direct or indirect effects on NRHP or NHRP-eligible properties.

No direct effects are anticipated, and indirect effects would be minor.

(9) LAND USE



(a) Compared to the No Action Alternative, would the Proposed Action and retained alternatives (if any) result in any impacts to off-airport land uses and/or require a change to the local comprehensive plan and zoning map?

Discuss any impacts to off-airport land uses or changes to a local comprehensive plan or zoning.

No impacts to off-airport land uses or changes to the local comprehensive plan or zoning map is anticipated

(b) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) be located near or create a potential wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports"?

Discuss potential wildlife hazards.

The proposed action is not located near nor will it create a potential wildlife hazard.

(c) If the Airport Sponsor is filing a federal Airport Improvement Program (AIP) grant application for construction of the Proposed Action, an executed letter from the Airport Sponsor to the FAA with the land use assurance language noted below must be attached as an appendix to this EA.

"Per 49 USC Section 47107(a)(10), that appropriate action, including adopting zoning laws, has been or will be taken to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including the landing and takeoff of aircraft."

Note: The Sponsor's assurance letter must be related to existing and future planned land uses in the airport vicinity.

Identify Draft EA Appendix that contains the Airport Sponsor's land use assurance letter or explain why one is not required.

Not applicable. There is no grant application associated with the design or construction of the proposed action.

(10) NATURAL RESOURCES AND ENERGY SUPPLY

(a) Identify suppliers of energy resources found in the area such as power plants, water utilities, sewage disposal utilities, and suppliers of natural gas and petroleum, as applicable. Identify the approximate amount of other resources such as water, asphalt, aggregate, and wood a project would use in the construction, operation, and maintenance of a project and identify where the suppliers are located.

Discuss:

FPL has two power-generating plants located in Broward County. Gas is transported to the area from a pipeline originating in Alabama, the Gulfstream Pipeline, operated by Peoples Gas.



(b) Compared to the No Action alternative, what effect would the Proposed Action and retained alternatives (if any) have on energy supplies or other natural resource consumption? Would demand exceed supply?

Explain:

The proposed project would relocate an existing FBO facility to a new location on the FLL airfield. The proposed action is not expected to substantially increase operations. Thus, aviation fuel consumption and sales are not expected to increase substantially or affect supply.

(c) Identify whether the Proposed Action and retained alternatives (if any) would incorporate sustainable design features such as conservation of resources, use of pollution prevention measures, minimization of aesthetic effects, and address public (both local and traveling) sensitivity to these concerns.

Explain:

Construction of the Project Site will use Best Management Practices regarding sustainable design. Sustainable design elements provided in the building design include:

- High efficiency HVAC units for the air conditioning.
- High R-values on in walls and roof
- Energy efficient glazing and sunshades on glazing
- Light exterior paint colors to reflect sunlight
- LED, low energy light fixtures
- Occupancy sensors to turn off lights when rooms are not in use

(11) NOISE AND COMPATIBLE LAND USE

(a) Determine if a noise analysis should be conducted per FAA Order 1050.1F, Appendix B . Airport operations must not exceed the threshold for both existing and forecast years (with and without the Proposed Action). If operations exceed the threshold, coordinate with the ORL/ADO EPS prior to conducting a noise analysis. **Note:** *No noise analysis is needed for projects involving Design Group I and II airplanes (wingspan less than 79 feet) in Approach Categories A through D (landing speed less than 166 knots) operating at airports whose forecast operations in the period covered by the NEPA document do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 annual jet operations (2 average daily operations). These numbers of propeller and jet operations result in DNL 60 dB contours of less than 1.1 square miles that extend no more than 12,500 feet from start of takeoff roll. The DNL 65 dB contour areas would be 0.5 square mile or less and extend no more than 10,000 feet from start of takeoff roll. Also, no noise analysis is needed for projects involving existing heliports or airports whose forecast helicopter operations in the period covered by the NEPA document do not exceed 10 annual daily average operations with hover times not exceeding 2 minutes. These numbers of helicopter operations result in DNL 60 dB contours of less than 0.1 square mile that extend no more than 1,000 feet from the pad. Note that this rule applies to the Sikorsky S-70 with a maximum gross takeoff weight of 20,224 pounds and any other helicopter weighing less or producing equal or less noise levels. Airport forecasts must be consistent with the most recent FAA Terminal Area Forecast (TAF).*

Document the most recent TAF for the airport, the existing and forecast annual operations in the EA study years for the No Action alternative, the Proposed Action and any retained alternatives. Discuss whether the thresholds described above would be exceeded or not and whether a quantitative or qualitative noise analysis is appropriate for the Proposed Action.



The proposed project would not substantially change aircraft operations or substantially alter aircraft noise at or in the vicinity of FLL.

(b) Aircraft noise screening may rule out the need for more detailed noise analysis if screening shows no potential for significant noise impacts. The Area Equivalent Method (AEM) can be used in evaluating proposed actions and alternative(s) at an airport which result in a general overall increase in daily aircraft operations or the use of larger/noisier aircraft, as long as there are no changes in ground tracks or flight profiles. If the AEM calculations indicate that the action would result in less than a 17 percent (approximately a DNL 1 dB) increase in the DNL 65 dB contour area, there would be no significant impact over noise sensitive areas and no further noise analysis would be required. If the AEM calculations indicate an increase of 17 percent or more, or if the action is such that use of the AEM is not appropriate, then the noise analysis must be performed using the Aviation Environmental Design Tool (AEDT) to determine if significant noise impacts would result. See the Area Equivalent Method (AEM) Version 7.0c User's Guide, October 2012 for further information on conducting an AEM screening procedure.

Note: *If more detailed noise analysis is required, the model must be used to determine if significant noise impacts would result from implementation of the Proposed Action. Information regarding the FAA's AEDT 2b can be found in the 1050.1F Desk Reference and at <https://aedt.faa.gov/>.*

Explain the results of the AEM analysis if used.

Not applicable.

(c) Describe the affected environment for noise and noise compatible land use. Refer to the 1050.1F Desk Reference section 11.2, Affected Environment, for necessary information. The steps generally required to describe the affected environment for noise and noise compatible land are as follows:

- *Determine the study area for noise analysis.* An airport environs study area must be large enough to include the area within the DNL 65 dB contour, and may be larger.
- *Identify noise sensitive areas in the study area and pertinent land use information;* A noise sensitive area is defined in Paragraph 11-5.b (8) of FAA Order 1050.1F.
- *Describe **current** noise conditions in the study area.* Noise exposure contours must include DNL 65, 70, and 75 dB levels. Identify the number of residences or people residing within each noise contour where aircraft noise exposure is at or above DNL 65 dB. Identify the location and number of noise sensitive uses in addition to residences (e.g., schools, hospitals, nursing homes, parks, recreation areas, historic structures) that could be significantly impacted by noise. Use recent aerial photographs, GIS mapping and other resources to depict land uses within the noise study area.

FLL has prepared draft Noise Exposure Maps (NEM) and supporting documentation dated December 2018 in accordance with 14 CFX Part 150 (Airport Noise Compatibility Planning). The draft NEMs are currently available for public comment. The Draft NEM Report provides the following data for the existing noise conditions⁷:

⁷ Fort Lauderdale-Hollywood International Airport, 14CFR Part 150 Study, Draft Noise Exposure Map Report, December 2018.



The 2018 NEM DNL 65 and higher contours contain approximately 31 acres of Single and Two-Family Residential land use, and 0.3 acres of Multi-Family Residential land uses. This includes 226 house Single and Two Family Residential housing units and 12 Multi-Family Residential housing units and an estimated population of 497 persons. Of the 238 housing units exposed to aircraft noise of DNL 65 and higher in the 2018 draft NEMs, 148 are included in the footprint of the ongoing FLL Sound Insulation Program. The remaining 90 units are located at the westernmost tip of the DNL 65 contour along the approach to Runway 10L. These units consist of mobile or manufactured homes and single-family residences.

Aside from water (approximately 198 acres), most of the non-residential land uses exposed to aircraft noise of DNL 65 and higher in 2018 are Utilities (approximately 150 acres), Transportation and Parking (approximately 2,341 acres), Industrial and Manufacturing (282 acres), and Public Facilities and Institutions (approximately 123 acres). There are approximately 89 acres of Parks, Open Space, and Agriculture within the 2018 DNL 65 contour including a portion of Von D. Mizell and Eula Johnson State Park (formerly the John U. Lloyd State Recreation Area) to the east of the airport and Snyder Park to the north of the airport. Within the DNL 65 – 70 contours, there are approximately 77 acres of Parks, Open Space, and Agriculture. And approximately 13 acres within the DNL 70 – 75 contours. Per 14 CFR Part 150, recreational land, within the DNL 65 – 75 contours, is compatible.

There are no places of worship, schools, hospitals, day cares, group care, libraries or nursing homes in the DNL 65 or higher. There are 3 historic structures (e.g. greater than 50 years of age) within the DNL 65 and higher contours including the Link Trainer NAS Ft. Lauderdale Building, GB Airlink and North Coast Trailer Park.

(d) Describe the potential noise impacts of the proposed action and alternative(s), if any, for each timeframe evaluated. Use the AEDT to provide noise exposure contours for DNL 5 dB increments for the DNL 65, 70, and 75 dB levels. For all comparisons analyzed, the analysis needs to identify noise increases of DNL 1.5 dB or more over noise sensitive areas that are exposed to noise at or above the DNL 65 dB noise exposure level, **or** that would be exposed at or above the DNL 65 dB level due to a 1.5 dB or greater increase, when compared to the No Action alternative for the same timeframe. For each modeling scenario analyzed, disclose, quantify and discuss:

- number of residences or people residing within each noise contour interval where aircraft noise exposure is at or above DNL 65 dB,
- the net increase or decrease in the number of people or residences exposed to each increment of noise
- location and number of noise sensitive land uses in addition to residences (e.g., schools, hospitals, nursing homes, parks, recreation areas, historic structures) exposed to DNL 65 dB or greater
- when DNL 1.5 dB increases to noise sensitive land uses are documented within the DNL 65 dB contour, also identify the location and number of noise sensitive land uses within the DNL 60 dB contour that are exposed to aircraft noise levels at or above DNL 60 dB but below DNL 65 dB and are projected to experience a noise increase of DNL 3 dB or more
- noise impact on noise sensitive areas within the DNL 65 dB contour.

Use multiple graphics to depict the noise contours and land uses and noise sensitive resources within the noise contours for all alternatives. Include arrival, departure and touch and go flight tracks. Graphics should be scaled and sufficiently large and clear to be readily understood.



The operation of the proposed relocated FBO facility would not result in a substantial change in aircraft operations or types of aircraft utilizing the facility. Thus, the change in the noise environment would be minimal.

(e) Discuss whether there is a significant noise impact for the Proposed Action and retained alternatives (if any) compared to the No Action alternative. FAA Order 1050.1F Exhibit 4-1 provides the FAA’s significance threshold for noise i.e. *The action would increase noise by DNL6 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65dB level due to a DNL 1.5dB or greater increase, when compared to the no action alternative for the same timeframe.* For example, an increase from DNL 65.5 dB to 67 dB is considered a significant impact, as is an increase from DNL 63.5 dB to 65 dB. The determination of significance must be obtained through the use of noise contours and/or grid point analysis along with local land use information and general guidance contained in Appendix “A”, Table 1 of 14 CFR part 150. If there is a potential significant noise impact for the Proposed Action, **do not** complete this EA and contact the ORL ADO/EPS for further guidance.

Explain:

Substantial change in the noise environment from the relocation of the existing FBO is not anticipated.

(e) For some noise analyses, it may be necessary to include noise sources other than aircraft departures and arrivals in the noise analysis. This can be determined by examining the action and determining the potential impacts caused by noise other than aircraft departures and arrivals. Some examples are engine run-ups, aircraft taxiing, construction noise, and noise from related roadway work and roadway noise. The inclusion of these sources should be considered on a case-by-case basis, as appropriate. Discuss whether the Proposed Action and retained alternatives (if any) have the potential to cause noise other than aircraft related noise. See 1050.1F Desk Reference, Section 11.5 for additional information.

Discuss if analysis of other noise sources is warranted. If it is, conduct the analysis and describe the results here.

No other noise analyses were required.

(f) Discuss any mitigation measures that are in effect at the time of the proposal or are proposed to be taken to mitigate significant impacts resulting from the Proposed Action and/or the retained alternatives. See 1050.1F Desk Reference, Section 11.6 for common operational measures to mitigate noise, common mitigation measures related to noise and noise-compatible land use, and common construction mitigation measures. Local land use actions are within the purview of local governments. The FAA encourages local governments to take actions to reduce and prevent land uses around airports that are not compatible with airport operations and aircraft noise. Airports receiving federal grant funding have a compatible land use obligation, as described in 1050.1F Desk Reference, Section 11.5.3 Airport Actions. Discuss what is being done regarding compatible land use by the local jurisdiction(s) with land use control authority.

Because significant noise impacts are not anticipated, mitigation is not required or proposed.



(12) SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN’S ENVIRONMENTAL HEALTH AND SAFETY RISKS

(a) When compared to the No Action alternative, would the Proposed Project and retained alternatives (if any) change business and economic activity in the community; impact public service demands; induce shifts in population movement and growth, or other factors identified by the public, etc.? If **YES**, describe how these impacts would be minimized or mitigated.

Explain:

The proposed action will not impact public service demands or shift population movement and growth. The project does allow for the expansion of business and services to the client base utilizing the existing Jetscape services.

(b) When compared to the No Action alternative, would the Proposed Project and retained alternatives (if any) result in the need to relocate any homes or businesses? If **YES, do not** complete this EA and contact the ORL/ADO EPS for further guidance.

Explain:

No residential or business relocations required.

(c) Cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or a decrease in Level of Service (LOS) on local roadways?

Explain:

Vehicle access to the existing Jetscape facility is from SW 34th Street. With the relocation of the facility to the airport’s mid-field location, surface travel patterns will change, and access would be from Lee Wagener Boulevard. Lee Wagener is a 4-lane divided facility. Through the local planning and permitting process, it was determined that Lee Wagener has adequate capacity for the level of service generated from this relocated facility. Broward County approved the project with no requirement for any off-site roadway improvements.

(d) Would the Proposed Action and retained alternatives (if any) have the potential to lead to a disproportionately high and adverse impact to an environmental justice population, i.e., a low-income or minority population? Consider impacts in other environmental impact categories (noise, air); or impacts on the physical or natural environment that affect an environmental justice population in a way that the FAA would determine are unique to the environmental justice population and significant to that population. *See 1050.1F Desk Reference, Chapter 12 for guidance.* If **YES, do not** complete this EA and contact the ORL/ADO EPS for further guidance.

Explain:

There are low-income and minority populations within the Census tracts of the airport, but construction and operation of the facility will occur on-airport with minor off-site impacts to low income or minority populations. As described previously, the proposed action is not anticipated to substantially alter aircraft operations. As such, the proposed action is not expected to substantially alter aircraft noise parameters at or near FLL or result in a substantial increase in air emissions from aircraft and/or vehicles.

(e) Would the Proposed Action and retained alternatives (if any) result in any environmental health risks and/or safety risks that may disproportionately affect children? Environmental



health risks and safety risks include risks to health or to safety that are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, drinking water, recreational waters, soil, or products they might use or be exposed to. It may be beneficial to determine the number of schools, daycares, parks, and children’s health clinics in the study area. Consider impacts to children’s health and safety in the context of other impact categories (air, noise, water quality).

Explain:

There are no schools, daycares, parks, or children’s health clinics adjacent within or in proximity to the project site. There would be no environmental health risks and/or safety risks that disproportionately affect children.

(13) VISUAL EFFECTS INCLUDING LIGHT EMISSIONS

(a) Compared to the No Action alternative, describe any new lighting systems associated with the Proposed Action and retained alternatives (if any). Describe the new types of lighting, their intensity, height and direction of emissions that would be constructed and operational.

Explain:

Light emissions affiliated with FLL are currently managed by natural and manmade buffers keeping the associated light from creating an annoyance among people in the vicinity. Light emissions that may result from the proposed action are not anticipated to substantially increase the existing light emissions. The Jetscape facility will include lighting that meets the county code, but all lights will be shielded, angled or both so that direct or indirect light does not cause illumination in excess of one-half foot-candle on adjoining properties. As discussed in Section 8. Historic, Architectural, Archeological and Cultural Resources, the NRHP listed Link Trainer Building is located 0.25 miles from the proposed Jetscape facility and visual impacts to the facility are expected to be minor.

(b) Would the Proposed Action and retained alternatives (if any) have the potential to create annoyance or interfere with normal activities for nearby residential areas or other light-sensitive resources or affect the visual character of the area due to the light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources? If appropriate, provide a graphic depicting the location of residential areas or other light-sensitive resources in the airport vicinity in relation to the Proposed Action’s and retained alternatives (if any) new lighting system.

Explain:

The buildings and lighting associated with the proposed project are similar to and consistent with existing facilities at FLL and would not affect the visual character of the area.

(c) Identify whether a local community, government or jurisdictional agency would consider visual effects from the Proposed Action’s (and retained alternatives) lighting objectionable to people’s properties and people’s use of resources covered by DOT Section 4(f), LWCF Section 6(f), and the National Historic Preservation Act (NHPA) Section 106. Consider the potential extent the proposed action would have to: affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources; contrast with the visual resources and/or visual character in the study area; and block or obstruct the views of visual resources, including whether these resources would still be viewable from other locations.

Explain:



Not applicable.

(14) WATER RESOURCES - WETLANDS, FLOODPLAINS SURFACE WATERS, GROUNDWATER, AND WILD AND SCENIC RIVERS

WETLANDS

(a) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) impact federal or state jurisdictional and non-jurisdictional wetlands? If **YES**, provide an assessment of the Proposed Action and retained alternatives (if any) wetland impacts. **Quantify both** acreage and Functional Loss in accordance with U.S. Army Corps of Engineers (USACE) and state agency (water management district (WMD)) or Florida Department of Environmental Protection (FDEP) requirements. If protected species or habitat resources are affected, USFWS and FWC must be consulted and consultation must be attached as an appendix to this EA. Cross-reference with Category (2) Biotic Resources, as applicable.

Provide assessment of wetland impacts:

No wetlands are onsite; therefore, no wetland impacts are associated with the project site.

(b) If the Proposed Action would unavoidably impact a wetland, explain why the wetland is the only practicable location for the Proposed Action. Consider the purpose and need, FAA design standards, engineering, environmental, economic, technical feasibility or any other applicable factor. FAA will consider this information in its independent evaluation of alternatives (see 40 CFR 1506.5.) **Note:** *Federal regulations require "that no discharge shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact to the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences" (per Memorandum of Agreement between The Department of the Army and Environmental Protection Agency, The Determination of Mitigation under the Clean Water Act Section 404 (b)(1) Guidelines, February 1990.*

Discuss:

Not applicable.

(c) If the Proposed Action would affect federal and/or state jurisdictional wetlands, discuss all practicable means to avoid and minimize wetland impacts through modifications or permit conditions. FAA will consider this information in its independent evaluation of measures that will be used to minimize harm to wetlands (see 40 CFR 1506.5).

Discuss avoidance and minimization measures evaluated and unavoidable wetland impacts:

Not applicable.

(d) Discuss appropriate and practicable compensatory mitigation for unavoidable adverse impacts which remain after all appropriate and practicable minimization has been provided. Identify the location of proposed compensatory mitigation, including acreage, Functional Gain, and estimated cost. USACE and WMD or FDEP consultation must be attached in an appendix to this EA that includes acknowledgement of required permits and proposed mitigation.

Discuss compensatory mitigation and attach record of jurisdictional agency consultation:

Not applicable.



(e) List all required permits that will be obtained for wetland impacts (USACE Section 404, WMD, FDEP or local). USACE Standard Individual Permits require public notice. For NEPA purposes, this is conducted during public and agency review of the Draft EA. **Note:** Nationwide General Permits authorize a category of activities throughout the U.S., Puerto Rico, and U.S. Virgin Islands that are similar in nature and cause only minimal individual and cumulative environmental impacts. Nationwide General Permits may authorize minor filling, roads, utility lines, maintenance of existing structures and other minor activities; they may require mitigation. Standard Individual Permits are required for activities which may cause more than minimal adverse effects to the aquatic environment and exceed the terms and conditions of a general permit; they require public notice and review by state and federal resource agencies; most require mitigation.

List all wetland permits:

Not applicable.

(f) Attach a statement from the Airport Sponsor committing to the implementation of a mitigation plan developed to the satisfaction of the USACE in consultation with state and local agencies having an interest in the affected wetland.

Not applicable.

FLOODPLAINS

(a) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) be located in, or encroach upon, any base/100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)? If **YES**, you must quantify the encroachment and attach the corresponding FEMA Flood Insurance Rate Map (FIRM) and proceed to (b) and (c).

Explain and quantify the floodplain encroachment and attach FEMA FIRM Map, if applicable:

The proposed action would result in approximately 0.98 acres of impact to the 100-year floodplain. Floodplain impacts would be compensated for in the FLL stormwater management system. SFWMD issued an ERP (ERP No. 06-00339-S-08), dated September 21, 2018 for the site. SFWMD regulates the water quality and quantity impacts and floodplain effects for development in South Florida.

(b) In accordance with Executive Order 11988, explain why the Proposed Action and retained alternatives (if any) must be located in or affect the base/100-year floodplain. Include (1) a description of significant facts considered in making the decision to locate the Proposed Action in or to affect the floodplain, including alternative sites and actions; (2) a statement indicating whether the Proposed Action (and retained alternatives if any) conforms to applicable state or local floodplain protection standards; (3) a description of the design steps taken to modify the Proposed Action to minimize potential harm to or within the floodplain; and (4) a statement indicating how the Proposed Action affects the natural or beneficial values of the floodplain.

Explain:

As discussed in the Affected Environment Section of this EA, a large percentage of FLL is within the 100-year floodplain. Most of the project site, however, is in Zone X, outside of the floodplain. Conceptual permits issued for the Westside Development Area where Jetscape is proposed has accounted for floodplain impacts in the proposed stormwater management system and the construction ERP issued for Jetscape also accommodates the minor impacts to the 100-year floodplain. The finished floor elevations have been established above the flood elevation and thus the proposed facility conforms to applicable state and local floodplain



standards. Avoidance and minimization of floodplain impacts have been considered, but complete avoidance of the 100-year floodplain with the build alternative is not possible. As shown on Figure 5- Floodplain map, the Jetscape facility has been located for the most part outside the 100-year floodplain and all other areas on the airport that could be used for landside development are wholly or mostly within the 100-year floodplain. Thus, the Jetscape facility avoids and minimizes impacts to the extent practical. The minor impacts do not affect those activities that are often associated with natural and beneficial values of floodplains as the floodplain in this instance is located on a developed airport with little or no resources that would normally be recognized as natural or of beneficial value (aquatic or terrestrial organisms, water quality, agricultural activities, or aqua cultural activities). Water quality and flood control effects have been addressed with the compensating storage and groundwater recharge is limited as the entire site has been disturbed or is currently already developed.

(c) If the Proposed Action or retained alternative would cause an encroachment of a base/100-year floodplain, the Airport Sponsor must provide an opportunity for early public review during the EA process, in accordance with Section 2(a)(4) of Executive Order 11988 and Paragraph 7 of DOT Order 5650.2. For NEPA purposes, this is conducted during public and agency review of the Draft EA.

Discuss what actions were taken to make the Draft EA available for early public review and what notification of floodplain impacts was made.

This Draft EA is available for public review at the airport and on-line. The Draft EA availability was noticed in the local paper and on the Broward County Aviation Department’s website.

SURFACE WATERS AND GROUND WATERS

(a) When compared to the No Action alternative, will the Proposed Action and retained alternatives (if any) require a Section 401 water quality certificate (WQC) for construction activities or impacts to navigable waters, including jurisdictional wetlands? Explain the status of and/or any issues associated with obtaining this certificate. Attach any correspondence from the issuing agency. Cross reference your response with Wetlands, as applicable.

Explain:

No waters or jurisdictional wetlands will be impacted by this Project. No Section 401 water quality certification will be required. Stormwater will be attenuated on-site using dry retention areas. The stormwater system will be tied into existing storm pipes and discharge to BCAD’s existing storm sewer system. SFWMD has issued a permit for the project stormwater.

(b) Is a National Pollutant Discharge Elimination System (NPDES) permit required for the Proposed Action and retained alternatives (if any)? If **YES**, explain the status and attach any comments received from the issuing agency or a copy of the permit.

Explain:

Yes. The project qualifies for a NPDES Generic Permit for Stormwater Discharge from Large and Small Construction Activities. The Florida Department of Environmental Protection has been delegated authority from the USEPA to implement the NPDES program in Florida. The contractor files a Notice of Intent (NOI) prior to the start of construction and is covered under the general permit. A Stormwater Pollution Prevention Plan (SWPPP) is prepared by the contractor and implemented on-site to avoid and minimize impacts from construction related activities. BMP’s during construction include:



1. Enclosing project site with perimeter construction fence limiting access to construction traffic only
2. Installing silt fence along the inside of perimeter construction fence.
3. Constructing stabilized construction entrance minimizing debris tracking off site.
4. Utilizing construction dumpsters for storage of demolished items until removal from site.
5. Recycling materials where possible.
6. Placing filter fabric over existing inlets within and adjacent to the work area keeping silt and debris from discharging into the stormwater system.
7. Utilizing water trucks keeping dust to a minimum.
8. Grassing completed areas as quickly as possible and irrigating grassed areas.

Jetscape will also obtain a NPDES operation permit from FDEP and will be required to comply with all federal, state and local requirements and conditions in the NPDES operation permit.

(c) Would the Proposed Action and retained alternatives (if any) affect a public drinking water supply, a sole source aquifer, or a Comprehensive State Groundwater Protection Program (CSGWPP)? If **YES**, attach records of consultation with EPA and state, local or tribal water quality agencies responsible for protection programs.

Explain:

No. The project will implement best management practices during construction and operation. A stormwater management system will be constructed to minimize water quality impacts. The project is not located in a well field protection area.

(d) Provide sufficient description of the mitigation measures the Airport Sponsor will carry out for the Proposed Action to: meet WQC terms or the conditions of any applicable NPDES permits; protect public drinking water supplies or comply with applicable CSGWPPs; develop response plans to contain any potential spills of oil or oil-based products associated with the Proposed Action; meet any other substantial water quality concerns that water quality agencies identify; or, use best management practices (BMPs) or best available technologies (BATs).

Not applicable.

WILD AND SCENIC RIVERS

(a) Is the Proposed Action’s project study area within any Wild and Scenic Rivers System (WSRS), study rivers, National Rivers Inventory (NRI), or otherwise eligible rivers or river segments under Section 5(d)? If no Wild and Scenic Rivers, study rivers, NRI, or Section 5(d) rivers are found within the study area, no further analysis is needed. If **YES**, contact an FAA ORL/ADO EPS for further guidance. **Note:** *The study area should be defined as the entire geographic area with the potential to be either directly or indirectly impacted by the proposed action and alternative(s). For example, if construction of a new facility is part of the proposed action or alternative(s), the study area should include any areas directly impacted through any visual, audible, or other type of intrusion that is out of character with the river or alters the outstanding features of the river’s setting. The study area should also include any area indirectly impacted by the proposed action and alternative(s), such as rivers or river segments many miles downstream from the construction footprint of a project which may experience changes in water quality or quantity due to the proposed action and alternative(s). In addition, the default boundaries of Wild and Scenic Rivers as defined in the Wild and Scenic Rivers Act extend to a maximum of one-quarter mile from the ordinary high water mark on each side of the river (an average of not more than 320 acres per mile). As a result, be sure to consider any area within this boundary as part of the study area. Florida has two rivers designated as*



wild and scenic in accordance with the Wild and Scenic Rivers Act; the Loxahatchee River in southeast Florida, and the Wekiva River in central Florida. The NPS's NRI website at: <http://www.nps.gov/ncrc/programs/rtca/nri/> provides a map which can assist in determining if any rivers in the study area are included on the NRI; and the National Wild and Scenic River's Designated Wild and Scenic Rivers website at: <http://www.rivers.gov/map.php> provides a list of all designated Wild and Scenic Rivers in the National System as well as all study rivers.

Explain:

No Wild and Scenic River Systems, study rivers, National Rivers Inventories, or otherwise eligible rivers are located in the vicinity of FLL.

9. CUMULATIVE IMPACTS

Cumulative impacts are impacts that a proposed action and retained alternatives (if any) would have on a particular resource when added to impacts on that resource from past, present, and reasonably foreseeable future actions undertaken or proposed by the Airport Sponsor, the FAA, other Federal, state or local agencies, or a private entity. Note: List all sources of information including projects shown on an airport's ALP or identified in an airport's master plan, on airport projects approved by the FAA, the airport's 5 year CIP, the local jurisdiction's approved land use map and long range transportation plan, and substantial locally approved development projects. Identify off-airport projects that are within the same political jurisdiction or within approximately 5 miles of the airport, and the existing and future 65 DNL noise contour. For wetland and biotic resource impacts consider water management district basin boundaries.

(a) In order to determine whether the Proposed Action and retained alternatives (if any) would have a cumulative effect on any of the environmental impact categories discussed above, identify any on-airport projects that may have common timing and/or location; and any off-airport projects in the airport's vicinity outside of the Airport Sponsor or FAA's jurisdiction. Generally use 3 years for past projects and 5 years for future foreseeable projects. For each past, present, and future project, you must discuss environmental impacts and any required permits.

Explain:

The following projects have been identified as past, present or reasonably foreseeable. The Capital Improvement Program (CIP) lists the following projects and their estimated completion dates. The projects occur on-airport and primarily within existing developed areas and are not anticipated to result in cumulative effects.

| Capital Improvement Project | Estimated Completion |
|-------------------------------------|----------------------|
| South Runway Expansion ¹ | Complete |
| Terminal 4 Ramp | Q1 2019 |
| North Runway Rehabilitation | Q4 2020 |
| Terminal 4 Expansion ¹ | |
| West | Complete |
| East 2017 | Complete |
| Total | Q4 2019 |



| | |
|---|---|
| Concourse A | June 2017 |
| Terminal Renovation Program | 2021 |
| In-Line Baggage Systems Terminals 2 and 3 | Complete |
| Terminal 4 | Q4 2019 |
| FIS Facility Expansion | Q3 2019 |
| Terminal Connectors | 2022 |
| Gate Expansion | 2022 |
| Noise Mitigation Program | Q4 2019 |
| Security Projects | 2023 |
| Airport Access Roadway System | Q4 2020 (Short Term) TBD (Long Term) |
| Other Airfield & Terminal Projects | Ongoing |
| ¹ This project was evaluated in the Final Environmental Impact Statement (FEIS) for the Development and Expansion of Runway 9R/27L and Other Associated Airport Projects at Fort Lauderdale-Hollywood International Airport. | |

FLL completed a Categorical Exclusion checklist for the Rehabilitation of Runway North Airfield Pavements and Engineered Materials Arresting System (EMAS). Based on the information provided in the Documented Categorical Exclusion, this project will reduce impervious area and has no significant direct or cumulative effects on the environment. Temporary closures of the runway will occur for a couple of months. The project will have a temporary effect on aircraft noise in the vicinity of the airport.

FLL is preparing an updated master plan which includes many proposed on-airport improvements. Many of the improvements are focused on parking, ground transportation, potentially a hotel or commercial center, automated people mover (APM) improvements, a potential Intermodal Facility with an APM east of the airport and west, east and north side development areas. There are also potential off-site roadway improvements to improve circulation around the airport. But all of these facilities are within disturbed, developed areas and are not anticipated to result in cumulative effects. Any traffic/surface transportation changes associated with the future projects will be subject to local review and permitting. If required mitigation will be provided.

In addition to potential airport projects, the Broward Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) and the Florida's Permitting Portal database were reviewed to identify other proposed projects in the vicinity of the airport. FDOT has several projects planned for roadways adjacent to the airport within the next five years. These include:

I-95/I595 Express Lanes Direct Connect I-95 from Stirling Road to South of Broward Boulevard Interchange Improvements – This project is programmed for a Project Development and Environment Study (PD&E).

SR 9/I-95 from Stirling Road to South of Broward Boulevard – This is a proposed landscaping project.

Old Griffin Road from Griffin Road to Federal Highway/US 1 – This is a sidewalk project.



SR 5/US 1 from SR 862/I595 to North of SR 842/Broward Boulevard – This is a bridge rehabilitation project for the Henry Kinney Tunnel.

From a review of the Florida Permitting Portal – pending permits on or near the proposed action include the Jetscape ERP and the FLL West Side Dry Detention Pond ERP application. The FLL West Side Dry Detention Pond includes the construction of an approximately 6.5-acre dry pond on the west side of the airport to accommodate development of vacant parcels within the west side development area. This pond will be constructed in phases and an ERP has been issued for construction of 1.9 acres. The ultimate pond will serve a 30-acre Bombardier hangar site, the Jetscape facility and a 16-acre JetBlue hangar site. Minor impacts to an existing man-made drainage ditch would occur with the first phase of the pond development. There is an approximately 0.12-acre mangrove wetland adjacent to the proposed first phase that would be impacted during future phases of pond development. But mitigation would be provided, and the impacts are considered minor. The ERP has been issued for both the Jetscape project and the West Side Dry Detention Pond.

(b) Considering the impacts of the Proposed Action (and retained alternatives if any) together with the environmental impacts of past, present, and future projects discussed in 12(a) above, discuss whether cumulative impacts would exceed a significant impact threshold where one is provided. If no threshold is provided, discuss whether potential cumulative impacts would be considered substantial by any Federal, state, or local agency, or the public. *Significant impact thresholds are provided in Exhibit 4-1 of FAA Order 1050.1F and in 5050.4B Table 7-1 for each resource category.*

Explain:

The projects included in the CIP are not expected to exceed a significance threshold as these projects are primarily associated with redevelopment of existing infrastructure or development on previously developed/disturbed portions of the airport. The MPO projects listed would occur within development road right-of-way and substantial cumulative impacts are not anticipated.

The proposed action results in no significant direct or indirect impacts and thus, would not result in significant cumulative impacts. The project is being constructed within an existing, disturbed and previously developed site. The other projects discussed in this section, as described, occur primarily on developed or disturbed areas and are also not expected to result in significant cumulative impact.

10. MITIGATION MEASURES

(a) As defined in the CEQ Regulations at 40 CFR § 1508.20, mitigation includes avoiding the impact; minimizing the impact; rectifying the impact by repairing, rehabilitating, or restoring the environment; reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and compensating for the impact by replacing or providing substitute resources.

Summarize all mitigation measures discussed in the Environmental Impact Categories of this EA that will be taken to avoid creation of significant impacts to a particular resource as a result of the Proposed Action. Discuss any impacts that cannot be mitigated, or that cannot be mitigated below the threshold of significance. *Significant impact thresholds are provided in Exhibit 4-1 of FAA Order 1050.1F for each resource impact category and in 5050.4B Table 7-1.*

No specific mitigation measures are proposed or required.



11. PERMITS

List all required permits for the Proposed Action, including the lead agency, status, and responsible entity. Discuss coordination with appropriate agencies and the expected time frame for receiving identified permits. Indicate whether any difficulties are anticipated in obtaining required permits. **Note:** *Even though the Airport Sponsor has/shall obtain one or more permits from the appropriate Federal, state, and local agencies for the Proposed Action, initiation of any construction activities shall **NOT** begin until the FAA has issued its environmental determination based on the information in this EA.*

Broward County Permits – Water and Sewer, Surface Water Management, Paving, Grading and Drainage Permit, and Maintenance of Traffic Permit. These permits have been issued. There were no issues or difficulties in issuance of these permits.

SFWMD – Environmental Resource Permit (ERP) for stormwater management system – Permit No. 06-00339-S-08 issued (dated September 21, 2018)

FDEP – NPDES – The project qualifies for the general permit and this is filed by the contractor through the submittal of a NOI.

FDEP NPDES for operation of the facility.

12. CONSISTENCY WITH APPROVED PLANS OR LAWS

(a) Is the Proposed Action consistent with existing environmental plans, laws, and administrative determinations of Federal, state, regional, or local agencies?

Explain:

Yes. The proposed development has received permits for the construction from the local, state and federal agencies as applicable.

(b) Are there any other Federal approvals or permits required?

Explain:

None.

(c) Is the Proposed Action consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located?

Explain:

Yes. The proposed development plans have been approved by Broward County. The proposed action is consistent with the current master plan for the airport and is included in the Master Plan update currently being completed.

13. PUBLIC AVAILABILITY

(a) Discuss whether any public meetings were held during development of the Draft EA. Provide a list of all agencies and persons consulted in the preparation of this EA. Discuss any input from local officials or public groups regarding the Proposed Action. Discuss whether a public hearing is warranted i.e. there is substantial environmental controversy concerning the



Proposed Action or there is substantial interest in holding a hearing or another agency with jurisdiction over the action requests a public hearing.

No public meetings have been held. This is a relocation of the existing FBO facility and substantial public concern or controversy is not expected.

(b) After review by the FAA ORL/ADO EPS, the EA must be issued by the Airport Sponsor as a Draft EA for a 30-day public and agency review period. Concurrent with the 30-day public review period, the Airport Sponsor must submit the Draft EA to the Florida State Clearinghouse and to Federal, state and local agencies (as determined by the ORL/ADO EPS). The Airport Sponsor must publish a notice of availability of the Draft EA for public review in the local newspaper and airport sponsor’s website, if available. **Note:** Certain special purpose environmental laws, regulations, or executive orders require public notice, and must be included as part of the Draft EA notice of availability. These include but are not limited to section 2(1)(4) of E.O. 11988, Floodplain Management, section 2(b) of E.O. 11990, Protection of Wetlands, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, and Order DOT 5610.2, Environmental Justice.

Discuss and acknowledge submittal of a Draft EA for public and agency review.

This Draft EA is available for public and agency review. The document is available at the Ft. Lauderdale International Airport and on-line at:
<http://www.broward.org/Airport/Community/Pages/Environment.aspx>
The document is also available at the Main Library at 100 S. Andrews Avenue, Fort Lauderdale, FL 33301. Comments and/or request for public hearing can be submitted in writing to Mr. William Castillo, Aviation Planning Manager, Broward County Aviation Department, 2200 SW 45th Street, Suite 101, Dania Beach, FL 33312, wcastillo@broward.org .
Comments will be received for 30 days and the end of the comment period is February 15, 2019. All comments and response to comments will be included in the Final EA.

(c) Comments on the Draft EA received from the Florida State Clearinghouse, Federal and state agencies, and the public must be attached to the Final EA. The Airport Sponsor must provide draft responses for FAA review by the ORL/ADO EPS.

Summarize comments received and identify an appendix to the EA within which the comments and responses are found.

This section will be updated in the Final EA following the public comment period.



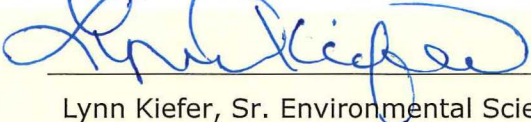
14. LIST ALL ATTACHMENTS TO THIS EA

- Figure 1 – Location Map
- Figure 2 – Florida Land Use, Cover and Forms Classification Map
- Figure 3 – Community Resources Map
- Figure 4 – Census Map
- Figure 5 – FEMA Floodplain Map
- Appendix A – Site Plan
- Appendix B – FAA Airspace Approvals
- Appendix C – Aerial
- Appendix D – Scoping Letters and Tribal Letters and Responses



15. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, true and correct.

Signature: 

Name, Title: Lynn Kiefer, Sr. Environmental Scientist

Affiliation: Kimley-Horn and Associates, Inc.

Date: 1/21/19

Phone Number: 772-794-4075

Email: Lynn.kiefer@kimley-horn.com

16. AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, true and correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed action(s) until FAA issues a final environmental decision for the proposed action(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred and all appropriate Federal, state and local permits and certifications have been obtained.

Signature: _____

Name, Title: William Castillo, Aviation Planning Manager

Affiliation: Broward County Aviation Department

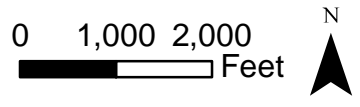
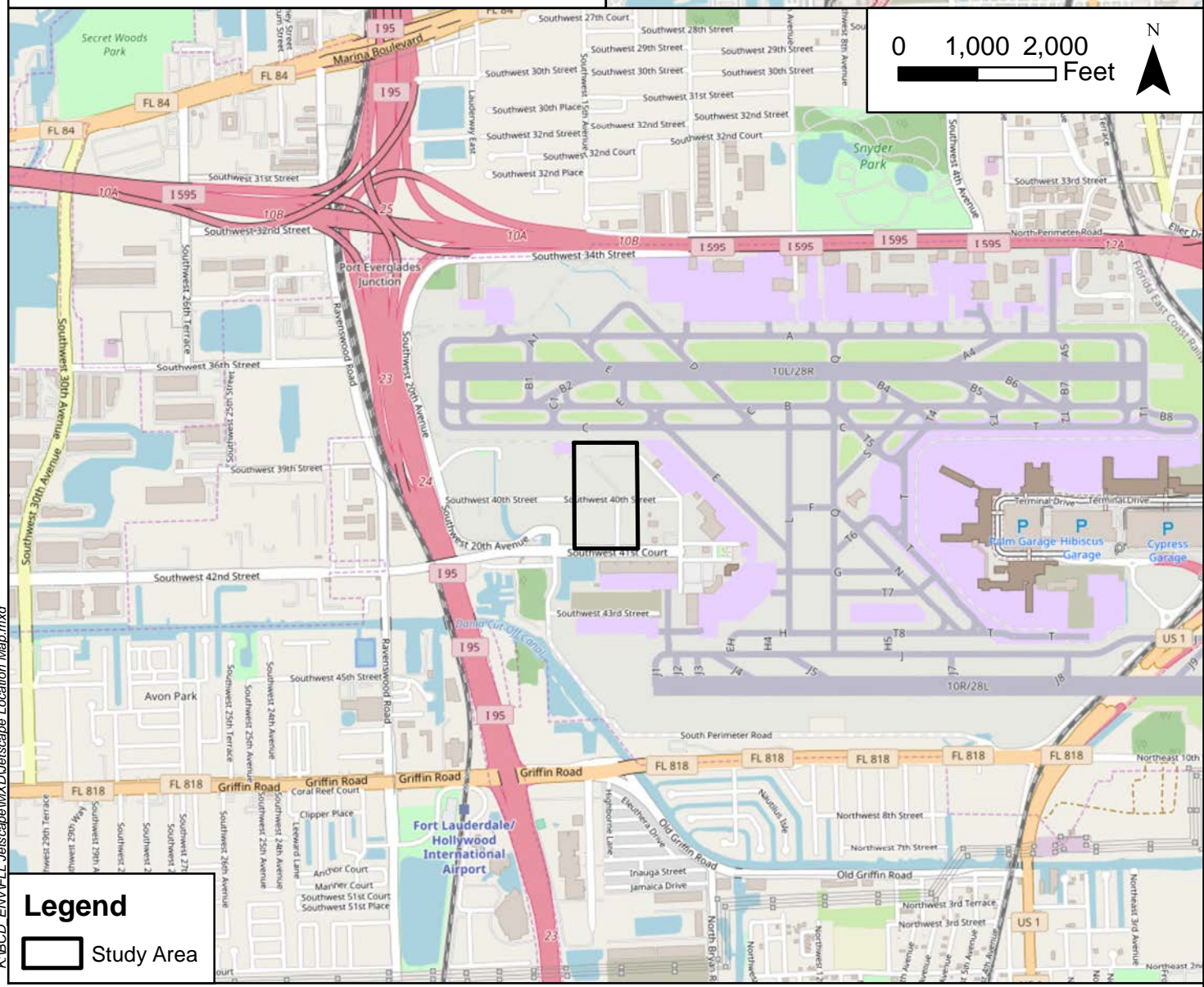
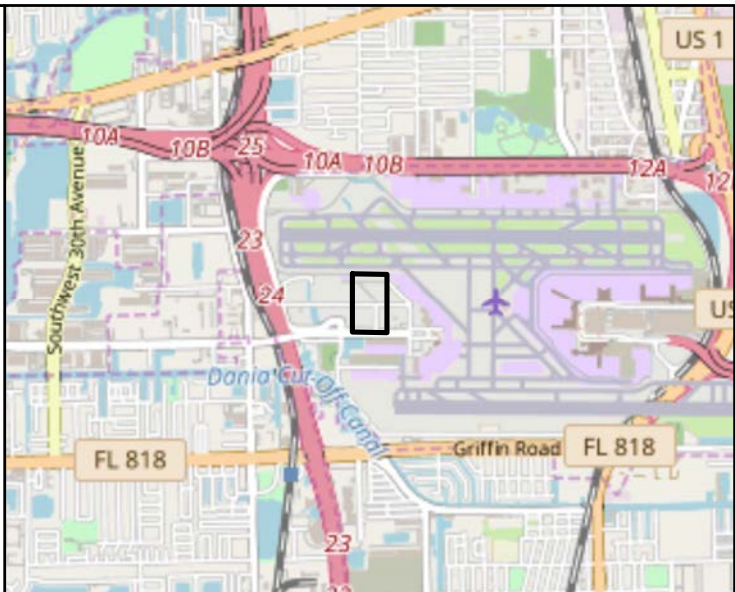
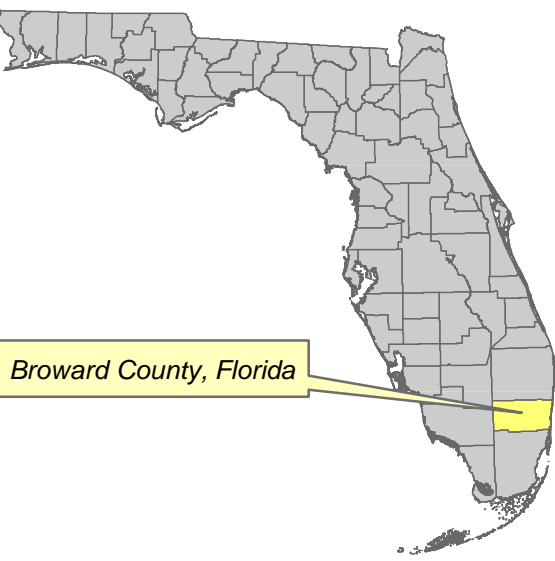
Date: _____

Phone Number: 954-359-2291

Email: wcastillo@broward.org

END NOTES:

FIGURES



Legend
 Study Area

Kimley»Horn

© 2018 Kimley-Horn and Associates, Inc.
 400 North Pine Island Rd., Ste 450, Plantation, FL 33324
 Phone (954) 535-5100 Fax (954) 739-2247
 www.kimley-horn.com

Project Location Map
Jetscape Westside Development - FLL
Terminals and Hangars
Broward County, Florida

1 inch = 2,000 feet

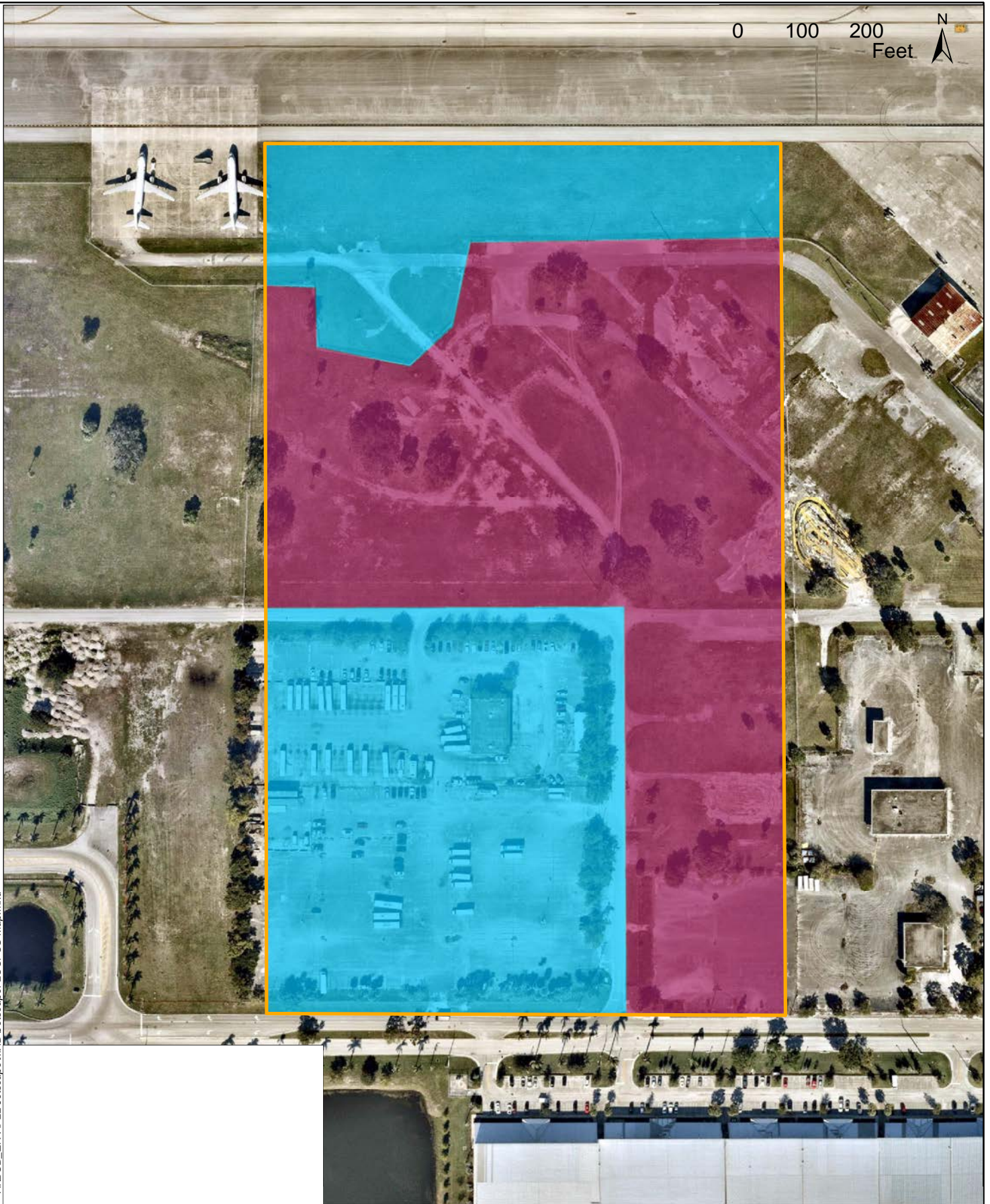
PROJECT NUMBER: 040173035

JUNE 2018

FIGURE 1

K:\BCD_ENV\FLL_Jetscape\MXD\Jetscape Location Map.mxd

0 100 200 Feet



K:\BCD_ENV\FLL_Jetscape\MXD\JetscapeFLUCFCS_Map.mxd

Source: January 2018 aerials courtesy of Near Maps; FEMA

Kimley»Horn

© 2018 Kimley Horn and Associates, Inc.
400 North Pine Island Rd., Ste450, Plantation, FL 33324
Phone (954) 535-5100 Fax (954) 739-2247
www.kimley-horn.com

Florida Land Use, Cover and Forms Classification System
Jetscape Westside Development - FLL
Terminals and Hangars
Broward County, Florida

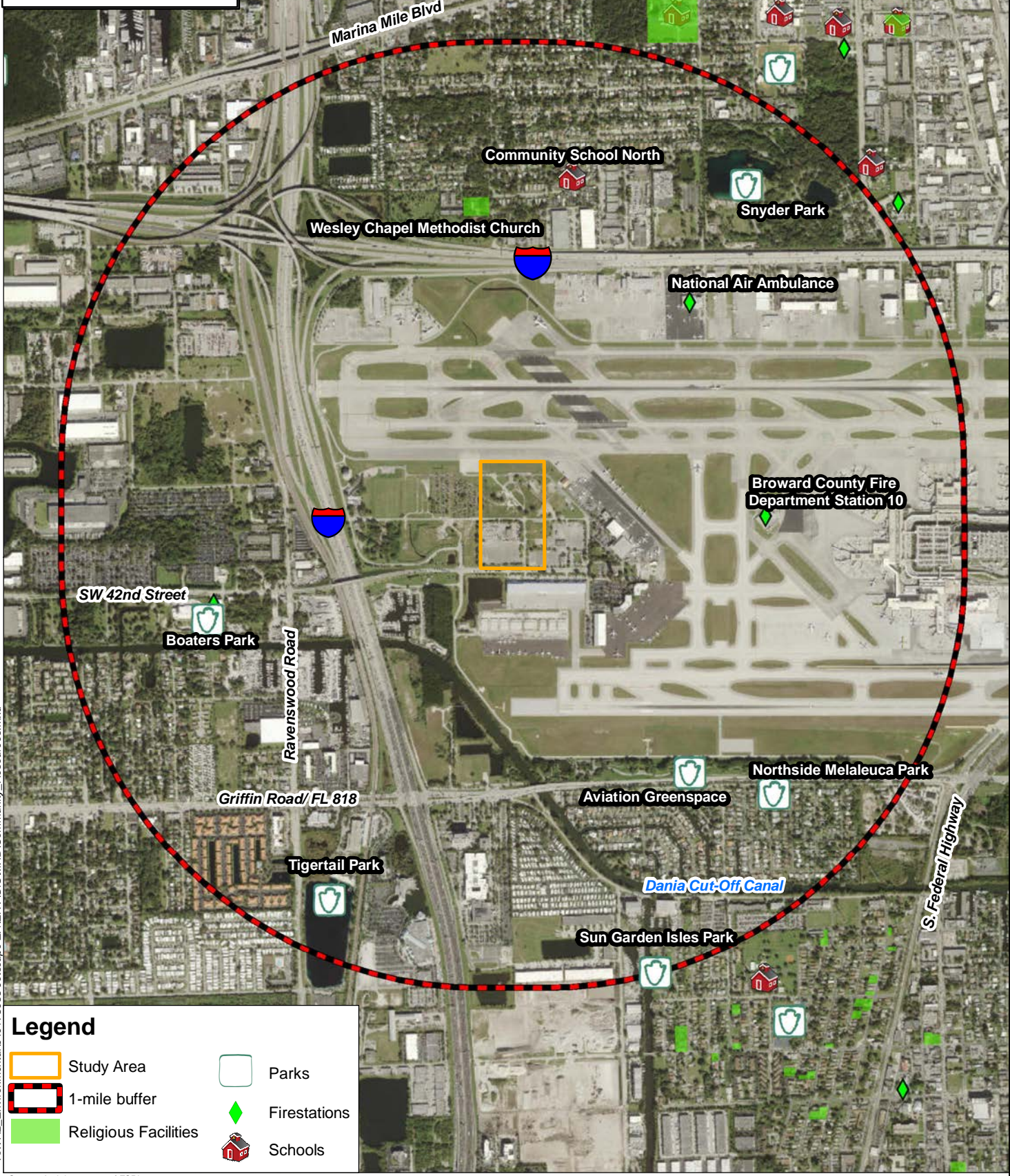
1 inch = 200 feet

PROJECT NUMBER: 040173035

JUNE 2018

FIGURE 2

00 7001,400
 Feet



Legend

- Study Area
- 1-mile buffer
- Religious Facilities
- Parks
- Firestations
- Schools

Source: Aerials courtesy of ESRI

K:\VRB_Environmental\040173035_Jetscape EA\ENV\GIS\MXD\Community_Resources.mxd



© 2018 Kimley-Horn and Associates, Inc.
 400 North Pine Island Rd., Ste 450, Plantation, FL 33324
 Phone (954) 535-5100 Fax (954) 739-2247
 www.kimley-horn.com

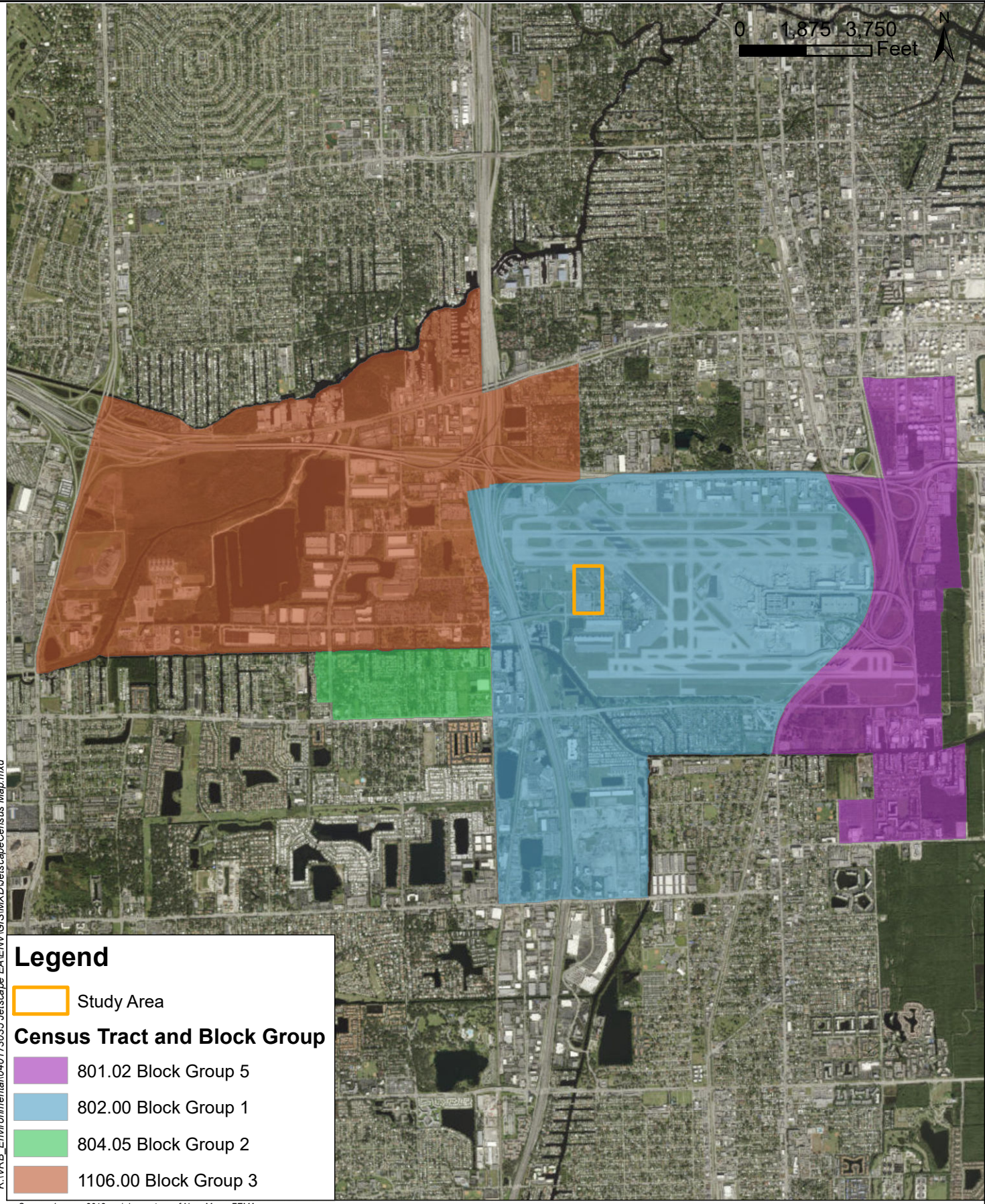
Community Resources Map
Jetscape Westside Development - FLL
Terminals and Hangars
Broward County, Florida

1 inch = 2,000 feet

PROJECT NUMBER: 040173035

JUNE 2018

FIGURE 3



K:\VRB_Environmental\040173035_Jetscape EA\ENV\GIS\MXD\JetscapeCensus Map.mxd

Legend

Study Area

Census Tract and Block Group

- 801.02 Block Group 5
- 802.00 Block Group 1
- 804.05 Block Group 2
- 1106.00 Block Group 3

Source: January 2018 aerials courtesy of Near Maps; FEMA



© 2018 Kimley-Horn and Associates, Inc.
 400 North Pine Island Rd., Ste 450, Plantation, FL 33324
 Phone (954) 535-5100 Fax (954) 739-2247
 www.kimley-horn.com

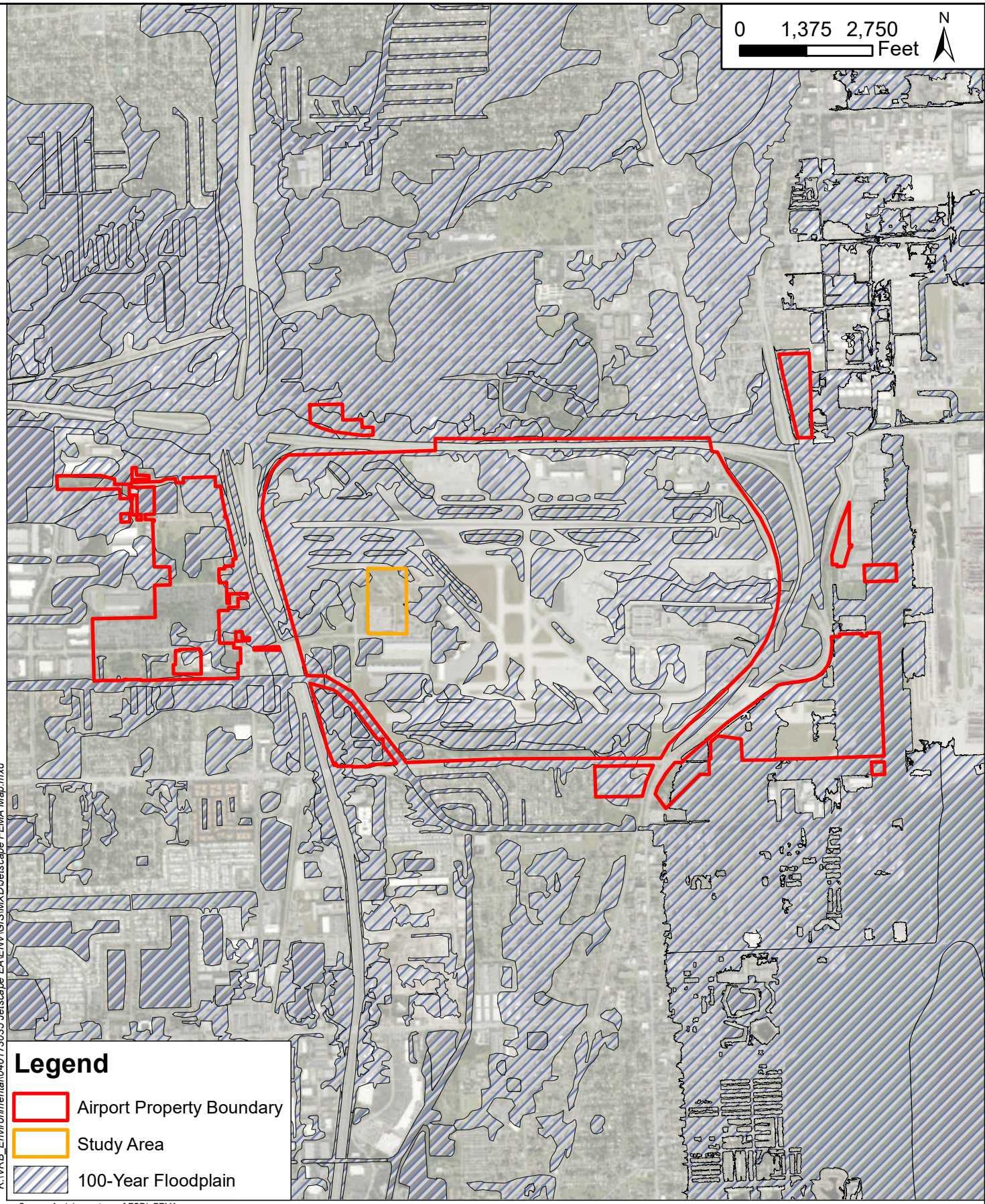
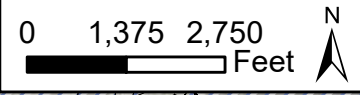
**Census Tract and Block Group Map
 Jetscape Westside Development - FLL
 Terminals and Hangars
 Broward County, Florida**

1 inch = 4,000 feet

PROJECT NUMBER: 040173035

JUNE 2018

FIGURE 4



K:\VRB_Environmental\040173035 Jetscape EA\ENV\GIS\MXD\Jetscape FEMA Map.mxd

Legend

- Airport Property Boundary
- Study Area
- 100-Year Floodplain

Source: Aerials courtesy of ESRI; FEMA



© 2018 Kimley-Horn and Associates, Inc.
 400 North Pine Island Rd., Ste450, Plantation, FL 33324
 Phone (954) 535-5100 Fax (954) 739-2247
 www.kimley-horn.com

FEMA FIRM Map
Jetscape Westside Development - FLL
Terminals and Hangars
Broward County, Florida

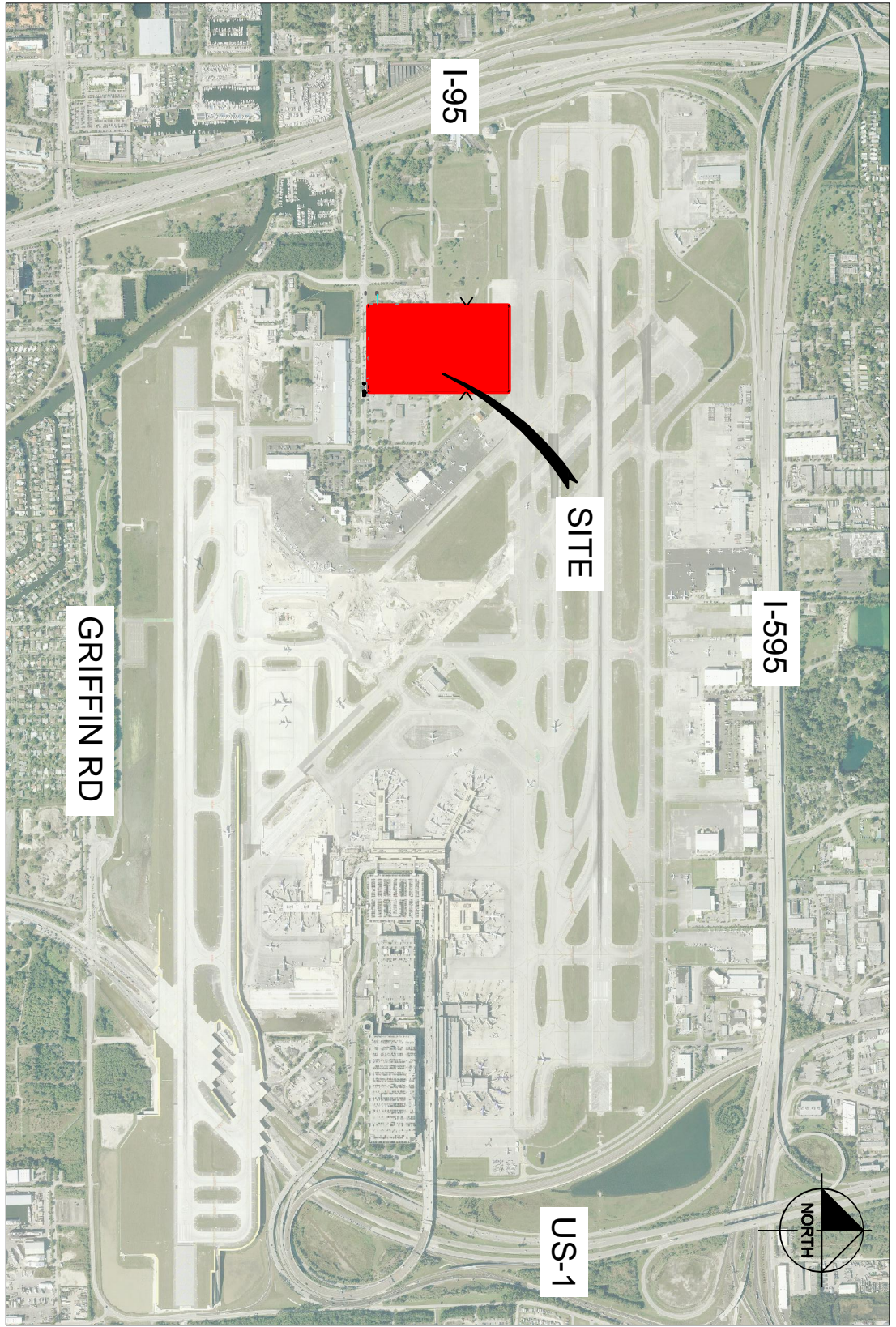
1 inch = 3,000 feet

PROJECT NUMBER: 040173035

JUNE 2018

FIGURE 5

APPENDIX A
SITE PLAN



FT. LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT
N.T.S.

Kimley»Horn
600 NORTH PINE ISLAND ROAD, SUITE 450, PLANTATION, FL 33324
PHONE: 954-345-1000
WWW.KIMLEY-HORN.COM CA 00000695

BID DOCUMENTS 02/02/18

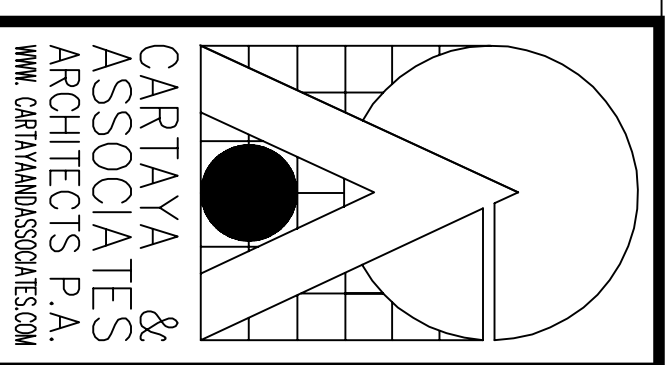
| | | | |
|----------------------------|--------------------------|------------------|-------------|
| SHEET EX-2 OF | TITLE: SITE PLAN EXHIBIT | DATE: 04/03/2018 | REVISIONS: |
| | JOB NO: | DRAWN BY: | CHECKED BY: |

PROJECT: JETSCAPE WESTSIDE DEVELOPMENT - FLL
TERMINAL AND HANGARS
1451 LEE WAGENER BLVD. FT. LAUDERDALE, FL 33315

ALL DESIGNS AND DETAILS INDICATED OR REPRESENTED BY THIS DRAWING ARE FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. THIS IS THE PROPERTY OF CARTAYA & ASSOCIATES ARCHITECTS, P.A. AND SHALL NOT BE USED OR REPRODUCED IN WHOLE OR IN PART WITHOUT WRITTEN PERMISSION FROM THE FIRM OR BE LIABLE FOR THE FULLEST LEGAL REQUIRE. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS AND NOTIFY THIS OFFICE OF ANY DISCREPANCIES PRIOR TO THE EXECUTION OF THE WORK. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.

SEAL:
L. MICHAEL CAREY, P.E.
FL REGISTRATION NO. 35487

2400 E. COMMERCIAL BLVD. SUITE 405
FT. LAUDERDALE, FLORIDA 33308
954-771-2724
WWW.CARTAYANDASSOCIATES.COM



APPENDIX B
FAA APPROVAL



Federal Aviation Administration

January 18, 2018

*terminal Bldg.
Hangar 1, 2*

TO:
BROWARD COUNTY AVIATION
DEPARTMENT
Attn: WILLIAM CASTILLO
2200 SW 45TH STREET
SUITE 101
DANIA BEACH, FL 33312
WCASTILLO@BROWARD.ORG

CC:
BROWARD COUNTY AVIATION
DEPARTMENT
Attn: KEN COUTAIN JR
2200 SW 45TH STREET
SUITE 101
DANIA BEACH, FL 33312
KCOUTAIN@BROWARD.ORG

RE: (See attached Table 1 for referenced case(s))

****FINAL DETERMINATION****

Table 1 - Letter Referenced Case(s)

| ASN | Prior ASN | Location | Latitude (NAD83) | Longitude (NAD83) | AGL (Feet) | AMSL (Feet) |
|-------------------|-----------|---------------------|------------------|-------------------|------------|-------------|
| 2017-ASO-4753-NRA | | FORT LAUDERDALE, FL | 26-04-20.20N | 80-09-34.47W | 58 | 66 |
| 2017-ASO-4754-NRA | | FORT LAUDERDALE, FL | 26-04-20.20N | 80-09-34.57W | 58 | 66 |
| 2017-ASO-4755-NRA | | FORT LAUDERDALE, FL | 26-04-19.99N | 80-09-34.57W | 58 | 66 |
| 2017-ASO-4756-NRA | | FORT LAUDERDALE, FL | 26-04-19.99N | 80-09-34.49W | 58 | 66 |
| 2017-ASO-4757-NRA | | FORT LAUDERDALE, FL | 26-04-19.62N | 80-09-34.50W | 46 | 54 |
| 2017-ASO-4758-NRA | | FORT LAUDERDALE, FL | 26-04-19.14N | 80-09-34.04W | 17 | 25 |
| 2017-ASO-4759-NRA | | FORT LAUDERDALE, FL | 26-04-19.14N | 80-09-33.27W | 17 | 25 |
| 2017-ASO-4760-NRA | | FORT LAUDERDALE, FL | 26-04-18.38N | 80-09-35.06W | 38 | 46 |
| 2017-ASO-4761-NRA | | FORT LAUDERDALE, FL | 26-04-20.14N | 80-09-35.00W | 38 | 46 |
| 2017-ASO-4762-NRA | | FORT LAUDERDALE, FL | 26-04-20.04N | 80-09-36.31W | 48 | 56 |
| 2017-ASO-4763-NRA | | FORT LAUDERDALE, FL | 26-04-20.15N | 80-09-37.66W | 38 | 46 |
| 2017-ASO-4764-NRA | | FORT LAUDERDALE, FL | 26-04-20.16N | 80-09-37.78W | 38 | 46 |
| 2017-ASO-4765-NRA | | FORT LAUDERDALE, FL | 26-04-20.05N | 80-09-39.14W | 48 | 56 |
| 2017-ASO-4766-NRA | | FORT LAUDERDALE, FL | 26-04-20.06N | 80-09-40.39W | 38 | 46 |
| 2017-ASO-4767-NRA | | FORT LAUDERDALE, FL | 26-04-18.41N | 80-09-40.40W | 38 | 46 |
| 2017-ASO-4768-NRA | | FORT LAUDERDALE, FL | 26-04-18.11N | 80-09-40.30W | 28 | 36 |
| 2017-ASO-4769-NRA | | FORT LAUDERDALE, FL | 26-04-17.98N | 80-09-39.32W | 34 | 42 |

| | | | | | | |
|-------------------|--|------------------------|--------------|--------------|----|----|
| 2017-ASO-4770-NRA | | FORT LAUDERDALE, FL | 26-04-17.97N | 80-09-38.97W | 34 | 42 |
| 2017-ASO-4772-NRA | | FORT LAUDERDALE, FL | 26-04-18.40N | 80-09-39.17W | 48 | 56 |
| 2017-ASO-4773-NRA | | FORT LAUDERDALE, FL | 26-04-18.10N | 80-09-38.00W | 28 | 36 |
| 2017-ASO-4774-NRA | | FORT LAUDERDALE, FL | 26-04-18.40N | 80-09-37.89W | 38 | 46 |
| 2017-ASO-4775-NRA | | FORT LAUDERDALE, FL | 26-04-18.40N | 80-09-37.57W | 38 | 46 |
| 2017-ASO-4776-NRA | | FORT LAUDERDALE, FL | 26-04-18.09N | 80-09-37.47W | 28 | 36 |
| 2017-ASO-4777-NRA | | FORT LAUDERDALE, FL | 26-04-17.96N | 80-09-36.50W | 34 | 42 |
| 2017-ASO-4778-NRA | | FORT LAUDERDALE, FL | 26-04-17.96N | 80-09-36.14W | 34 | 42 |
| 2017-ASO-4779-NRA | | FORT LAUDERDALE, FL | 26-04-18.39N | 80-09-36.29W | 48 | 56 |
| 2017-ASO-4780-NRA | | FORT LAUDERDALE, FL | 26-04-18.08N | 80-09-35.17W | 28 | 36 |
| 2017-ASO-4781-NRA | | FORT LAUDERDALE, FL | 26-04-19.61N | 80-09-33.27W | 46 | 54 |
| 2017-ASO-4782-NRA | | FORT LAUDERDALE, FL | 26-04-20.26N | 80-09-33.18W | 46 | 54 |
| 2017-ASO-4783-NRA | | FORT LAUDERDALE, FL | 26-04-20.45N | 80-09-33.62W | 40 | 48 |
| 2017-ASO-4784-NRA | | FORT LAUDERDALE, FL | 26-04-22.17N | 80-09-33.60W | 40 | 48 |
| 2017-ASO-4785-NRA | | FORT LAUDERDALE, FL | 26-04-22.18N | 80-09-34.48W | 40 | 48 |
| 2017-ASO-4786-NRA | | FORT LAUDERDALE, FL | 26-04-20.45N | 80-09-34.49W | 40 | 48 |
| 2017-ASO-4787-NRA | | FORT LAUDERDALE, FL | 26-04-20.36N | 80-09-34.47W | 46 | 54 |

Description: The Broward County Aviation Department BCAD is filing a 7460-1 Notice of Proposed Construction for the Jetscape Westside Development. This proposed project consists of a three-story Terminal Facility and Hangars 12. Attached to this submission are the project CADD files provided by Jetscape and Kimley-Horn Associates KH-A as well as exhibits showing the site plans and Line-of-Sight LOS Analysis.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

. Local Air Traffic Manager or ATCT representative is coordinated with, invited to all meetings and any/all concerns are addressed / resolved.

. Local Tech Ops (SCC) representative is coordinated with, invited to all meetings and any/all concerns are addressed / resolved.

. A NOTAM is issued during the construction project alerting aircraft of possible hazards while operating on the airport. Airport manager issues all necessary NOTAMS.

. All RSA, ROFA, TSA and TOFA are clear of all personnel and equipment and no penetrations of the areas during construction.

. You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports during Construction."

. AC 150/5210-5D, Painting, Marking and Lighting of vehicles used on an Airport must be met.

. Neither permanent structure(s) nor construction equipment can shadow or block view of any airport movement area from ATCT in any way.

. This permanent structure reviewed via this aeronautical study number is design in accordance with FAA AC 150/5300-13, Airport Design.

This determination is based, in part, on the foregoing description, which includes specific coordinates, heights, frequencies and power. Any change in coordinates, heights, frequencies or use of greater power will void this determination. Any future construction or alteration, including increases in heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making this determination, the FAA has considered matters such as the effect the proposal would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and natural objects within the affected area would have on the airport proposal.

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained prior to construction of this proposal. It does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, nor does it relieve the airport owner or the proponent of compliance with FAR, Part 155, or any other law, ordinance, or regulation of federal, state, or local government body or organization.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

When your Airport Layout Plan is updated, please include this new development. In the meantime, we will show this feature on your current ALP approved on file.

This determination expires on July 18, 2019 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Vernon Rupinta (407) 487-7228
vernon.rupinta@faa.gov.

Vernon Rupinta
Specialist
Land-Use Manager, FDOT/Central Office



Federal Aviation Administration

Light poles & tree hts

March 01, 2018

TO:
BROWARD COUNTY AVIATION
DEPARTMENT
Attn: WILLIAM CASTILLO
2200 SW 45TH STREET
SUITE 101
DANIA BEACH, FL 33312
WCASTILLO@BROWARD.ORG

CC:
BROWARD COUNTY AVIATION
DEPARTMENT
Attn: KEN COUTAIN JR
2200 SW 45TH STREET
SUITE 101
DANIA BEACH, FL 33312
KCOUTAIN@BROWARD.ORG

RE: (See attached Table 1 for referenced case(s))

****FINAL DETERMINATION****

Table 1 - Letter Referenced Case(s)

| ASN | Prior ASN | Location | Latitude (NAD83) | Longitude (NAD83) | AGL (Feet) | AMSL (Feet) |
|------------------|-----------|---------------------|------------------|-------------------|------------|-------------|
| 2018-ASO-351-NRA | | FORT LAUDERDALE, FL | 26-04-27.28N | 80-09-31.91W | 50 | 54 |
| 2018-ASO-352-NRA | | FORT LAUDERDALE, FL | 26-04-27.94N | 80-09-32.25W | 1 | 5 |
| 2018-ASO-353-NRA | | FORT LAUDERDALE, FL | 26-04-27.99N | 80-09-40.37W | 2 | 6 |
| 2018-ASO-354-NRA | | FORT LAUDERDALE, FL | 26-04-20.19N | 80-09-40.73W | 2 | 7 |
| 2018-ASO-355-NRA | | FORT LAUDERDALE, FL | 26-04-20.11N | 80-09-32.18W | 3 | 7 |
| 2018-ASO-356-NRA | | FORT LAUDERDALE, FL | 26-04-23.41N | 80-09-40.69W | 50 | 54 |
| 2018-ASO-357-NRA | | FORT LAUDERDALE, FL | 26-04-25.37N | 80-09-40.68W | 50 | 53 |
| 2018-ASO-358-NRA | | FORT LAUDERDALE, FL | 26-04-27.33N | 80-09-40.66W | 50 | 54 |
| 2018-ASO-359-NRA | | FORT LAUDERDALE, FL | 26-04-22.82N | 80-09-40.24W | 42 | 46 |
| 2018-ASO-360-NRA | | FORT LAUDERDALE, FL | 26-04-24.30N | 80-09-40.23W | 42 | 47 |
| 2018-ASO-361-NRA | | FORT LAUDERDALE, FL | 26-04-25.79N | 80-09-40.22W | 42 | 46 |
| 2018-ASO-362-NRA | | FORT LAUDERDALE, FL | 26-04-27.27N | 80-09-40.21W | 42 | 46 |
| 2018-ASO-363-NRA | | FORT LAUDERDALE, FL | 26-04-22.87N | 80-09-35.18W | 42 | 46 |
| 2018-ASO-364-NRA | | FORT LAUDERDALE, FL | 26-04-24.36N | 80-09-35.17W | 42 | 47 |
| 2018-ASO-365-NRA | | FORT LAUDERDALE, FL | 26-04-25.85N | 80-09-35.16W | 42 | 48 |
| 2018-ASO-366-NRA | | FORT LAUDERDALE, FL | 26-04-27.23N | 80-09-35.15W | 42 | 47 |
| 2018-ASO-367-NRA | | FORT LAUDERDALE, FL | 26-04-27.41N | 80-09-34.75W | 26 | 31 |

| | | | | | | |
|------------------|--|------------------------|--------------|--------------|----|----|
| 2018-ASO-368-NRA | | FORT LAUDERDALE, FL | 26-04-26.29N | 80-09-34.76W | 26 | 31 |
| 2018-ASO-369-NRA | | FORT LAUDERDALE, FL | 26-04-25.10N | 80-09-34.77W | 26 | 32 |
| 2018-ASO-370-NRA | | FORT LAUDERDALE, FL | 26-04-23.91N | 80-09-34.78W | 26 | 31 |
| 2018-ASO-371-NRA | | FORT LAUDERDALE, FL | 26-04-22.72N | 80-09-34.79W | 26 | 30 |
| 2018-ASO-372-NRA | | FORT LAUDERDALE, FL | 26-04-23.36N | 80-09-31.94W | 50 | 60 |
| 2018-ASO-373-NRA | | FORT LAUDERDALE, FL | 26-04-25.32N | 80-09-31.92W | 50 | 54 |

Description: The Broward County Aviation Department BCAD is filing a supplemental 7460-1 Notice of Proposed Construction for the Jetscape Westside Development project. Attached to this supplemental submission are the aircraft tail heights and apron light pole height exhibits provided by Jetscape and Kimley-Horn Associates as well as exhibits showing the new apron pavement layout.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

Local Air Traffic Manager or ATCT representative is coordinated with, invited to all meetings and any/all concerns are addressed / resolved.

. Local Tech Ops (SCC) representative is coordinated with, invited to all meetings and any/all concerns are addressed / resolved.

. All RSA, ROFA, TSA and TOFA are clear of all personnel and equipment and no penetrations of the areas during construction.

. You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports during Construction."

. AC 150/5210-5D, Painting, Marking and Lighting of vehicles used on an Airport must be met.

. Neither permanent structure(s) nor construction equipment can shadow or block view of any airport movement area from ATCT in any way.

. This permanent structure reviewed via this aeronautical study number is design in accordance with FAA AC 150/5300-13, Airport Design.

This determination is based, in part, on the foregoing description, which includes specific coordinates, heights, frequencies and power. Any change in coordinates, heights, frequencies or use of greater power will void this determination. Any future construction or alteration, including increases in heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making this determination, the FAA has

considered matters such as the effect the proposal would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and natural objects within the affected area would have on the airport proposal.

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained prior to construction of this proposal. It does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, nor does it relieve the airport owner or the proponent of compliance with FAR, Part 155, or any other law, ordinance, or regulation of federal, state, or local government body or organization.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

When your Airport Layout Plan is updated, please include this new development. In the meantime, we will show this feature on your current ALP approved on file.

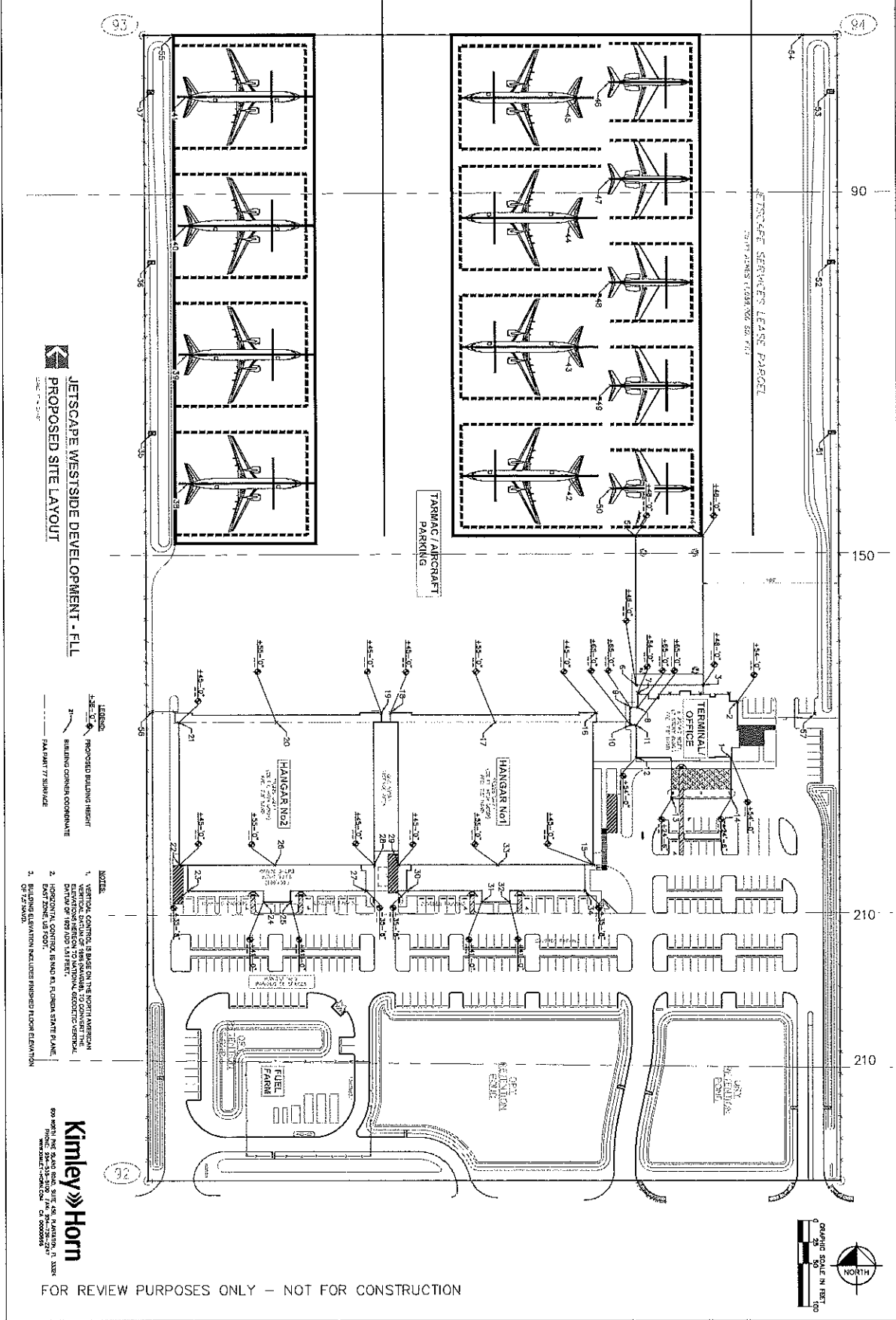
This determination expires on September 1, 2019 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Vernon Rupinta (407) 487-7228
vernon.rupinta@faa.gov.

Vernon Rupinta
Specialist
Land-Use Manager, FDOT/Central Office



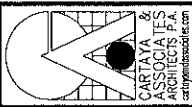
JETSCAPE WESTSIDE DEVELOPMENT - FLL
PROPOSED SITE LAYOUT

- LEGEND**
- 1. PROPOSED BUILDING HEIGHT
 - 2. BUILDING CORNER CORNERMARK
 - 3. FAA PART 77 SURFACE
- NOTES**
1. VERTICAL CONTROL IS BASED ON THE NORTH AMERICAN ELEVATION REFERENCE TO NATIONAL GEODETIC VERTICAL DATUM OF 1985 (NAVD 83) FEET.
 2. HORIZONTAL CONTROL IS BASED ON FLORIDA STATE PLANE DATUM OF 1983 (FSD 83) FEET.
 3. BUILDING ELEVATION INCLUDES FINISHED FLOOR ELEVATION.

Kimley-Horn
 800 NORTH WINDY ROAD, SUITE 400, ARLINGTON, VA 22201
 WWW.KIMLEY-HORN.COM TEL: 703.441.0000 FAX: 703.441.0005

FOR REVIEW PURPOSES ONLY - NOT FOR CONSTRUCTION

| | | | | | | | | |
|------------------------|--------------------------------------|---|--------------------------------------|------------------------|-------------------------|--------------------------|------------------------------|--|
| SHEET 1 of 2 | TITLE FAR PART 77 ANALYSIS | PROJECT JETSCAPE WESTSIDE DEVELOPMENT - FLL PROPOSED SITE LAYOUT 1451 LEE WAGENER BLVD. | DRAWN BY AAT CHECKED BY LMC | DATE 11-6-17 | REVIEWED [Signature] | PREPARED BY AA 00028A | DATE OF REVISION 11/06/17 | |
| | JOB NO. 1532 | DATE 11-6-17 | DRAWN BY AAT CHECKED BY LMC | DATE 11-6-17 | REVIEWED [Signature] | PREPARED BY AA 00028A | DATE OF REVISION 11/06/17 | |



KIMLEY HORN ASSOCIATES ARCHITECTS ENGINEERS PLANNERS AND ENVIRONMENTAL SCIENTISTS, INC.
 200 WEST 10TH AVENUE, SUITE 100
 DENVER, COLORADO 80202

PROJECT NO. 1532
 SHEET NO. 2 OF 2

JETSCAPE WESTSIDE DEVELOPMENT - FLL
 PROPOSED SITE LAYOUT
 1451 LEE WAGNER BLVD
 WEST PALM BEACH, FLORIDA 33411

DATE: 11-16-17
 DRAWN BY: JLC
 CHECKED BY: LJC
 1532
 FAR PART 77 ANALYSIS

FOR REVIEW PURPOSES ONLY - NOT FOR CONSTRUCTION

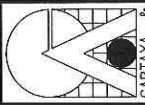


100 WEST 10TH AVENUE, SUITE 100, DENVER, CO 80202
 WWW.KIMLEYHORN.COM
 CA 000008

- NOTE:
- VERTICAL CONTROL IS BASED ON THE NORTH AMERICAN DATUM OF 1985 AND 1983 VERTICAL ELEVATIONS HEREON TO NATIONAL GEODETIC VERTICAL DATUM OF 1985 ARE 1.1 FEET.
 - HORIZONTAL CONTROL IS HAD AS FLORIDA STATE PLANE EAST COORDINATE.
 - OF 1.2 INCH.

| Point # | LATITUDE | LONGITUDE | DESCRIPTION | BUILDING ELEVATION (NAVD) | PART 77 SURFACE ELEV. (NAVD) |
|---------|-----------------|-----------------|--------------------------|---------------------------|------------------------------|
| 37 | N28° 04' 27.53" | W80° 09' 42.86" | LIGHT POLE | 50.000 | 172.56 |
| 38 | N28° 04' 24.82" | W80° 09' 42.34" | AIRCRAFT TAIL - 8737-800 | 42.000 | 136.06 |
| 39 | N28° 04' 24.30" | W80° 09' 40.33" | AIRCRAFT TAIL - 8737-800 | 42.000 | 118.63 |
| 40 | N28° 04' 20.79" | W80° 09' 40.22" | AIRCRAFT TAIL - 8737-800 | 42.000 | 85.20 |
| 41 | N28° 04' 27.27" | W80° 09' 40.21" | AIRCRAFT TAIL - 8737-800 | 42.000 | 72.77 |
| 42 | N28° 04' 22.87" | W80° 09' 35.18" | AIRCRAFT TAIL - 8737-800 | 42.000 | 137.63 |
| 43 | N28° 04' 24.35" | W80° 09' 35.17" | AIRCRAFT TAIL - 8737-800 | 42.000 | 115.80 |
| 44 | N28° 04' 20.85" | W80° 09' 35.15" | AIRCRAFT TAIL - 8737-800 | 42.000 | 94.17 |
| 45 | N28° 04' 27.23" | W80° 09' 35.15" | AIRCRAFT TAIL - 8737-800 | 42.000 | 74.17 |
| 46 | N28° 04' 27.41" | W80° 09' 34.78" | AIRCRAFT TAIL - 8737-800 | 26.000 | 87.76 |
| 47 | N28° 04' 20.29" | W80° 09' 34.77" | AIRCRAFT TAIL - 8737-800 | 26.000 | 104.80 |
| 48 | N28° 04' 23.19" | W80° 09' 34.77" | AIRCRAFT TAIL - 8737-800 | 26.000 | 120.94 |
| 49 | N28° 04' 23.27" | W80° 09' 34.78" | AIRCRAFT TAIL - 8737-800 | 26.000 | 130.19 |
| 50 | N28° 04' 23.36" | W80° 09' 31.84" | LIGHT POLE | 50.000 | 126.86 |
| 51 | N28° 04' 23.36" | W80° 09' 31.84" | LIGHT POLE | 50.000 | 101.64 |
| 52 | N28° 04' 23.28" | W80° 09' 31.91" | LIGHT POLE | 50.000 | 73.31 |
| 53 | N28° 04' 27.84" | W80° 09' 32.23" | ARFIELD PARABENT | 5.400 | 63.44 |
| 54 | N28° 04' 27.84" | W80° 09' 32.23" | ARFIELD PARABENT | 5.400 | 63.44 |
| 55 | N28° 04' 20.18" | W80° 09' 40.32" | ARFIELD PARABENT | 5.400 | 175.86 |
| 56 | N28° 04' 20.18" | W80° 09' 40.32" | ARFIELD PARABENT | 5.400 | 175.86 |
| 57 | N28° 04' 20.11" | W80° 09' 32.18" | ARFIELD PARABENT | 5.400 | 172.76 |

| Point # | LATITUDE | LONGITUDE | DESCRIPTION | BUILDING ELEVATION (NAVD) | PART 77 SURFACE ELEV. (NAVD) |
|---------|-----------------|-----------------|-----------------|---------------------------|------------------------------|
| 1 | N28° 04' 19.41" | W80° 09' 33.37" | TERMINAL/OFFICE | 54.000 | 184.04 |
| 2 | N28° 04' 20.26" | W80° 09' 33.18" | TERMINAL/OFFICE | 54.000 | 174.67 |
| 3 | N28° 04' 20.45" | W80° 09' 33.62" | AIRCRAFT CANOPY | 48.000 | 171.84 |
| 4 | N28° 04' 22.17" | W80° 09' 33.60" | AIRCRAFT CANOPY | 48.000 | 147.09 |
| 5 | N28° 04' 22.85" | W80° 09' 34.48" | AIRCRAFT CANOPY | 48.000 | 147.06 |
| 6 | N28° 04' 20.45" | W80° 09' 34.45" | AIRCRAFT CANOPY | 48.000 | 171.50 |
| 7 | N28° 04' 20.36" | W80° 09' 34.47" | TERMINAL/OFFICE | 54.000 | 172.20 |
| 8 | N28° 04' 20.20" | W80° 09' 34.47" | TERMINAL/OFFICE | 54.000 | 175.51 |
| 9 | N28° 04' 20.20" | W80° 09' 34.47" | TERMINAL/OFFICE | 54.000 | 175.60 |
| 10 | N28° 04' 19.99" | W80° 09' 34.47" | TERMINAL/OFFICE | 54.000 | 175.56 |
| 11 | N28° 04' 19.99" | W80° 09' 34.47" | TERMINAL/OFFICE | 54.000 | 175.56 |
| 12 | N28° 04' 19.92" | W80° 09' 34.54" | TERMINAL/OFFICE | 54.000 | 182.68 |
| 13 | N28° 04' 19.14" | W80° 09' 33.37" | TERMINAL/OFFICE | 24.500 | 190.88 |
| 14 | N28° 04' 19.14" | W80° 09' 33.37" | TERMINAL/OFFICE | 24.500 | 201.84 |
| 15 | N28° 04' 18.95" | W80° 09' 35.05" | HANGAR NO. 1 | 45.000 | 174.46 |
| 16 | N28° 04' 18.95" | W80° 09' 35.05" | HANGAR NO. 1 | 45.000 | 174.46 |
| 17 | N28° 04' 20.64" | W80° 09' 36.37" | HANGAR NO. 1 | 55.000 | 176.37 |
| 18 | N28° 04' 20.15" | W80° 09' 37.78" | HANGAR NO. 1 | 45.000 | 174.70 |
| 19 | N28° 04' 20.15" | W80° 09' 35.14" | HANGAR NO. 2 | 55.000 | 177.68 |
| 20 | N28° 04' 20.05" | W80° 09' 35.14" | HANGAR NO. 2 | 55.000 | 177.68 |
| 21 | N28° 04' 20.05" | W80° 09' 40.39" | HANGAR NO. 2 | 45.000 | 205.96 |
| 22 | N28° 04' 18.41" | W80° 09' 40.40" | HANGAR NO. 2 | 45.000 | 204.62 |
| 23 | N28° 04' 18.41" | W80° 09' 40.30" | HANGAR NO. 2 | 35.667 | 205.96 |
| 24 | N28° 04' 17.68" | W80° 09' 39.32" | HANGAR NO. 2 | 41.000 | 207.66 |
| 25 | N28° 04' 17.67" | W80° 09' 38.77" | HANGAR NO. 2 | 41.000 | 207.66 |
| 26 | N28° 04' 18.40" | W80° 09' 38.17" | HANGAR NO. 2 | 35.967 | 204.62 |
| 27 | N28° 04' 18.07" | W80° 09' 38.00" | HANGAR NO. 2 | 35.967 | 206.06 |
| 28 | N28° 04' 18.40" | W80° 09' 37.85" | HANGAR NO. 2 | 45.000 | 204.72 |
| 29 | N28° 04' 18.40" | W80° 09' 37.87" | HANGAR NO. 1 | 45.000 | 201.74 |
| 30 | N28° 04' 18.03" | W80° 09' 37.47" | HANGAR NO. 1 | 35.807 | 206.06 |
| 31 | N28° 04' 17.66" | W80° 09' 36.50" | HANGAR NO. 1 | 41.000 | 207.89 |
| 32 | N28° 04' 17.66" | W80° 09' 35.15" | HANGAR NO. 1 | 41.000 | 207.59 |
| 33 | N28° 04' 18.39" | W80° 09' 35.25" | HANGAR NO. 1 | 35.900 | 201.75 |
| 34 | N28° 04' 18.08" | W80° 09' 35.17" | HANGAR NO. 1 | 35.867 | 206.17 |
| 35 | N28° 04' 23.41" | W80° 09' 40.69" | LIGHT POLE | 50.000 | 159.61 |
| 36 | N28° 04' 23.37" | W80° 09' 40.65" | LIGHT POLE | 50.000 | 101.29 |



CARTAYA &
ASSOCIATES
ARCHITECTS P.A.
1451 LEE WAGENER BLVD.
SUITE 100
FORT LAUDERDALE, FL 33304
TEL: 754.271.1100
WWW.CARTAYA.COM

SCALE: 1" = 400'
DATE: 10-13-17
DRAWN BY: JAC

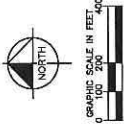
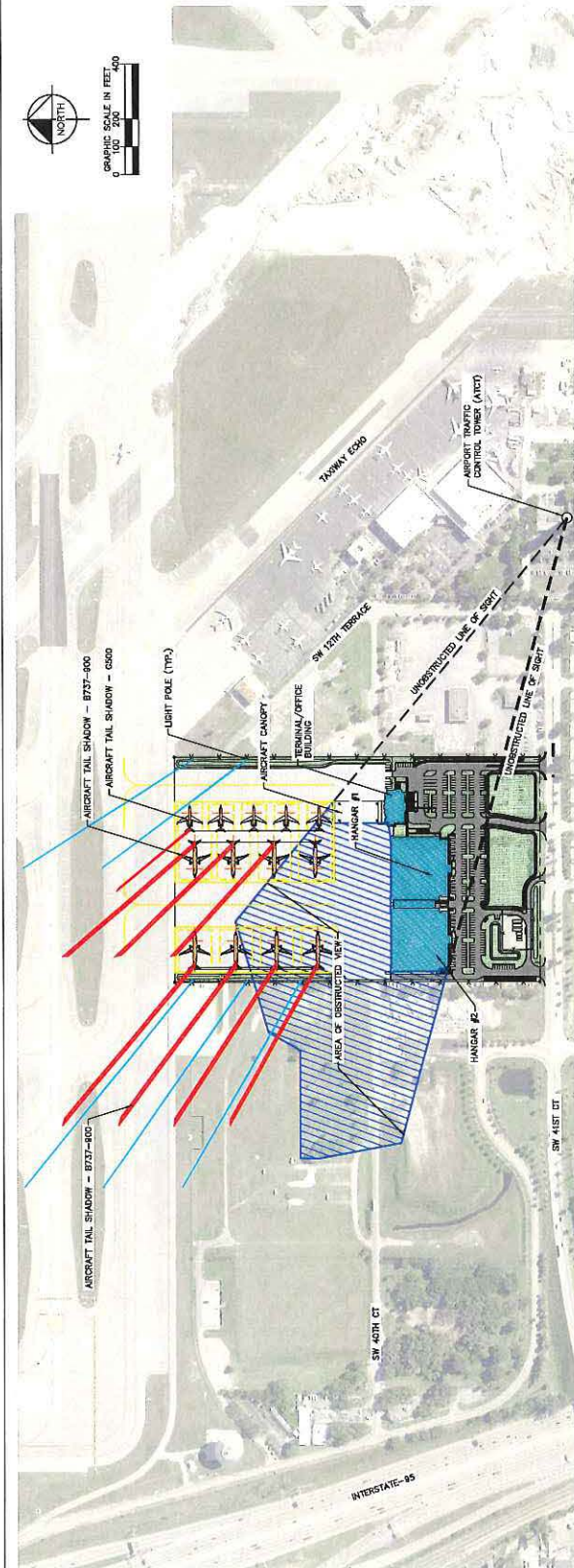
PROJECT: JETSETAPE WESTSIDE DEVELOPMENT - FL
1451 LEE WAGENER BLVD.

DATE: 10-13-17
DRAWN BY: JAC
CHECKED BY: JAC

1 OF 1

LINE OF SIGHT STUDY

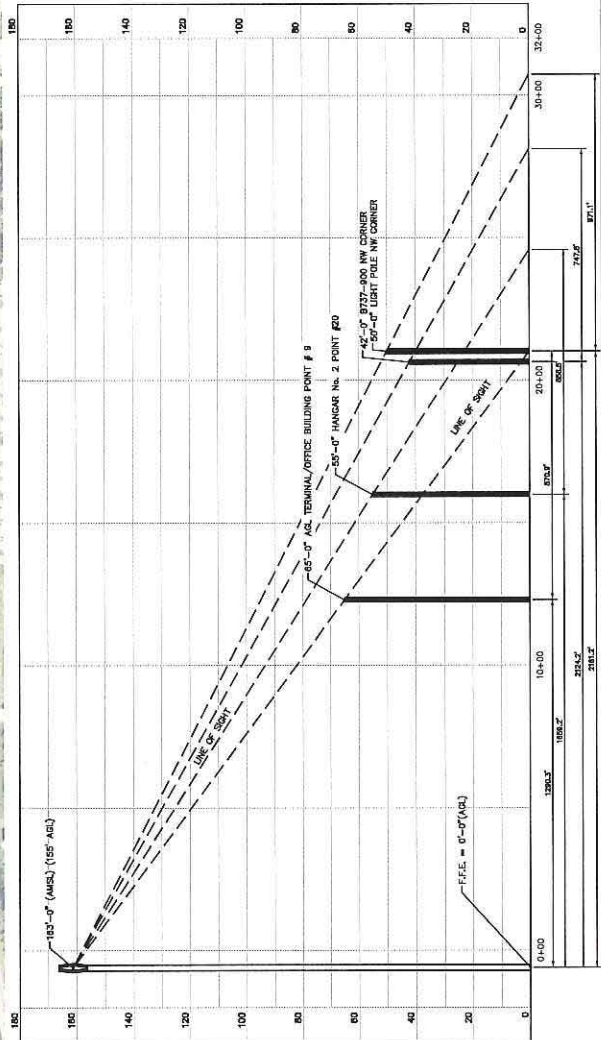
FOR REVIEW PURPOSES ONLY - NOT FOR CONSTRUCTION



- NOTES**
- EXISTING AVT DUE TO BE ESTIMATED AT THIS SITE HEIGHT IS ABOVE GROUND FLOOR.
 - FINISH FLOOR ELEVATION OF AVT AND PROPOSED BUILDING OF AIRCRAFT APRON ARE ESTIMATED TO BE THE SAME.

- LEGEND**
- AREA OF OBSTRUCTION VIEW - BUILDING
 - AREA OF OBSTRUCTION VIEW - AIRCRAFT
 - AREA OF OBSTRUCTION VIEW - LIGHT POLE (85')
 - PROPOSED BUILDING

Kimley»Horn
800 NORTH WILSON ROAD, SUITE 400, PLANTATION, FL 33324
PHONE: 904.350.0000 FAX: 904.350.0000
WWW.KIMLEY-HORN.COM



APPENDIX C
PROJECT AERIAL

Plotted By: Ecorosci, Julia, Sheet Set: Kco, Layout: EX-5, EXIST UTIL, September, 19, 2016, 03:35:45pm, K:\FTL_Civil\043_jobs\04384001-Cortico_Jetscape_FBO_Development\CADD\Exhibits\EX-6_AERIAL_EXHIBIT.dwg
 This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Review of and approval of this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



JETSETAPE WESTSIDE
 PARCEL
 AT
 FORT LAUDERDALE-HOLLYWOOD
 INTERNATIONAL AIRPORT
 BROWARD FL

AERIAL VIEW

KHA PROJECT
 DATE 5/12/2016
 SCALE AS SHOWN
 DESIGNED BY LMC
 DRAWN BY JMF
 CHECKED BY LMC DATE: ---

LICENSED PROFESSIONAL
 L. MICHAEL CAREY, P.E.
 FL LICENSE NUMBER 35487

Kimley»Horn
 © 2015 KIMLEY-HORN AND ASSOCIATES, INC.
 600 NORTH PINE ISLAND ROAD, SUITE 450, PLANTATION, FL 33324
 PHONE: 954-535-5100 FAX: 954-739-2247
 WWW.KIMLEY-HORN.COM CA 00000696

| | | | |
|-----|-----------|------|----|
| No. | REVISIONS | DATE | BY |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

SHEET NUMBER
EX-6

APPENDIX D
SCOPING LETTER RESPONSES



U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
8427 SouthPark Circle, Ste 524
Orlando, FL 32819
Phone: (407) 487-7720
Fax: (407) 487-7135

May 22, 2018

Paul N. Backhouse, Ph.D.
Tribal Historic Preservation Officer
Seminole Tribe of Florida
Tribal Historic Preservation Office
30290 Josie Billie Highway, PMB 1004
Clewiston, FL 33440-9502

RE: Environmental Assessment For
Jetscape Fixed Based Operator (FBO)
Ft. Lauderdale International Airport (FLL)

Dear Mr. Backhouse:

We are sending this letter to you regarding the Jetscape FBO Project to obtain comments specific to any project-related concerns for the Environmental Assessment being conducted.

Azorra Aviation, LLC (tenant) operating as Jetscape Services, LLC at the Ft. Lauderdale/Hollywood International Airport (FLL) proposes to relocate its operations to a new location on the airport. The approximately 25-acre property is located at 1451 Lee Wagener Boulevard and is bounded on the North by Taxiway C, to the east and west by an open parking lot and to the south by Lee Wagener Boulevard. This site has been previously developed and is currently used for shuttle bus parking.

The proposed action includes the construction and operation of the new Jetscape Services Fixed Based Operator (FBO). Included in the project is a Terminal/Office Building, two aircraft hangars, public parking, utility infrastructure, aircraft parking ramp and fuel farm. The terminal/office building will be a two-story structure housing aviation related business space, pilots lounge and shop, along with other supporting facilities. The aircraft hangars will be approximate 39,000 square feet in size. Parking layout will depend upon Jetscape operational requirements; however, the apron will be of sufficient size to accommodate all aircraft currently operating regularly at FLL. Preliminary layouts have reflected up to 13 aircraft parking positions. See attached site plan and aerial.

Your comments should be addressed to me at the following address:

Bart Vernace, P.E.
Manager
FAA/Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819
Email: Bart.vernace@faa.gov

Sincerely,

Bart Vernace, P.E.
Manager

Enclosures

cc: Jackie Sweatt-Essick, FAA
Lynn Kiefer, Kimley-Horn and Associates, Inc.
R. Brad Ostendorf, Broward County Aviation Department



U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
8427 SouthPark Circle, Ste 524
Orlando, FL 32819
Phone: (407) 487-7720
Fax: (407) 487-7135

May 22, 2018

Mr. Theodore Isham
Tribal Historic Preservation Officer
Seminole Nation of Oklahoma
P.O. Box 1498
Wewoka, OK 74884-1498

RE: Environmental Assessment For
Jetscape Fixed Based Operator (FBO)
Ft. Lauderdale International Airport (FLL)

Dear Mr. Isham:

We are sending this letter to you regarding the Jetscape FBO Project to obtain comments specific to any project-related concerns for the Environmental Assessment being conducted.

Azorra Aviation, LLC (tenant) operating as Jetscape Services, LLC at the Ft. Lauderdale/Hollywood International Airport (FLL) proposes to relocate its operations to a new location on the airport. The approximately 25-acre property is located at 1451 Lee Wagener Boulevard and is bounded on the North by Taxiway C, to the east and west by an open parking lot and to the south by Lee Wagener Boulevard. This site has been previously developed and is currently used for shuttle bus parking.

The proposed action includes the construction and operation of the new Jetscape Services Fixed Based Operator (FBO). Included in the project is a Terminal/Office Building, two aircraft hangars, public parking, utility infrastructure, aircraft parking ramp and fuel farm. The terminal/office building will be a two-story structure housing aviation related business space, pilots lounge and shop, along with other supporting facilities. The aircraft hangars will be approximate 39,000 square feet in size. Parking layout will depend upon Jetscape operational requirements; however, the apron will be of sufficient size to accommodate all aircraft currently operating regularly at FLL. Preliminary layouts have reflected up to 13 aircraft parking positions. See attached site plan and aerial.

Your comments should be addressed to me at the following address:

Bart Vernace, P.E.
Manager
FAA/Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819
Email: Bart.vernace@faa.gov

Sincerely,

Bart Vernace, P.E.
Manager

Enclosures

cc: Jackie Sweatt-Essick, FAA
Lynn Kiefer, Kimley-Horn and Associates, Inc.
R. Brad Ostendorf, Broward County Aviation Department



U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
8427 SouthPark Circle, Ste 524
Orlando, FL 32819
Phone: (407) 487-7720
Fax: (407) 487-7135

May 22, 2018

Ms. Anne H. Mullins, MCRP
Compliance Review Supervisor
Seminole Tribe of Florida
Tribal Historic Preservation Office
30290 Josie Billie Highway, PMB 1004
Clewiston, FL 33440-9502

RE: Environmental Assessment For
Jetscape Fixed Based Operator (FBO)
Ft. Lauderdale International Airport (FLL)

Dear Ms. Mullins:

We are sending this letter to you regarding the Jetscape FBO Project to obtain comments specific to any project-related concerns for the Environmental Assessment being conducted.

Azorra Aviation, LLC (tenant) operating as Jetscape Services, LLC at the Ft. Lauderdale/Hollywood International Airport (FLL) proposes to relocate its operations to a new location on the airport. The approximately 25-acre property is located at 1451 Lee Wagener Boulevard and is bounded on the North by Taxiway C, to the east and west by an open parking lot and to the south by Lee Wagener Boulevard. This site has been previously developed and is currently used for shuttle bus parking.

The proposed action includes the construction and operation of the new Jetscape Services Fixed Based Operator (FBO). Included in the project is a Terminal/Office Building, two aircraft hangars, public parking, utility infrastructure, aircraft parking ramp and fuel farm. The terminal/office building will be a two-story structure housing aviation related business space, pilots lounge and shop, along with other supporting facilities. The aircraft hangars will be approximate 39,000 square feet in size. Parking layout will depend upon Jetscape operational requirements; however, the apron will be of sufficient size to accommodate all aircraft currently operating regularly at FLL. Preliminary layouts have reflected up to 13 aircraft parking positions. See attached site plan and aerial.

Your comments should be addressed to me at the following address:

Bart Vernace, P.E.
Manager
FAA/Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819
Email: Bart.vernace@faa.gov

Sincerely,

Bart Vernace, P.E.
Manager

Enclosures

cc: Jackie Sweatt-Essick, FAA
Lynn Kiefer, Kimley-Horn and Associates, Inc.
R. Brad Ostendorf, Broward County Aviation Department



U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
8427 SouthPark Circle, Ste 524
Orlando, FL 32819
Phone: (407) 487-7720
Fax: (407) 487-7135

May 22, 2018

Ms. Carolyn M. White, Regulatory Affairs Division Director
Acting Tribal Historic Preservation Officer
Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, AL 36502-5025

RE: Environmental Assessment For
Jetscape Fixed Based Operator (FBO)
Ft. Lauderdale International Airport (FLL)

Dear Ms. White:

We are sending this letter to you regarding the Jetscape FBO Project to obtain comments specific to any project-related concerns for the Environmental Assessment being conducted.

Azorra Aviation, LLC (tenant) operating as Jetscape Services, LLC at the Ft. Lauderdale/Hollywood International Airport (FLL) proposes to relocate its operations to a new location on the airport. The approximately 25-acre property is located at 1451 Lee Wagener Boulevard and is bounded on the North by Taxiway C, to the east and west by an open parking lot and to the south by Lee Wagener Boulevard. This site has been previously developed and is currently used for shuttle bus parking.

The proposed action includes the construction and operation of the new Jetscape Services Fixed Based Operator (FBO). Included in the project is a Terminal/Office Building, two aircraft hangars, public parking, utility infrastructure, aircraft parking ramp and fuel farm. The terminal/office building will be a two-story structure housing aviation related business space, pilots lounge and shop, along with other supporting facilities. The aircraft hangars will be approximate 39,000 square feet in size. Parking layout will depend upon Jetscape operational requirements; however, the apron will be of sufficient size to accommodate all aircraft currently operating regularly at FLL. Preliminary layouts have reflected up to 13 aircraft parking positions. See attached site plan and aerial.

Your comments should be addressed to me at the following address:

Bart Vernace, P.E.
Manager
FAA/Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819
Email: Bart.vernace@faa.gov

Sincerely,

Bart Vernace, P.E.
Manager

Enclosures

cc: Jackie Sweatt-Essick, FAA
Lynn Kiefer, Kimley-Horn and Associates, Inc.
R. Brad Ostendorf, Broward County Aviation Department



U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
8427 SouthPark Circle, Ste 524
Orlando, FL 32819
Phone: (407) 487-7720
Fax: (407) 487-7135

May 22, 2018

Historic and Cultural Preservation Department
Representative
Muscogee (Creek) Nation Cultural Preservation
P.O. Box 580
Okmulgee, OK 74447-0580

RE: Environmental Assessment For
Jetscape Fixed Based Operator (FBO)
Ft. Lauderdale International Airport (FLL)

We are sending this letter to you regarding the Jetscape FBO Project to obtain comments specific to any project-related concerns for the Environmental Assessment being conducted.

Azorra Aviation, LLC (tenant) operating as Jetscape Services, LLC at the Ft. Lauderdale/Hollywood International Airport (FLL) proposes to relocate its operations to a new location on the airport. The approximately 25-acre property is located at 1451 Lee Wagener Boulevard and is bounded on the North by Taxiway C, to the east and west by an open parking lot and to the south by Lee Wagener Boulevard. This site has been previously developed and is currently used for shuttle bus parking.

The proposed action includes the construction and operation of the new Jetscape Services Fixed Based Operator (FBO). Included in the project is a Terminal/Office Building, two aircraft hangars, public parking, utility infrastructure, aircraft parking ramp and fuel farm. The terminal/office building will be a two-story structure housing aviation related business space, pilots lounge and shop, along with other supporting facilities. The aircraft hangars will be approximate 39,000 square feet in size. Parking layout will depend upon Jetscape operational requirements; however, the apron will be of sufficient size to accommodate all aircraft currently operating regularly at FLL. Preliminary layouts have reflected up to 13 aircraft parking positions. See attached site plan and aerial.

Your comments should be addressed to me at the following address:

Bart Vernace, P.E.
Manager
FAA/Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819
Email: Bart.vernace@faa.gov

Sincerely,

Bart Vernace, P.E.
Manager

Enclosures

cc: Jackie Sweatt-Essick, FAA
Lynn Kiefer, Kimley-Horn and Associates, Inc.
R. Brad Ostendorf, Broward County Aviation Department



AVIATION DEPARTMENT - Fort Lauderdale-Hollywood International Airport
2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100

May 17, 2018

Via Email – timothy.parsons@dos.myflorida.com

Dr. Timothy A. Parsons, Ph.D., RPA
Division Director and State Historic Preservation Officer
Department of State Division of Historic Resources
R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250

RE: Scoping Letter
Environmental Assessment For
Jetscape Fixed Based Operator (FBO)
Ft. Lauderdale International Airport (FLL)

We are distributing this letter to State and Federal agencies to obtain information specific to the resources for which they are responsible, comments specific to any concerns relating to the project and to obtain technical assistance for the evaluation being conducted for an Environmental Assessment.

Azorra Aviation, LLC (tenant) operating as Jetscape Services, LLC at the Ft. Lauderdale/Hollywood International Airport (FLL) proposes to relocate its operations to a new location on the airport. The approximately 25-acre property is located at 1451 Lee Wagener Boulevard and is bounded on the North by Taxiway C, to the east and west by an open parking lot and to the south by Lee Wagener Boulevard. This site has been previously developed and is currently used for shuttle bus parking.

The proposed action includes the construction and operation of the new Jetscape Services Fixed Based Operator (FBO). Included in the project is a Terminal/Office Building, two aircraft hangars, public parking, utility infrastructure, aircraft parking ramp and fuel farm. The terminal/office building will be a two-story structure housing aviation related business space, pilots lounge and shop, along with other supporting facilities. The aircraft hangars will be approximate 39,000 square feet in size. Parking layout will depend upon Jetscape operational requirements; however, the apron will be of sufficient size to accommodate all aircraft currently operating regularly at FLL. Preliminary layouts have reflected up to 13 aircraft parking positions. See attached site plan and aerial.

Your comments should be addressed to me at the following address:

Reply to:
R. Brad Ostendorf
Environmental Program Manager
Broward County Aviation Department
2200 SW 45th Street, Suite 101
Dania Beach, FL 33312
bostendorf@broward.org

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Brad Ostendorf". The signature is fluid and cursive, with the first name "R." and last name "Ostendorf" clearly distinguishable.

R. Brad Ostendorf
Environmental Program Manager

Enclosures

Copy: File
Jackie Sweatt-Essick, FAA
Bart Vernace, FAA
Lynn Kiefer, Kimley-Horn and Associates, Inc.



AVIATION DEPARTMENT - Fort Lauderdale-Hollywood International Airport
2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100

May 17, 2018

Via Email – Tom.Reinert@MyFWC.com

Dr. Thomas Reinert
Regional Director
Florida Fish and Wildlife Conservation Commission
South Region
8535 Northlake Boulevard
West Palm Beach, FL 33412

RE: Scoping Letter
Environmental Assessment For
Jetscape Fixed Based Operator (FBO)
Ft. Lauderdale International Airport (FLL)

We are distributing this letter to State and Federal agencies to obtain information specific to the resources for which they are responsible, comments specific to any concerns relating to the project and to obtain technical assistance for the evaluation being conducted for an Environmental Assessment.

Azorra Aviation, LLC (tenant) operating as Jetscape Services, LLC at the Ft. Lauderdale/Hollywood International Airport (FLL) proposes to relocate its operations to a new location on the airport. The approximately 25-acre property is located at 1451 Lee Wagener Boulevard and is bounded on the North by Taxiway C, to the east and west by an open parking lot and to the south by Lee Wagener Boulevard. This site has been previously developed and is currently used for shuttle bus parking.

The proposed action includes the construction and operation of the new Jetscape Services Fixed Based Operator (FBO). Included in the project is a Terminal/Office Building, two aircraft hangars, public parking, utility infrastructure, aircraft parking ramp and fuel farm. The terminal/office building will be a two-story structure housing aviation related business space, pilots lounge and shop, along with other supporting facilities. The aircraft hangars will be approximate 39,000 square feet in size. Parking layout will depend upon Jetscape operational requirements; however, the apron will be of sufficient size to accommodate all aircraft currently operating regularly at FLL. Preliminary layouts have reflected up to 13 aircraft parking positions. See attached site plan and aerial.

Your comments should be addressed to me at the following address:

Reply to:
R. Brad Ostendorf
Environmental Program Manager
Broward County Aviation Department
2200 SW 45th Street, Suite 101
Dania Beach, FL 33312
bostendorf@broward.org

Sincerely,



R. Brad Ostendorf
Environmental Program Manager

Enclosures

Copy: File
Jackie Sweatt-Essick, FAA
Bart Vernace, FAA
Lynn Kiefer, Kimley-Horn and Associates, Inc.



Florida Fish and Wildlife Conservation Commission

Commissioners

Bo Rivard
Chairman
Panama City

Robert A. Spottswood
Vice Chairman
Key West

Joshua Kellam
Palm Beach Gardens

Gary Lester
Oxford

Gary Nicklaus
Jupiter

Sonya Rood
St. Augustine

Michael W. Sole
Tequesta

Office of the
Executive Director
Eric Sutton
Executive Director

Thomas H. Eason, Ph.D.
Assistant Executive Director

Jennifer Fitzwater
Chief of Staff

850-487-3796
850-921-5786 FAX

Managing fish and wildlife resources for their long-term well-being and the benefit of people.

620 South Meridian Street
Tallahassee, Florida
32399-1600
Voice: 850-488-4676

Hearing/speech-impaired:
800-955-8771 (T)
800 955-8770 (V)

MyFWC.com

June 11, 2018

R. Brad Ostendorf
Environmental Program Manager
Broward County Aviation Department
2200 SW 45th Street, Suite 101
Dania Beach, FL 33312
bostendorf@broward.org

RE: Agency Scoping for an Environmental Assessment (EA) to Relocate Jetscape Fixed Based Operator (FBO), Ft. Lauderdale International Airport (FLL), Broward County

Dear Mr. Ostendorf:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the above-referenced scoping notice and intent to prepare an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA). We offer the following comments and recommendations as technical assistance in accordance with Chapter 379, Florida Statutes, and the Fish and Wildlife Coordination Act during preparation of the EA.

Project Description

Kimley-Horn and Associates is preparing an EA to analyze and document potential environmental effects associated with the proposed action of relocating Azorra Aviation, LLC (tenant), operating as Jetscape Services, LLC, to a new location at the Ft. Lauderdale/Hollywood International Airport (FLL) in coordination with the Broward County Aviation Department and the Federal Aviation Administration. The proposed action includes the construction and operation of the new Jetscape Services FBO involving a new two-story Terminal/Office Building, two aircraft hangars of approximately 39,000 square feet, public parking, utility infrastructure, aircraft parking ramp, and fuel farm. The approximately 25-acre site is located at 1451 Lee Wagener Boulevard and is bounded on the north by airport Taxiway C to the east and west by an open parking lot, and to the south by Lee Wagener Boulevard. A portion of the site has been previously developed and is currently used for shuttle bus parking, and another portion of approximately 14 acres of open grass area. The following information is being provided as technical assistance during the scoping process to assist in identifying potential fish and wildlife resource issues for consideration.

Potentially Affected Resources

A geographic information system (GIS) analysis conducted by FWC staff found the project site contains potential habitat for the Florida burrowing owl (*Athene cunicularia floridana*, State Threatened [ST]).

Comments and Recommendations

Wildlife Surveys

To better identify the potential for impacts, surveys for listed species should be completed immediately prior to any clearing or development. Species-specific wildlife surveys are time sensitive and FWC staff recommends that all wildlife surveys follow established survey protocols approved by the U.S. Fish and Wildlife Service (USFWS) and the FWC. Surveys should also be conducted by qualified biologists with recent documented experience for each potential species. Basic guidance for conducting wildlife surveys may be found in the Florida Wildlife Conservation Guide (<http://myfwc.com/conservation/value/fwcg/>). Kimley-Horn may also want to reference the FWC's new Imperiled Species Management Plan (<http://myfwc.com/media/4133167/floridas-imperiled-species-management-plan-2016-2026.pdf>) which changes the listing status for several state-imperiled species and provides updated species guidelines and permitting information. FWC staff can assist with species survey planning and any avoidance, minimization, or mitigation measures, including site design that accounts for state-imperiled species' habitats.

Florida Burrowing Owl

Burrowing owls have been observed on or near the project site, within the FLL airport, and we recommend surveys over areas of suitable habitat within and immediately adjacent to the proposed project area to determine if burrowing owl burrows occur onsite. Please coordinate with the airport onsite biologist, who monitors the owls for FLL. Burrowing owl families use a breeding burrow and often one or more satellite burrows and juveniles can rely on both primary and satellite burrows up to 60 days after they are flight capable (Mealy 1997). Additional information can be found in the frequently asked questions document for the Florida burrowing owl (<http://myfwc.com/media/4210360/BurrowingOwlFAQs.pdf>) and the *Florida Burrowing Owl Guidelines* (<http://myfwc.com/media/4381188/FloridaBurrowingOwlGuidelines-2018.pdf>). If burrowing owls are onsite, we recommend the following to reduce the likelihood of needing a permit:

- Conducting activities greater than 10 feet from a burrowing owl burrow year-round to reduce the likelihood of collapsing a burrow,
- Conducting activities greater than 33 feet from a burrowing owl burrow during the nesting season (typically February 15-July 10, though nesting may start earlier) to reduce the likelihood of disturbing nesting pairs, and
- Staking and roping off the area around the burrow prior to activities.

If burrowing owls are observed onsite, please feel free to contact the FWC staff identified below to discuss specific protection measures for this project.

We appreciate the opportunity to review this project. FWC staff will continue to work with the applicant and their consultants to provide technical assistance on fish and wildlife resource issues as necessary. If you need any further assistance, please contact

our office by email at FWCConservationPlanningServices@MyFWC.com. If you have specific technical questions regarding the content of this letter, please contact Christine Raininger at (561) 882-5811 or by email at Christine.Raininger@MyFWC.com.

Sincerely,



Fritz Wettstein
Land Use Planning Program Administrator
Office of Conservation Planning Services

fw/car
ENV 1
Jetscape RelocationNEPA_36330_061118

cc: Lynn Kiefer, Kimley-Horn and Associates, Inc., Lynn.Kiefer@kimley-horn.com
Shelby Moran, Kimley-Horn and Associates, Inc.,
Shelby.Moran@kimley-horn.com

Reference Cited

Mealy, B. 1997. Reproductive ecology of the burrowing owls, *Speotyto cunicularia floridana*, in Dade and Broward Counties, Florida. *Journal of Raptor Research* 9:74-79.

Kiefer, Lynn

From: Bart.Vernace@FAA.GOV
Sent: Tuesday, July 10, 2018 11:06 AM
To: CLowe@mcn-nsn.gov
Cc: Kiefer, Lynn; Moran, Shelby; Rebecca.Henry@faa.gov
Subject: RE: Jetscape Fixed Based Operator Ft. Lauderdale International Airport

Categories: External

Thank you for your response.

Regards, Bart

Bart Vernace, P.E.
Manager
FAA/Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819
(407) 487-7220 (Main), (407) 487-7223 (Direct)
(407) 487-7135 (FAX)
Bart.vernace@faa.gov

From: Corain Lowe <CLowe@mcn-nsn.gov>
Sent: Monday, June 18, 2018 3:24 PM
To: Vernace, Bart (FAA) <Bart.Vernace@FAA.GOV>
Subject: Jetscape Fixed Based Operator Ft. Lauderdale International Airport

Mr. Vernance,

Thank you for the correspondence regarding the Ft. Lauderdale International Airport project. Broward County is outside of the Muscogee (Creek) Nation historic area of interest. We respectfully defer to the other Tribes that have been contacted. If you have any further questions or concerns, please give us a call.

Ms. Corain Lowe-Zepeda
Historic and Cultural Preservation Department, THPO
Muscogee (Creek) Nation
P. O. Box 580
Okmulgee, OK 74447
T 918.732.7835
clowe@mcn-nsn.gov

THIS MESSAGE AND ANY ATTACHMENTS ARE COVERED BY THE ELECTRONIC COMMUNICATIONS PRIVACY ACT, 18 U.S.C. §§2510 et seq. AND CONTAIN INFORMATION THAT IS HIGHLY CONFIDENTIAL, PRIVILEGED AND EXEMPT FROM DISCLOSURE. ANY RECIPIENT OTHER THAN THE INTENDED RECIPIENT IS ADVISED THAT ANY DISSEMINATION, RETENTION, DISTRIBUTION, COPYING OR OTHER USE OF THE MESSAGE WITHOUT PRIOR WRITTEN CONSENT IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS MESSAGE IN ERROR, PLEASE NOTIFY THE SENDER IMMEDIATELY.

From: Victoria Menchaca [mailto:VictoriaMenchaca@semtribe.com]
Sent: Friday, August 3, 2018 2:11 PM
To: Bart.Vernace@FAA.GOV; Kiefer, Lynn <Lynn.Kiefer@kimley-horn.com>
Subject: RE: FAA Jetscape FBO Ft. Lauderdale Airport, Broward County FL

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE
AH-TAH-THI-KI MUSEUM

TRIBAL HISTORIC
PRESERVATION OFFICE
SEMINOLE TRIBE OF FLORIDA
AH-TAH-THI-KI MUSEUM
30290 JOSIE BILLIE HIGHWAY
PMB 1004
CLEWISTON, FL 33440
THPO PHONE: (863) 983-6549
MUSEUM PHONE: (863) 902-1113
FAX: (863) 902-1117
THPO WEBSITE: WWW.STOFTHPO.COM
MUSEUM WEBSITE: WWW.AHTAHTHIKI.COM



TRIBAL OFFICERS
MARCELLUS W. OSCEOLA JR.
CHAIRMAN
MITCHELL CYPRESS
VICE CHAIRMAN
LAVONNE ROSE
SECRETARY
PETER A. HAHN
TREASURER

August 03, 2018

Bart Vernace, P.E.
Manager
Federal Aviation Administration
Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819
(407) 487-7220 (Main), (407) 487-7223 (Direct)
(407) 487-7135 (FAX)
Bart.vernace@faa.gov

Subject: FAA Jetscape FBO Ft. Lauderdale Airport, Broward County FL
THPO #: 0030919

Dear Mr. Vernace,

Thank you for the additional information regarding the FAA Jetscape FBO Ft. Lauderdale Airport, Broward County FL. We have reviewed the documents provided and completed our assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800. We have no objections to the project at this time. However, please notify us if any archaeological, historical, or burial resources are inadvertently discovered.

Thank you and feel free to contact us with any further questions.

Respectfully,

Victoria L. Menchaca, MA, Compliance Review Specialist

STOF-THPO, Compliance Review Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440
Office: 863-983-6549 ext 12216
Email: victoriamenchaca@semtribe.com
Web: www.stofthpo.com

From: Kiefer, Lynn [<mailto:Lynn.Kiefer@kimley-horn.com>]
Sent: Tuesday, July 31, 2018 9:52 AM
To: Victoria Menchaca
Cc: Bart.Vernace@faa.gov; Cannicle, Winston; Castillo, William
Subject: FW: FAA Jetscape FBO Ft. Lauderdale Airport, Broward County FL

Ms. Menchaca,

FAA forwarded your response to the scoping letter for the referenced project. Please find attached the requested historic aerials. As shown, the project site has been developed since at least the mid to late 1940s with various types of development, including at one time a military base with housing and other infrastructure. Please let me know if you need any additional information or if this is sufficient for your review. Thank you.

Lynn Kiefer

Kimley-Horn | 445 24th Street, Suite 200, Vero Beach, FL 32960
Direct: 772 794 4075 | Mobile: 772 559 0984 | Main: 772 794 4100

Connect with us: [Twitter](#) | [LinkedIn](#) | [Facebook](#) | [Instagram](#) | Kimley-Horn.com
Lynn.kiefer@kimley-horn.com
www.kimley-horn.com



Please consider the environment before printing this e-mail

Celebrating 11 years as one of FORTUNE's 100 Best Companies to Work For

From: Bart.Vernace@FAA.GOV [<mailto:Bart.Vernace@FAA.GOV>]
Sent: Monday, July 9, 2018 1:31 PM
To: VictoriaMenchaca@semtribe.com
Cc: Rebecca.Henry@faa.gov; Kiefer, Lynn <Lynn.Kiefer@kimley-horn.com>; Moran, Shelby <Shelby.Moran@kimley-horn.com>
Subject: RE: FAA Jetscape FBO Ft. Lauderdale Airport, Broward County FL

Dear Ms. Menchaca:

Thank you for your comments. I have forward them to the EA consultant and await their response whether or not the airport has older aerials of the projects site.

Regards, Bart

Bart Vernace, P.E.
Manager
FAA/Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819

(407) 487-7220 (Main), (407) 487-7223 (Direct)
(407) 487-7135 (FAX)
Bart.vernace@faa.gov

From: Victoria Menchaca <VictoriaMenchaca@semtribe.com>
Sent: Monday, July 02, 2018 10:53 AM
To: Vernace, Bart (FAA) <Bart.Vernace@FAA.GOV>
Cc: Henry, Rebecca (FAA) <Rebecca.Henry@faa.gov>; Brown, Juan (FAA) <Juan.Brown@faa.gov>
Subject: FAA Jetscape FBO Ft. Lauderdale Airport, Broward County FL

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE
AH-TAH-THI-KI MUSEUM

TRIBAL HISTORIC
PRESERVATION OFFICE
SEMINOLE TRIBE OF FLORIDA
AH-TAH-THI-KI MUSEUM
30290 JOSIE BILLIE HIGHWAY
PMB 1004
CLEWISTON, FL 33440
THPO PHONE: (863) 983-6549
MUSEUM PHONE: (863) 902-1113
FAX: (863) 902-1117
THPO WEBSITE: WWW.STOFTHPO.COM
MUSEUM WEBSITE: WWW.AHTAHTHIKI.COM



TRIBAL OFFICERS

MARCELLUS W. OSCEOLA JR.
CHAIRMAN
MITCHELL CYPRESS
VICE CHAIRMAN
LAVONNE ROSE
SECRETARY
PETER A. HAHN
TREASURER

July 02, 2018

Bart Vernace, P.E.
Manager
Federal Aviation Administration
Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819
(407) 487-7220 (Main), (407) 487-7223 (Direct)
(407) 487-7135 (FAX)
Bart.vernace@faa.gov

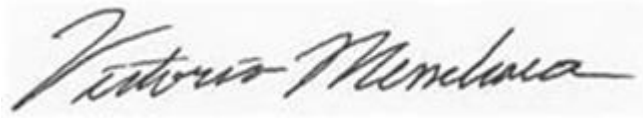
Subject: FAA Jetscape FBO Ft. Lauderdale Airport, Broward County FL
THPO #: 0030919

Dear Mr. Vernace,

Thank you for contacting the Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) regarding the FAA Jetscape FBO Ft. Lauderdale Airport, Broward County FL. The proposed undertaking does fall within in the STOF Area of Interest. We have reviewed the documents provided and we would respectfully like to request some additional information. Is there any evidence, such as historic aerials (older than 1995) that would indicate deep disturbance in the project area? Additionally, we would like to note that even a disturbed area has the potential, although low, to have intact deposits. An example of this is in 2014 when intact human remains were found in the Pine Island Road Right of Way in Broward County FL.

Thank you and feel free to contact us with any further questions.

Respectfully,

A handwritten signature in black ink, reading "Victoria L. Menchaca", is displayed on a light gray rectangular background.

Victoria L. Menchaca, MA, Compliance Review Specialist
STOF-THPO, Compliance Review Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440
Office: 863-983-6549 ext 12216
Email: victoriamentchaca@semtribe.com
Web: www.stofthpo.com

Kiefer, Lynn

From: Bart.Vernace@FAA.GOV
Sent: Wednesday, June 13, 2018 6:59 AM
To: Kiefer, Lynn; Moran, Shelby
Cc: Rebecca.Henry@faa.gov; Jackie.Sweatt-Essick@faa.gov
Subject: FW: SNO Response to FAA Project for EA at Ft Lauderdale Int. Airport

Categories: External

Lynn/Shelby:

See the comment below from the Seminole Nation of Oklahoma cultural advisor, Mr. Isham. His recommendation is to do an intensive literature/phase I survey reports of the nearby archaeological sites from the states master site files.

Please make sure that this comment is included in the preliminary draft that you are coordinating with BCAD as well as your response to this comment.

Thanks, Bart

Bart Vernace, P.E.
Manager
FAA/Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819
(407) 487-7220 (Main), (407) 487-7223 (Direct)
(407) 487-7135 (FAX)
Bart.vernace@faa.gov

From: Theodore Isham [mailto:isham.t@sno-nsn.gov]
Sent: Tuesday, June 12, 2018 10:13 PM
To: Vernace, Bart (FAA) <Bart.Vernace@FAA.GOV>
Subject: SNO Response to FAA Project for EA at Ft Lauderdale Int. Airport

This *Opinion* is being provided by Seminole Nation of Oklahoma's Cultural Advisor, pursuant to authority vested by the Seminole Nation of Oklahoma General Council. The Seminole Nation of Oklahoma is an independently Federally-Recognized Indian Nation headquartered in Wewoka, OK.

In keeping with the National Environmental Policy Act (NEPA)d, and Section 106 of the National Historic Preservation Act (NHPA), 36 CFR Part 800, this letter is to acknowledge that the Seminole Nation of Oklahoma has received notice of the proposed project at the above mentioned location.

Based on the information provided and because the potential for buried cultural resources, the proposed project has an extreme probability of affecting archaeological resources, some of which may be eligible for listing in the National Register of Historic Places (NRHP).

We recommend that an intensive literature/phaseI survey reports of the nearby archaeological sites from the states master site files be completed and sent to SNO HPO.

We do request that if cultural or archeological resource materials are encountered at all activity cease and the Seminole Nation of Oklahoma and other appropriate agencies be contacted immediately.

Furthermore, due to the historic presence of our people in the project area, inadvertent discoveries of human remains and related NAGPRA items may occur, even in areas of existing or prior development. Should this occur we request all work cease and the Seminole Nation of Oklahoma and other appropriate agencies be immediately notified.

Theodore Isham

Seminole Nation of Oklahoma
Historic Preservation Officer
PO Box 1498
Seminole, Ok 74868
Phone: 405-234-5218
Cell: 918-304-9443
e-mail: isham.t@sno-nsn.gov