



7 SUPPORT FACILITIES AND GENERAL AVIATION

The Airport currently has undeveloped areas on the West Side and South Side that could accommodate a variety of functions, including, but not limited to, fixed base operators (FBOs) and general aviation (GA) operations, aircraft maintenance, air freight facilities, vehicle parking, and fuel storage.

As indicated previously, significant additional land area is made available in the Terminal and West Side areas when the crosswind runway is decommissioned. In addition, existing acreage at the crosswind runway ends on the North Side and South Side of the airport becomes available for development.

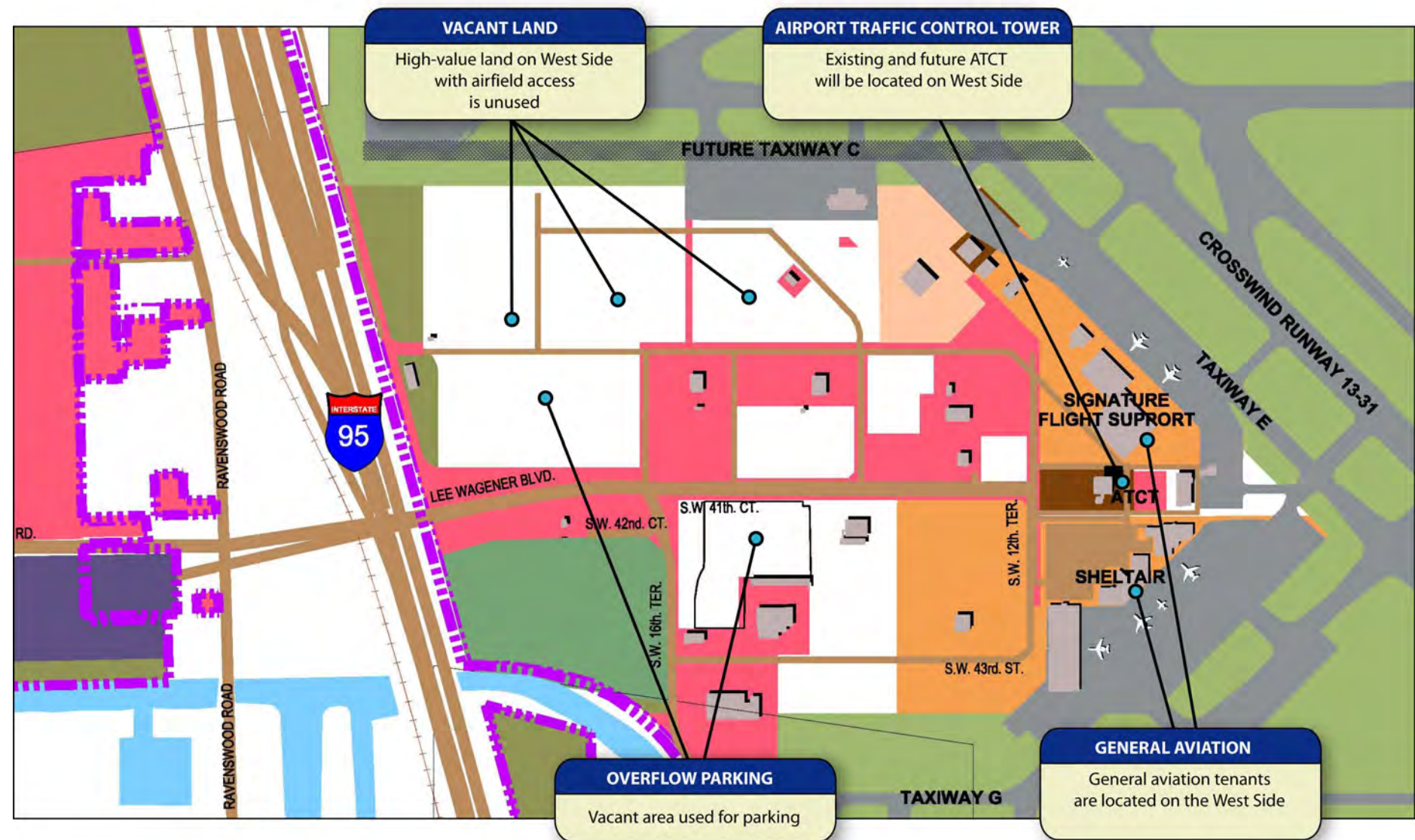
7.1 WEST SIDE PLAN

The West Side at FLL is currently bounded by I-95 to the west, future Taxiway C / Runway 9L-27R to the north, Taxiway E / crosswind Runway 13-31 to the east, and Taxiway G / Runway 9R-27L to the south, as shown on Figure 7-1. The Proposed South Runway Extension as recommended in the EIS process does not significantly alter the existing north and south boundaries of the West Side area, with the exception of the general aviation hangar at the east end of S.W. 43rd Street. The decommissioning of Runway 13-31 also results in the addition of about 20 acres of developable land to the east of the existing facilities.

The existing West Side land use plan was largely designed to accommodate the requirements of a single airline that no longer operates at the Airport and the plan does not account for the potential decommissioning of Runway 13-31 or the potential construction of a new north parallel runway in the future. Hence, the existing Airport Land Use Plan requires updating as documented in this report. Factors that were considered in developing an updated West Side land use plan are as follows:

- Overall, about 130 acres are available for development on the West Side, including the Sheltair leasehold.
- The area provides the County with the flexibility to accommodate different combinations of Airport uses.

Figure 7-1
EXISTING WEST SIDE FACILITIES



- The West Side could accommodate many of the existing uses on the North Side, in particular, the consolidation of the General Aviation facilities, and some additional cargo facilities.
- The West Side would provide the best location for a replacement aircraft rescue and fire fighting (ARFF) facility if the existing facility needs to be relocated to accommodate terminal development west of Terminal 3.
- If the FAA determines that a new Airport Traffic Control Tower (ATCT) is required, a review of potential ATCT sites indicates that the requirements for a new ATCT could best be met on the West Side, close to the existing ATCT.
- An updated West Side land use plan should be flexible to allow for a mixture of uses as demand dictates and provide for the potential relocation of functions from the North Side.
- Parcels should be reserved in the plan to provide for relocation of the fuel farm and ARFF facility and development of a new ATCT.

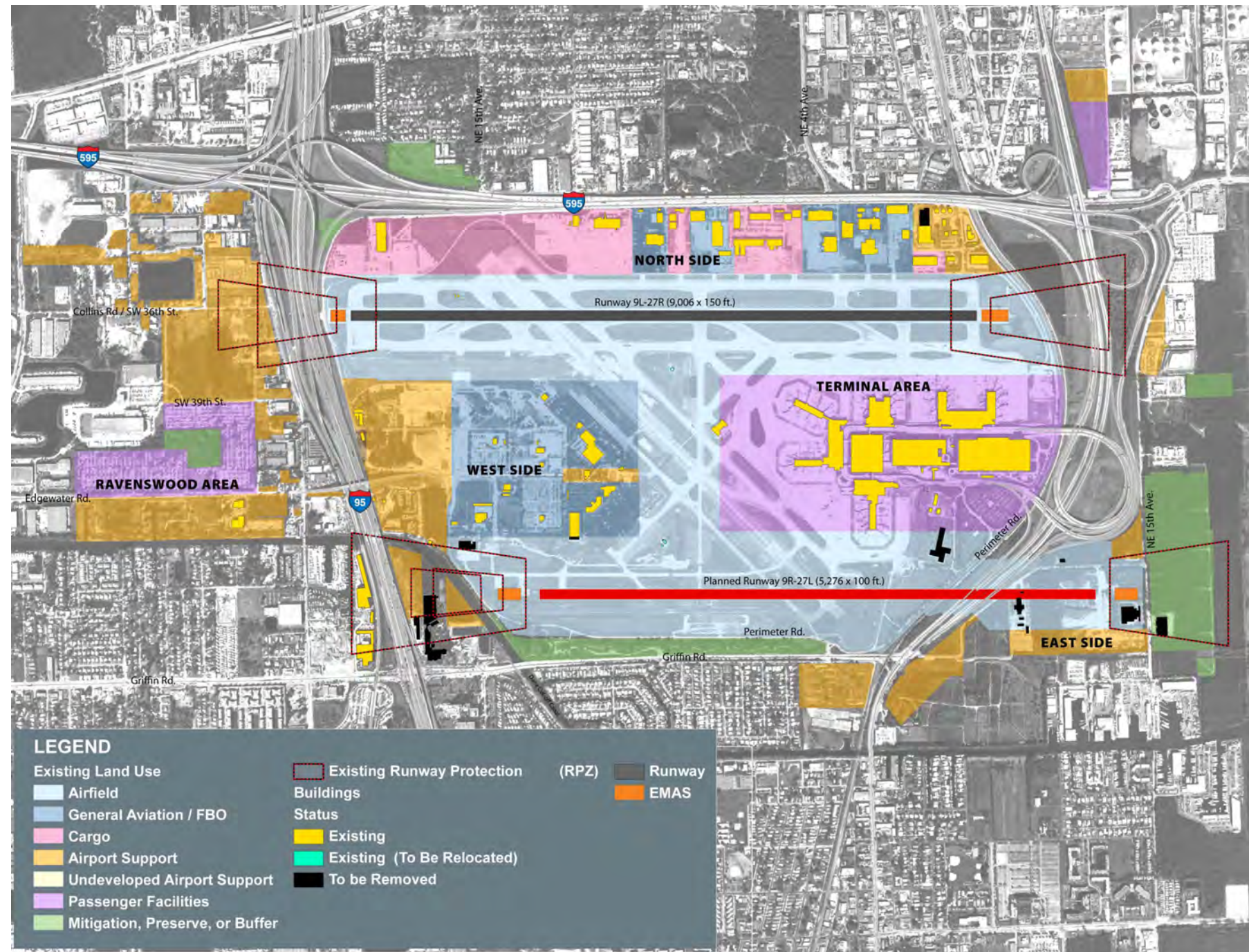
Based on the findings discussed above, multiple West Side plans were developed and evaluated as part of the Master Plan Update. A preferred West Side land use plan is shown on Figure 7-2 and described below.

As part of this plan, GA facilities would be relocated from the North Side to the West Side as appropriate adjoining the South Runway and the future cross taxiways to facilitate airfield access and use of the South Runway. Approximately 110 acres of GA facilities could be developed.

A significant area in the West Side should be reserved through use as remote surface parking and other flexible uses to maintain future flexibility of development. Future development could include additional Air cargo and maintenance facilities located on the northern part of the West Side with easy apron/airfield access and access to Runway 9L-27R. Multiple air cargo ramps and a maintenance ramp could also be provided.

Further, the ARFF facility could be relocated on the West Side. These relocations could be coordinated with the phased relocation of current North Side leaseholds to the West Side based on long-term development goals and land use priorities at the Airport.

Figure 7-2
PREFERRED WEST SIDE PLAN



Source: BCAD, January 2009.

7.2 SOUTH SIDE PLAN

When the South Runway 9R-27L is extended in accordance with Proposed South Runway Extension EIS Alternative B1c, the area south of this runway (South Side) would be available for limited development. As the Proposed South Runway Extension involves elevating Runway 9R-27L over US 1, any land available on the South Side would have limited aviation-related use. A better option for these parcels is likely to be short-/long-term surface parking.

7.3 GENERAL AVIATION

While general aviation activity levels at FLL in recent years have dropped below the peak reached in 1999, GA still accounted for about 18% of total FLL activity in 2007. As available land area and airfield capacity at FLL become more constrained, a key part of the Master Plan Update was to examine the appropriate long-term role for GA at FLL with respect to land use and the number of operations. The key findings and land use implications of this evaluation are as follows:

- There are currently four FBOs at FLL—two on the North Side and two on the West Side. They occupy approximately 110 acres collectively. The scattered locations of existing GA facilities create inefficiencies for airfield operations as well as inefficiencies in land use.
- Ten major airports in the tri-county region of South Florida accommodate GA activity, and FLL has a relatively low share of total activity. Further, FLL's share of GA activity is not expected to change significantly.
- GA activity at the Airport is forecast to remain below the 1999 peak through the forecast period.

The current financial terms for GA operations are more favorable to aircraft operators at FLL compared to those at other congested large-hub airports in the United States, as shown on Figure 7-3.

Figure 7-3
SUMMARY OF GA FEES AT MAJOR U.S. AIRPORTS

Passenger Volume Rank (U.S.)	Airport	Location	Based Aircraft	Fuel Flowage Fee	Weight-Based Landing Fee	Minimum Landing Fee	Peak Hour Fee	Notes
3	LAX	Los Angeles	6	✓				
5	PHX	Phoenix	237	✓				*Landing fees for charter and commercial air carrier flights only
8	IAH	Houston	42	✓				
27	FLL	Ft. Lauderdale-Hollywood	129	✓		✓		
30	SAN	San Diego	6	✓				*Landing fees for commercial air carrier flights only
33	OAK	Oakland	370	✓				
34	SNA	Orange County	577	✓				
17	PHL	Philadelphia	32	✓	✓			
24	HNL	Hawaii	263	✓	✓			
25	SLC	Salt Lake City	379	✓	✓			
6	DEN	Denver	1	✓	✓	✓		
20	STL	St. Louis	30	✓	✓	✓		\$10 flat fee aircraft; weight based fee if more than 50,000 lbs
2	ORD	Chicago O'Hare	0		✓			
23	BWI	Baltimore/Washington	96		✓			
28	IAD	Washington - Dulles	53		✓			
35	PBI	Palm Beach	148		✓			
1	ATL	Atlanta	6		✓	✓		
4	DFW	Dallas/Ft. Worth	0		✓	✓		
9	MSP	Minneapolis/St. Paul	162		✓	✓		
10	DTW	Detroit	34		✓	✓		*If under 75,000 lbs, flat fees applied by aircraft type.
13	SFO	San Francisco	18		✓	✓		
14	MIA	Miami	345		✓	✓		
16	SEA	Seattle	12		✓	✓		
21	BOS	Boston	0		✓	✓		
26	MDW	Chicago Midway	74		✓	✓		
31	PIT	Pittsburgh	38		✓	✓		
11	JFK	John F. Kennedy	0		✓	✓	✓	
12	EWB	Newark	5		✓	✓	✓	
18	LGA	LaGuardia	0		✓	✓	✓	
7	LAS	Las Vegas	116					
15	MCO	Orlando	1					
19	CLT	Charlotte	135					
22	CVG	Cincinnati/Northern Kentucky	13					*Landing fees for commercial air carrier flights only
29	TPA	Tampa	54					*Landing fees for charter and commercial air carrier flights only
32	DCA	Washington - National	0					*No general aviation flights permitted
36	RSW	Ft. Myers	14					*Only overnight and hangar fees
37	JAX	Jacksonville	46					*Fees to be confirmed *No landing fee with fuel purchase

Congested Airports
 FLL
 Other Florida Airports