



AVIATION DEPARTMENT - Fort Lauderdale/Hollywood International Airport
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MEMORANDUM

DATE: June 6, 2005

TO: Broward County Board of County Commissioners

THRU: Roger J. Desjarlais, County Administrator

FROM: Tom R. Jargiello, Director of Aviation *T. Jargiello*

SUBJECT: Motion at Agenda No. 56
 Board of County Commissioners (BOCC) Meeting of May 24, 2005
 Runway Utilization Alternatives
 Interim Airfield Capacity Enhancements
 Fort Lauderdale-Hollywood International Airport (FLL)

Pursuant to the BOCC motion, as referenced above, Broward County Aviation Department (BCAD) has attached the report of Ronald Boyd, R & L Boyd Aviation Consultants, Inc. (Boyd Report) and the supporting memorandum of Mr. Roger Foster of URS. As requested by the BOCC, these reports and supplemental information support the development of an alternative proposal for runway utilization at the FLL, which accomplishes the following:

- (1) Presents runway utilization alternatives and other airfield related actions which can be implemented to alleviate the current runway congestion problems at the FLL; and
- (2) Do not involve changes to the current use of Runway 13/31 for other than emergencies or maintenance impacts to Runway 9L/27R.

The proposed interim airfield capacity enhancements include four (4) expedited initiatives (one (1) year) and four (4) long term initiatives (three (3) years).

I. Expedited Initiatives.

(1) Amended Runway Use Options for Runway 9R/27L.

The current March 1998 FLL Informal Runway Use Tower Order precludes the use of Runway 9R/27L for aircraft exceeding 58,000 pounds and turbojet aircraft. Amended runway use options would include the following:

- (A) Defined daytime hours for the arrival use of Runway 9R/27L and the departure use of Runway 9R for turbojet aircraft.
- (B) Retention of the 58,000 pound restriction for aircraft utilizing 9R/27L.
- (C) During authorized hours, the restricted use of Runway 9R/27L, as referenced in Paragraph (A) above, for only Stage 3 non-hush kit turbojet aircraft.
- (D) During authorized hours, the restricted use of Runway 9R/27L, as referenced in Paragraph (A) above, for Category B-2, C-2 and C-3 turbojet aircraft.¹
- (E) Expedited maintenance initiatives for Runway 9R/27L to accommodate increased usage.
- (F) Retention of turbojet restriction during non-congested operating times

This protocol does not authorize departure to the west (27L departures) because of the uncertainty of noise impact to these neighborhoods.

(2) Extended Federal Inspection Service (FIS) Operating Hours at the Fort Lauderdale Executive Airport (FXE).

Currently, the FLL receives an estimated ten (10) to fifteen (15) flights (weekdays) and twenty (20) to thirty (30) flights (weekends/holidays) from FXE based aircraft requesting FIS clearance at FLL. These flights are diverted to FLL because the FIS facilities at the FXE close at 5:00 PM daily. These flights constitute a range of 30 to 60 total daily operations (after 5:00 PM) at the FLL. Normal daily operations at the FLL have averaged 1,010 over the last five months and the FXE FIS impact constitutes a daily increase of 6% to FLL operations. Securing a U.S. Customs and Border Protection approval to extend FIS operating hours at the FXE beyond 5:00 PM would eliminate this 6% operational increase to the FLL runway system. The decision to restrict the operating hours of the FXE FIS station has been identified as a Federal agency budgetary issue. Alternatives being considered to secure extension of these operating hours would include transfer of FIS staff from other facilities and premium payments to support overtime hours.

Appropriate County legislative liaison support for all these initiatives has been commenced and County prioritization would be recommended to secure completion of this initiative from the appropriate Federal agencies.

¹ Category B-2, C-2 and C-3 turbojet aircraft do not violate the 58,000 pound restriction, but these aircraft do fit design criteria dimensions of Runway 9R/27L.

(3) Facilitate the Installation of Temporary Ramp Control Tower on Terminal 1.

Temporary ramp control towers (modular units) together with all required communications systems could be expeditiously secured and installed on the roof of Terminal 1. Contracts with professional airport ramp control entities could also be secured to facilitate the management, operation and control of the "non-movement" areas near and around Terminal 1, Concourses B and C. This initiative assists in enhancing airfield efficiency by controlling the movement of Terminal 1 aircraft on the ramp area and departure lanes on Taxiway T and Taxiway B (27R). Current "non-movement" area aircraft queuing in this area is on a non-controlled Air Traffic Control (ATC) basis. Ramp control will alleviate current congestion in this area, especially noticeable when the FLL is on a westerly flow and Terminal 2, 3 and 4 aircraft mix their departure queuing with Terminal 1 arriving and departing aircraft.

(4) Expedite Taxiway C Construction.

This project is currently scheduled for completion in September 2006. Because of the independent east-west ground movement capabilities (Taxiways B and C) which this new Taxiway adds to aircraft utilizing 9L, the County could expedite construction of this facility with a negotiated premium service charge to the approved construction contract. Based on such negotiations, the construction time for this project may be substantially reduced.

II. Long Term Initiatives.

(1) Loop Taxiways, High Speed Exits.²

Expedite the development of three (3) airfield/runway enhancement projects:

(A) Loop taxiway (27R).

(B) High speed exits for easterly flow to Taxiway A.

(C) High speed exits for westerly flow to Taxiway B

(2) Continue the Easterly Development of Taxiway C through the existing VOR area.

Develop a project to relocate the VOR (very high frequency omni-direction range facility) from its current location, to facilitate the continued easterly extension of Taxiway C.

All initiatives referenced herein, immediate and long term, do not recommend changes to the

² Airfield diagram for loop taxiway and high speed exit to Taxiway A attached hereto.

BOCC
June 6, 2005
Page Four

March 1998 FLL Informal Tower Order which limits the use of Runway 13/31 to emergencies/maintenance situations. The Boyd Report also has preliminarily evaluated the efficiencies of this 9R/27L protocol and discounts any added efficiency by utilizing 13/31.

Staff has notified the Federal Aviation Administration Air Traffic Control Division (FAA ATC) of the BOCC's May 24, 2005 motion and County's position to formulate an alternative proposal to alleviate current airfield congestion without changing the use protocols to Runway 13/31.

The proposals as recommended herein, all support the reduction in the FLL arrival demand to below the current administrative limit of 28 per hour (see the chart on Page 3 of the R&L Boyd Aviation Consultants, Inc. Report). The extended enhancements, as set forth herein, support continuing reductions to air traffic delays at the FLL.

The legal opinion regarding the County Ordinances and the County's legal rights under the National Environmental Policy Act is being supplied independently by the County Attorney's Office.

TJ/ml

cc: Bertha Henry, Deputy County Administrator
Zach Williams, Assistant County Administrator
Rob Hernandez, Assistant County Administrator

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