

APPENDIX B.4 – BACKGROUND AND DEVELOPMENT OF THE PROPOSAL

The Airport Sponsor's proposed airfield and landside improvement projects that are included in the Airport Sponsor's current proposal and to be analyzed in this Draft EIS as the Airport Sponsor's Proposed Project and connected actions, were derived from previous FAA DEIS documents (published in 2001 and 2002), Broward County Aviation Department (BCAD)-directed airport planning studies, consultation with BCAD staff, and various actions of the Commission. Those BCAD-directed studies and Commission actions include the revised ALP conditionally approved by FAA in August 1999, and more recent information provided by BCAD to the FAA in 2003 through 2006.

The elements of the Airport Sponsor's Proposed Project and connected actions that are environmentally assessed in this Draft EIS document are explained in detail in Chapter Two, *The Proposal*. Chapter Two outlines the individual elements of the Airport Sponsor's Proposed Project, the connected actions, a list of Federal, state, and local permits and approvals required by Federal, state, and local agencies for implementation of the Airport Sponsor's Proposed Project, and proposed funding of the proposed actions that are the subject of this Draft EIS.

The following information is provided as historical reference.

B.4.1 AIRPORT SPONSOR'S PROPOSED PROJECT ASSESSED IN THE 2001 DEIS, 2002 SUPPLEMENTAL DEIS (SDEIS), AND 2002 SECOND SUPPLEMENT TO THE DEIS (SSDEIS)

The following is a list of the project elements of the Airport Sponsor's Proposed Project as in the previous DEIS analysis published in 2001 and 2002. *This historical information is being presented for informational purposes and public disclosure due to the evolving nature of the Airport Sponsor's Proposed Project since planning was originally initiated in the Airport's 1994 Airport Master Plan Update.*¹

Airport Sponsor's Proposed Project (2001 and 2002):

- Extend Runway 9R/27L to the east by approximately 3,644 feet for a total length of about 8,920 feet and widening Runway 9R/27L by 50 feet for a total width of 150 feet
- Elevate Runway 9R/27L to a minimum of 37.5 feet mean sea level (MSL) and construction of a bridge to provide at least 23 feet of clearance over the Florida East Coast (FEC) Railroad and 15 feet of clearance over U.S. Highway 1

¹ *Fort Lauderdale-Hollywood International Airport Master Plan Update*, Broward County Aviation Department and Leigh Fisher Associates, March 1994.

- Construct a new 75-foot-wide parallel taxiway on the north side of Runway 9R/27L with separation of 400 feet from the runway
- Construct a bypass taxiway at the east end of Runway 9R/27L
- Construct Concourse A with five gates
- Expand Concourse E with six new gates
- Construct Concourse G with three gates
- Expand Terminal 4 and construction of Concourses I and J with a total of 11 new gates
- Install an Instrument Landing System (ILS) for landings on Runways 9R and 27L. Runway 9R would have a Category I ILS, which includes a Medium Intensity Approach Light System with Runway alignment indicator lights (MALSR), localizer, and glideslope. Runway 27L would have a Category II ILS, which includes an Approach Light System with Sequenced Flashing Lights (ALSF-2), localizer, and glideslope
- Install Precision Runway Monitor (PRM) equipment or equivalent technology
- The Florida Power and Light (FPL) electrical powerlines affected by the redevelopment of Runway 9R/27L would be placed underground in the existing corridor

B.4.2 FURTHER MODIFICATION OF AIRPORT SPONSOR'S PROPOSED PROJECT AS OF NOVEMBER 2004²

The Airport Sponsor's proposed airfield and landside improvement projects were further refined, after the publication of the 2001 and 2002 DEIS documents, by BCAD-directed planning studies and Commission actions. Those studies and actions include the airfield drawing approved by the Commission on October 26, 2004, which depicts the "footprint" of the proposed runway redevelopment within the confines of the Dania Cut-Off Canal on the west and NE 7th Avenue on the east, and the *County's Airfield Development Program Objective Statement* adopted by the Commission on October 26, 2004. This information was provided to the FAA in November 2004. Those project elements that were changed, withdrawn, or added since the previous proposed project are listed below.

- New overall runway length defined for the south runway to about 8,600 feet (depicted on the ALP drawing as 8,540 feet)³

² Letter to FAA Manager, Orlando Airports District Office from FLL Director of Aviation, Broward County Aviation Department, dated November 1, 2004. "This responds to your letter dated December 24, 2003 requesting information necessary for the preparation of the revised Environmental Impact Statement (EIS) for the proposed extension of Runway 9R/27L at the Fort Lauderdale-Hollywood International Airport."

³ ALP Drawing of Runway 9R/27L that was sent as an attachment to the letter to FAA Manager, Orlando Airports District Office from FLL Director of Aviation, Broward County Aviation Department, dated November 1, 2004. "This responds to your letter dated December 24, 2003 requesting information necessary for the preparation of the revised Environmental Impact Statement (EIS) for the proposed extension of Runway 9R/27L at the Fort Lauderdale-Hollywood International Airport."

- Redefined the Runway 9R/27L development footprint – east of the Dania Cut-Off Canal and west of NE 7th Avenue⁴
- Withdraw Concourse A with five additional gates from the Federal environmental processing⁵
- The FPL electrical power lines would not be relocated; although located within the proposed Runway Protection Zone (RPZ), those lines would not need to be placed underground or relocated because they are under the altitude of an FAA-defined obstruction⁶

The Broward County Commission adopted a “County Airfield Development Program Objective Statement” in October 2004. This information, transmitted to the FAA in November 2004, is identified below.

County’s Airfield Development Program Objective Statement (October 26, 2004):⁷ Enhance FLL’s capacity to accommodate forecast traffic through the year 2020 in a manner that will maintain annual average aircraft delay at or below the six- to ten-minute annual average delay range

Decommission the use of Runway 13/31 (crosswind); and in the interim, avoid using Runway 13/31 to address forecast increases in aircraft delays given Runway 13/31’s operational inefficiencies and the higher levels of residential noise exposure associated with its use

Mitigate noise exposure attributable to proposed improvements by implementing a runway use plan and residential noise mitigation processes contained in approved Interlocal Agreements and Development Orders with and from nearby cities in an environmentally sensitive manner while preserving the Airport’s vital economic role

Implement residential noise mitigation initiatives in areas not currently eligible under the Airport Improvement Program to deal with the overall forecast growth in aircraft operations, including implementing mitigation in advance of the onset of noise exposure in residential areas forecast to be newly exposed to the highest levels of cumulative aircraft noise resulting from changes in the configuration of the Airport, while preserving neighborhoods and providing affordable housing

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⁴ URS Corporation. *Proposed Reconstruction of Runway 9R/27L Preliminary Evaluation of Runway Lengths and Grades*, March 2004.

⁵ Schneiderman, Michael. Memorandum to Barbara Hill, Assistant County Attorney. RE: Separate Environmental Processing of Concourse A. March 2, 2005.

⁶ This action was discussed by FAA and BCAD during a meeting on the EIS Scoping comments; held in FAA Southern Region Office, Atlanta, GA, April 2005.

⁷ Letter to FAA Manager, Orlando Airports District Office from FLL Director of Aviation, Broward County Aviation Department, dated November 1, 2004. “This responds to your letter dated December 24, 2003 requesting information necessary for the preparation of the revised Environmental Impact Statement (EIS) for the proposed extension of Runway 9R/27L at the Fort Lauderdale-Hollywood International Airport.”

**B.4.3 FURTHER MODIFICATION OF AIRPORT SPONSOR'S
PROPOSED PROJECT IN 2006**

- **January 17, 2006:** FAA briefs the Commission on study areas, preliminary purpose and need and alternatives for EIS analysis. The Commission requests that the FAA review an iteration of the Airport Sponsor's Proposed Project that would consider the use of Engineered Material Arresting Systems (EMAS) at both ends of Runway 9R/27L.

 - **January 18, 2006:** FAA concurs with local, state, and Federal agencies on study areas, preliminary purpose and need and alternatives for EIS analysis in accordance with Vision 100 streamlining policies.

 - **January 18 and 19, 2006:** FAA conducts "focus group" meetings with neighborhood representatives regarding study areas, preliminary purpose and need and alternatives for EIS analysis.

 - **February 2, 2006:** FAA conducts interim public workshop on study areas, preliminary purpose and need and alternatives for EIS analysis.

 - **April 25, 2006:** The Commission approves the revised scope and budget for the EIS.

 - **July 31, 2006:** Meeting held with Broward County and FAA EIS Team. Broward County determined that the Airport Sponsor's Proposed Project would include the runway as described by the Commission at the January 17, 2006 FAA briefing (the use of EMAS at both ends of Runway 9R/27L) along with the implementation of noise abatement actions as provided by Broward County
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