

**MEMORANDUM**

Date June 6, 2005

To Tom Jargiello  
Director of Aviation

From: Roger Foster  
Program Director

Subject: Runway Capacity & Utilization  
Fort Lauderdale International Airport

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This memorandum is in response to your May 26, 2005 memorandum on this subject.

- Item 1 Attached for your information and use is a copy of a May 31, 2005 report prepared by R&L Boyd Aviation Consultants Inc. The purpose of the report is to provide the County with information relative to the most optimal use of Runways 9R/26L & 9L/26R to accommodate aircraft traffic at FLL.
- Item 2 Customs and Border Protection hours of operation at Fort Lauderdale Executive need to be extended by two hours to accommodate late afternoon arrivals from the islands. This is not something that AEP can have any effect on, but we could provide data that supports the impact, in the form of added off shore arrivals on FLL, resulting from the current 5:00 PM shut down.
- Item 3 With the Boards Approval of Gresham Smith & Partners (GS&P) agreement for design of new Concourse A, the first element of work will provide an analysis of Taxilane "T" & the determination of need and location of a Ramp Control Tower for the north east terminal area. A meeting was held June 1, 2005 with GS&P to review the work associated with the preliminary design and the ramp analysis. As a means to expiate getting a tower in operations we could construct a temporary tower with a modular building, but I would recommend going forward with a permanent tower as part of Concourse A project.

The ramp analysis that is required as part of this project will answer a number of questions that have been raised both by the FAA and

the airlines operating in the Terminal 1 concourses. The results of which could lead to improvements in ramp and taxiway usage and control, all of which will add efficiency to the management of airline traffic using the North Runway system.

Item 4 Taxiway C, which the FAA has wanted constructed for sometime, is currently being advertised for bids. Bids are due June 21, 2005 with an anticipated start date of in September of 2005 and completion in August of 2006. Taxiway C will add capacity and efficiency to the North Runway system.

Item 5 Another airfield improvement that could improve operations is the Loop Taxiway. Attached for your review and comment is a planning sketch of a taxiway that would loop around the east end of the Runway 27R. The Loop Taxiway by its self could be of benefit to the operation of the North Runway system during west flow, however, to be effective in east flow, a high speed exiting taxiway should be constructed from the runway to parallel Taxiway A located north of the runway. The new high speed taxiway should be located between existing taxiways Q and A4.

Additionally, since the Loop Taxiway passes through the Localizer Critical Area, it cannot be used during Instrument Approaches to Runway 9L.

We hope that this provides the support you need to put together the required response to the Commission Action Item and to be responsive to any comments raised by the FAA. If you require further information, please advise.

RF/loc

#### Attachments

Cc: Lawrence P. Spencer, Assistant Director, BCAD  
Walt Houghton, Assistant to Director, BCAD  
Ron Mathieu, Director of Operations, BCAD  
Barbara Hill, County Attorney Office  
David Bjorneboe, Administration, BCAD  
Trevor Fisher, Acting Director of P & D  
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