

PUBLIC OPEN HOUSE WORKSHOP #2

BROWARD COUNTY AVIATION DEPARTMENT
FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT

MASTER PLAN UPDATE

Thursday, July 25th 2019 | 5:30pm - 8:00pm

[HTTP://FLL.NET/MASTERPLAN](http://fll.net/masterplan)



PUBLIC WORKSHOP GOALS AND OBJECTIVES

We Want Your Feedback

GOALS

Maintain communication between Broward County Aviation Department (BCAD) and:

- The community
- Local municipalities
- Airport tenants and users
- Other key stakeholders

STATIONS

- **Station 1:** Master Plan Process, Study Overview, and Forecasts
- **Station 2:** Existing Conditions Review
- **Station 3:** Terminal Development (Master Plan Phase 1)
- **Station 4:** Landside Development (Master Plan Phase 1)
- **Station 4/5 (Transition Board):** Funding Sources
- **Station 5:** Non-Terminal Area Development (Master Plan Phase 1)
- **Station 6:** Economic Impact, Ongoing FLL Initiatives, and Study Website

OBJECTIVES

- Provide the preferred development plan as presented to the Board of County Commissioners on June 6, 2019
 - Obtain additional feedback from the community on the preferred plan
 - Illustrate the proposed incremental sequencing
 - Collect additional comments on refined concept
- Provide summary of ongoing BCAD initiatives (Station 6)
 - Part 150 Study
 - Economic Impact
 - North Runway Reconstruction
 - Terminal Modernization Program

THE AIRPORT MASTER PLAN

“An airport master plan is a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand.”

- FAA ADVISORY CIRCULAR 150/5070 - 6B AIRPORT MASTER PLANS

- Master Plan focus is on addressing long-term (20+ years) needs by establishing a roadmap for incremental development to meet future demand
- Planning methods vary depending on the size and complexity of the airport, but include the following key elements: inventory of existing conditions, forecasting, demand/capacity, alternatives, environmental/sustainability and financial
- Other considerations may include the highest and best use of existing infrastructure given long-term development plans

FLL MASTER PLAN GOALS AND OBJECTIVES

BALANCE – Airfield/Terminal/Landside/Airspace

RESPOND – to Immediate and Near-Term Needs

POSITION – for Future Growth and New Opportunities

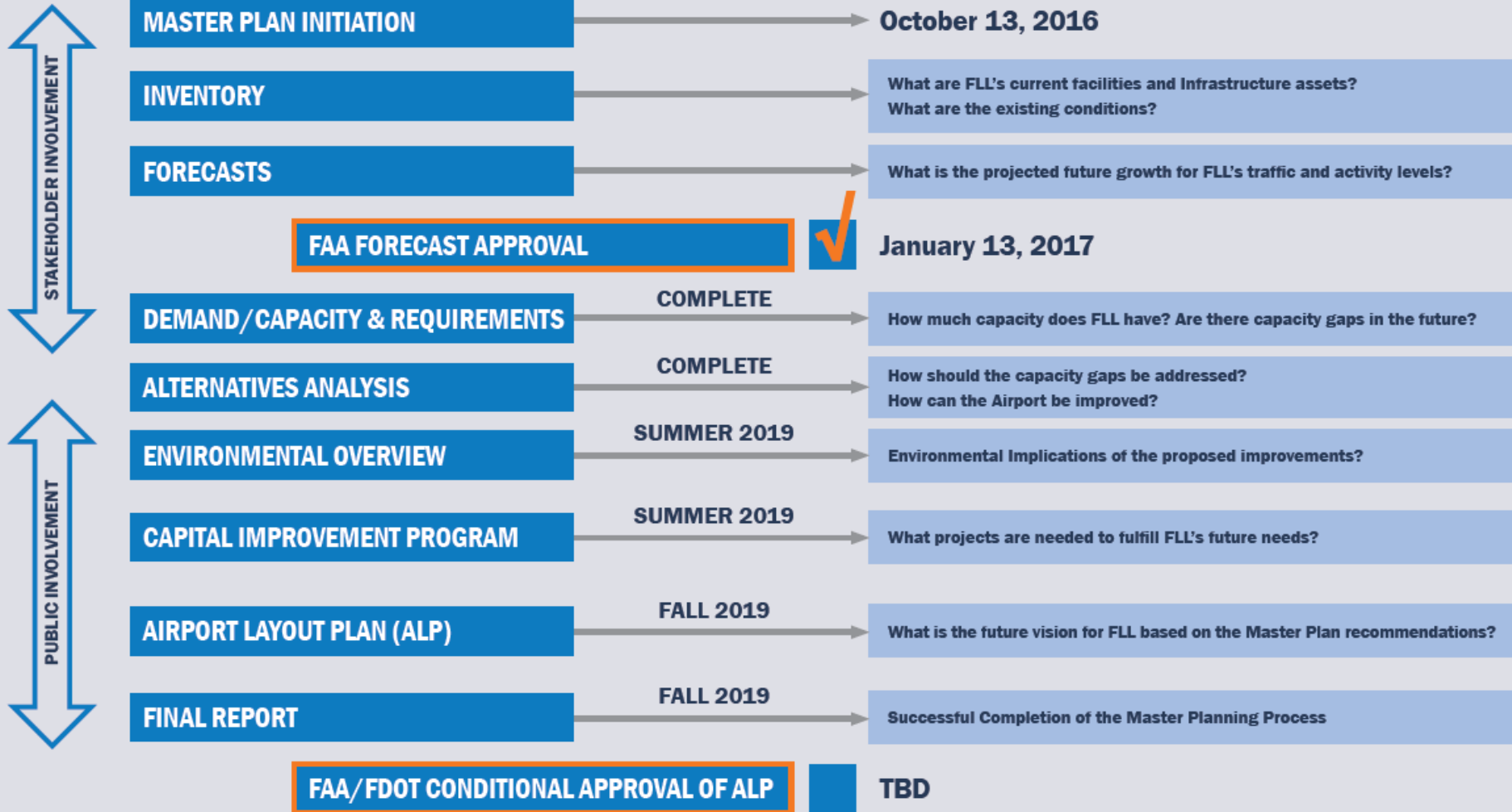
ENHANCE – Customer Experience and Connectivity

OPTIMIZE – Land Assets and Recent Investments

PRESERVE – FLL’s Identity and Strengths

- Broward County’s Asset
- Economic Engine
- Easy In, Easy Out
- Low Cost, High Efficiency

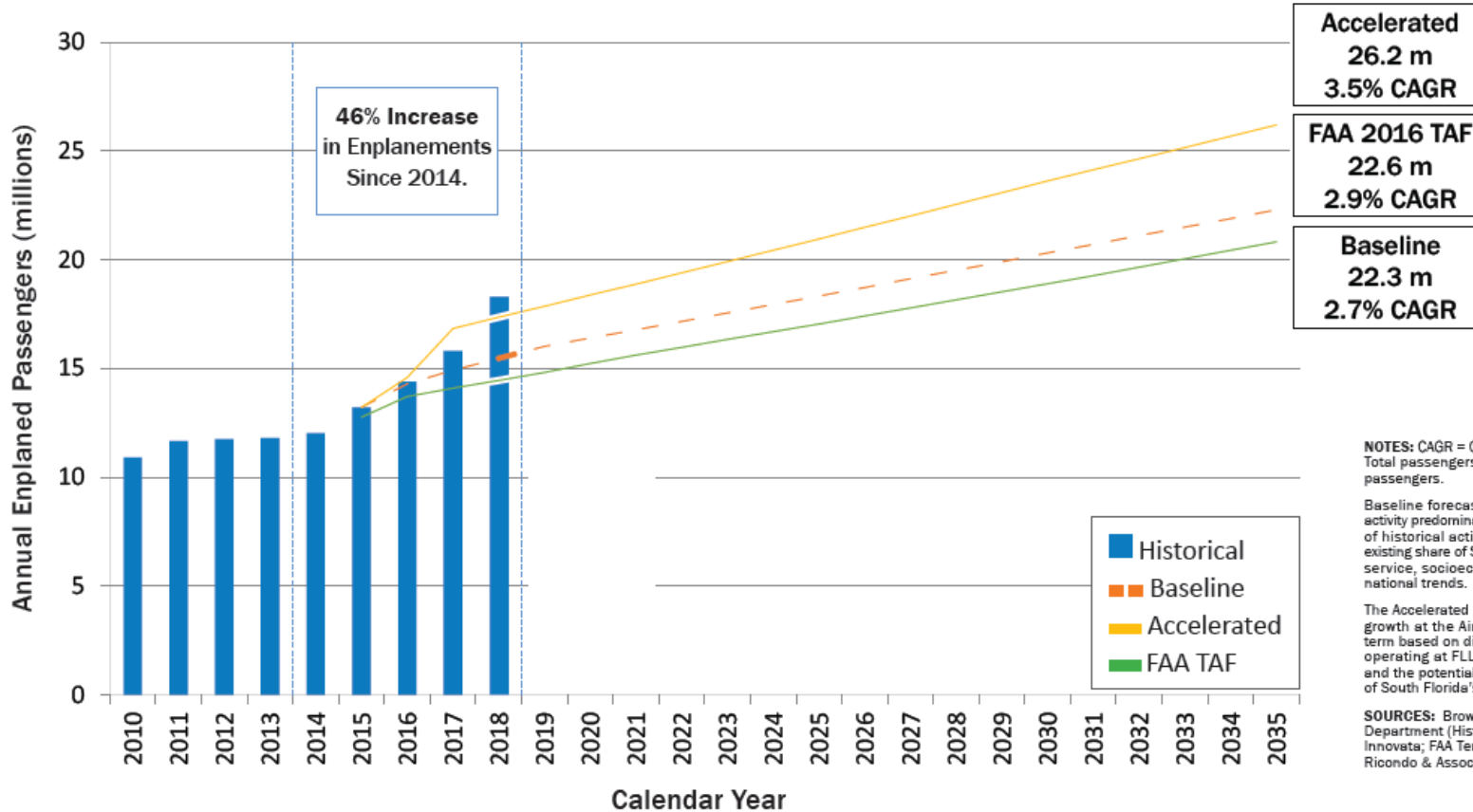
SEQUENCE OF MASTER PLANNING TASKS



ACTIVITY FORECASTS – ENPLANED PASSENGERS

BASELINE, ACCELERATED BASELINE, AND FAA 2016 TERMINAL AREA FORECAST (TAF)

ENPLANED PASSENGERS REPRESENT DEPARTING PASSENGER ACTIVITY ONLY



NOTES: CAGR = Compound Annual Growth Rate. Total passengers equals two times enplaned passengers.

Baseline forecasts estimate future airport activity predominantly based on trend analysis of historical activity, consideration of FLL's existing share of South Florida's demand for air service, socioeconomic data, and local/national trends.

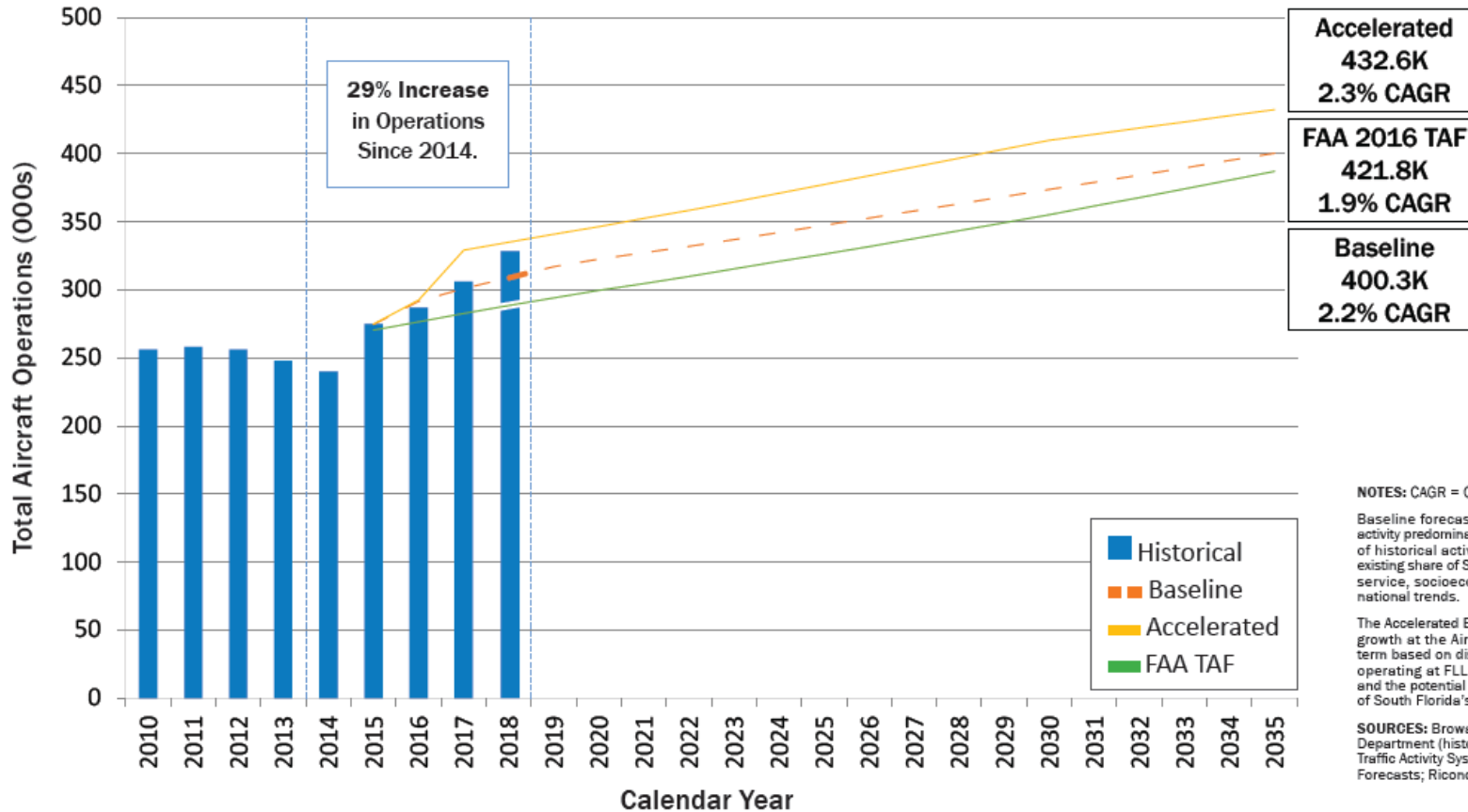
The Accelerated Baseline forecasts reflect higher growth at the Airport, particularly in the short-term based on discussions with several airlines operating at FLL regarding their growth plans, and the potential for FLL securing a larger share of South Florida's demand for air service.

SOURCES: Broward County Aviation Department (Historical); US DOT T100; Innovata; FAA Terminal Area Forecasts; Ricondo & Associates, Inc.

**ACCELERATED GROWTH IS DEPENDENT UPON AVAILABLE FACILITIES (SPECIFICALLY GATES).
 AN ENPLANED PASSENGER IS A PASSENGER BOARDING AN AIRPLANE.**

ACTIVITY FORECASTS – TOTAL AIRCRAFT OPERATIONS

AS APPROVED BY FAA ON JANUARY 13, 2017



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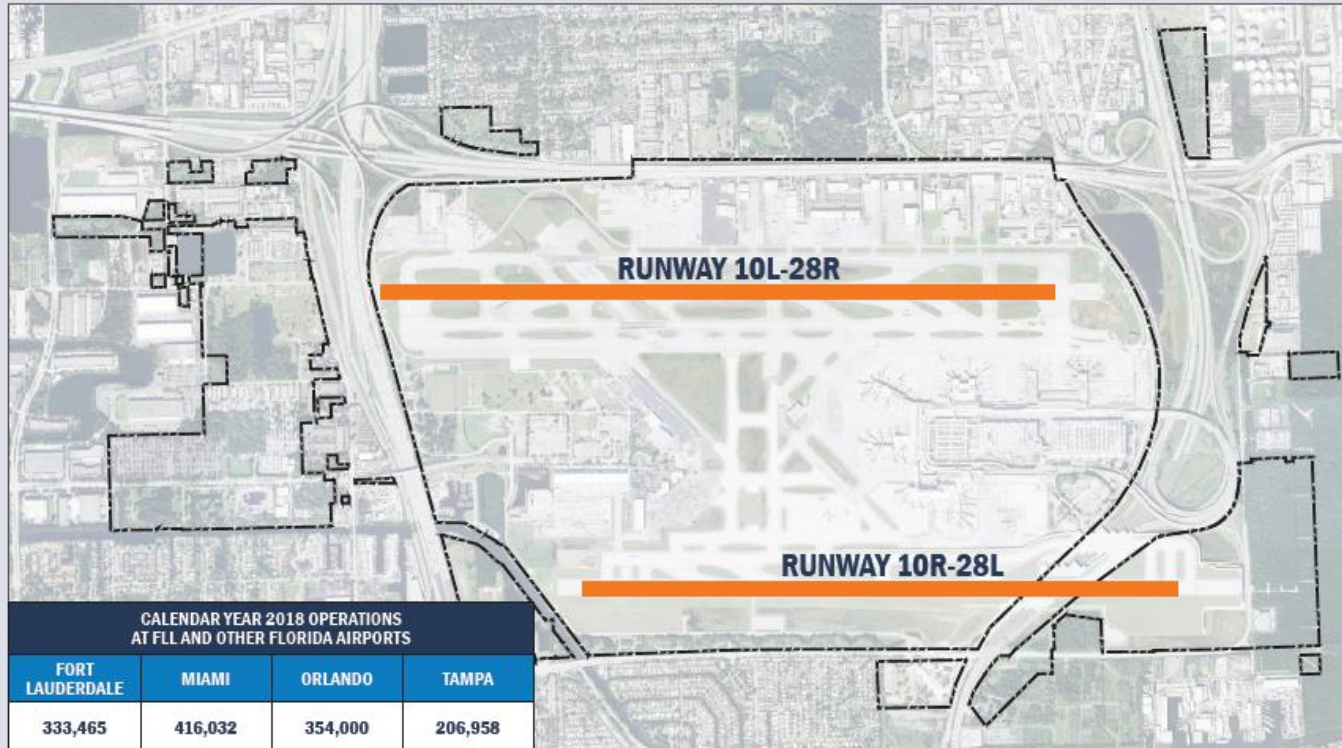
SOURCES: Broward County Aviation Department (historical); Innovata; FAA Air Traffic Activity Systems; FAA Terminal Area Forecasts; Ricondo & Associates, Inc.

AN AIRCRAFT OPERATION IS DEFINED AS EITHER AN AIRCRAFT TAKEOFF OR LANDING.

AIRFIELD CAPACITY REVIEW

**ANNUAL AIRFIELD CAPACITY: 425,000-475,000 OPERATIONS
(AVERAGE DELAY PER OPERATION* = 6-10 MINUTES)**

* AN OPERATION IS DEFINED AS EITHER AN AIRCRAFT TAKEOFF OR LANDING



FUTURE DEMAND

10-year baseline demand (Projected 2025 per forecast):

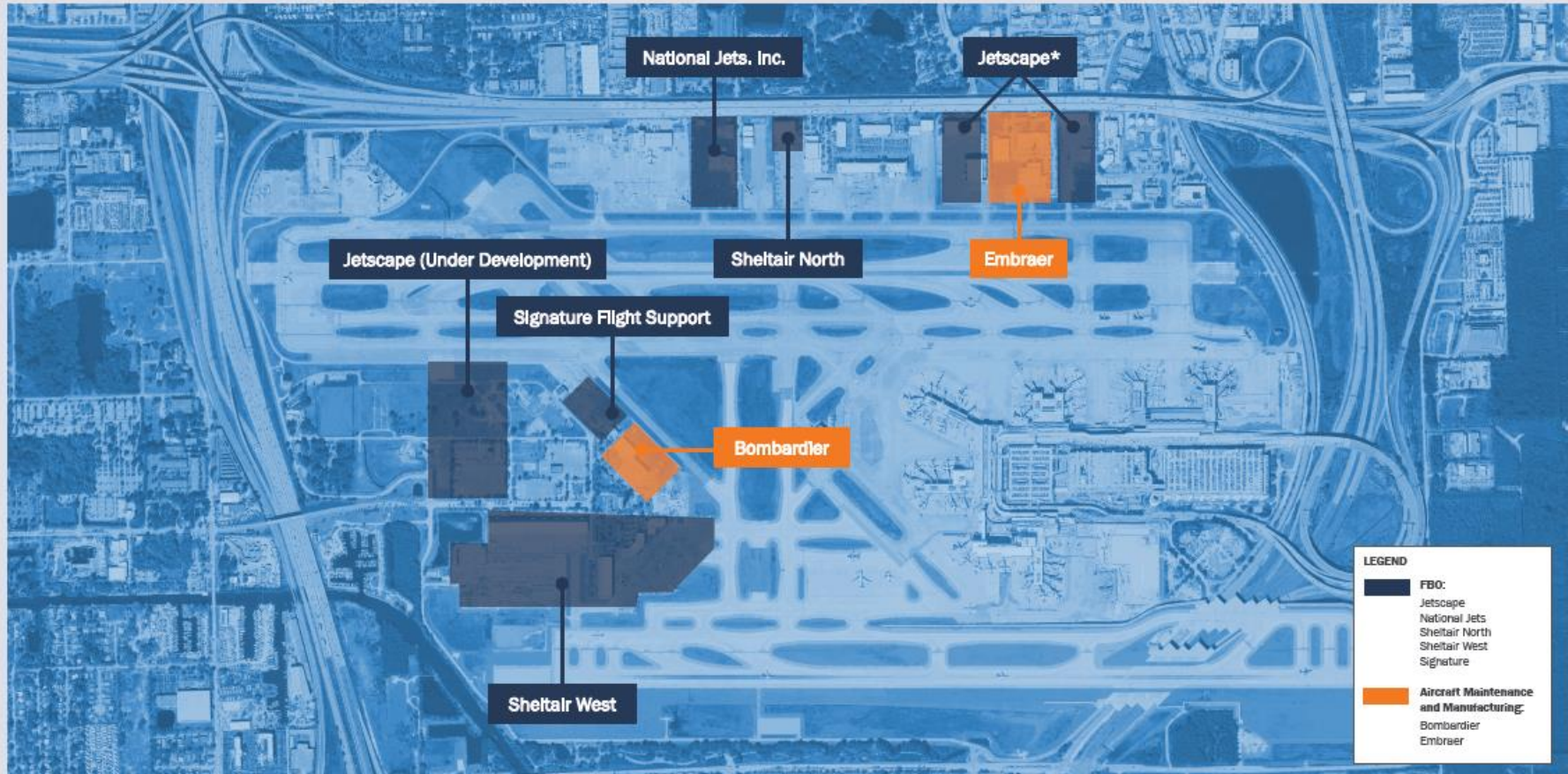
- 347,000 annual operations

20-year baseline demand (Projected 2035 per forecast):

- 400,000 annual operations

An airfield is considered to be reaching its capacity when the average annual delay per operation reaches 6-10 minutes

FLL GENERAL AVIATION FIXED BASE OPERATOR FACILITIES (FBO)



* Jetscape to relocate all operations to westside once new development is complete. Existing north leasehold and facilities will be reverted to BCAD and subject to change based on new tenant.

FLL DEDICATED CARGO FACILITIES



NOTE: Other airlines and cargo operators handle some of the cargo processed through the Airport from other multi-purpose facilities located throughout the Airport.

RECOMMENDED TERMINAL AREA DEVELOPMENT OVERVIEW & PHASING

VISION FOR FLL THAT PROTECTS THE AIRPORT'S GROWTH FOR 30+ YEARS:

Each phase represents demand driven, incremental units of development with independent utility to be implemented as demand, financial and local conditions dictate, with prior BOCC approval.



RECOMMENDED TERMINAL AREA DEVELOPMENT OVERVIEW OF PHASE 1 AIRSIDE PROJECTS

AIRSIDE PROJECTS



PHASE 1 TERMINAL IMPROVEMENTS

PHASE 1 TERMINAL IMPROVEMENTS WILL INCLUDE:

- New 5-Gate Terminal
- Terminal 4 Improvements
 - West Expansion of Terminal 4 to provide 11 international capable gates, 6 new gates and 5 domestic gates relocated from Concourse F
 - Additional Passenger Processing Capability to Support New Gates
 - New Federal Inspection Service for International Arrivals

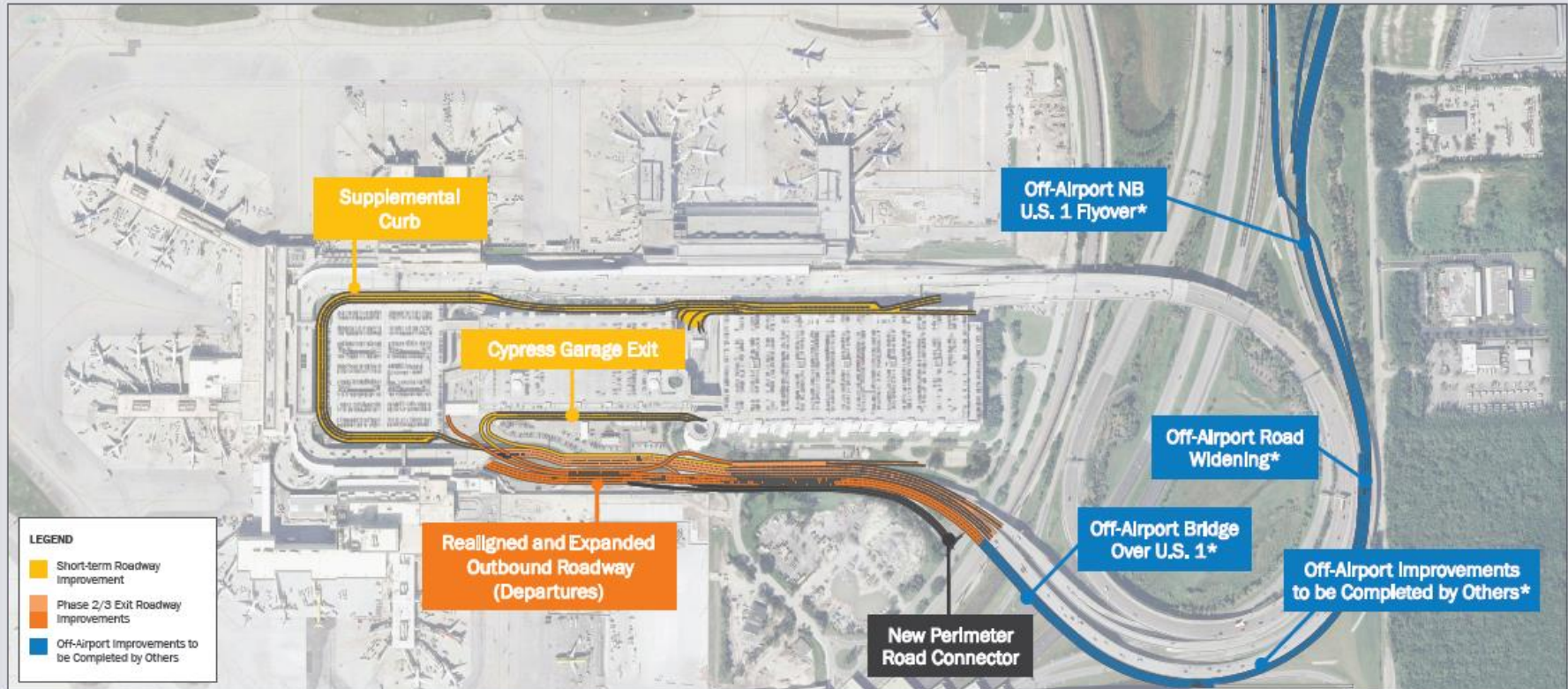


RECOMMENDED TERMINAL AREA DEVELOPMENT OVERVIEW OF PHASE 1 LANDSIDE PROJECTS

LANDSIDE PROJECTS



RECOMMENDED TERMINAL AREA DEVELOPMENT PROPOSED ENHANCEMENTS TO TERMINAL AND OFF-AIRPORT ROADWAYS



*OFF-AIRPORT IMPROVEMENTS SHOWN IN BLUE ARE CONCEPTUAL IN NATURE AND ARE THE RESPONSIBILITY OF OTHER AGENCIES.

CUSTOMER AMENITIES AND PARKING IMPROVEMENTS

COMMERCIAL CENTER AND HOTEL



POTENTIAL INTEGRATED DEVELOPMENT (TO BE FURTHER STUDIED) COULD INCLUDE, BUT NOT BE LIMITED TO:

- Multiple Modes of Ground Transportation & Rail
- Public Parking
- Retail
- Food and Beverage
- Entertainment

INTERMODAL CENTER



POTENTIAL INTEGRATED DEVELOPMENT (TO BE FURTHER STUDIED) COULD INCLUDE, BUT NOT BE LIMITED TO:

- Multiple Modes of Ground Transportation & Rail
- Public Parking
- Employee Parking
- Bag Tagging/Drop-off for Early Arriving Passengers
- Entertainment
- Office
- Food Service Options
- Phase 2 Connection to PEV/Convention Center/Hotel

AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP) PLUS RECOMMENDED PHASE 1 MASTER PLAN DEVELOPMENT PROJECTS



POTENTIAL FUNDING SOURCES FOR PHASE 1 MASTER PLAN PROGRAM²

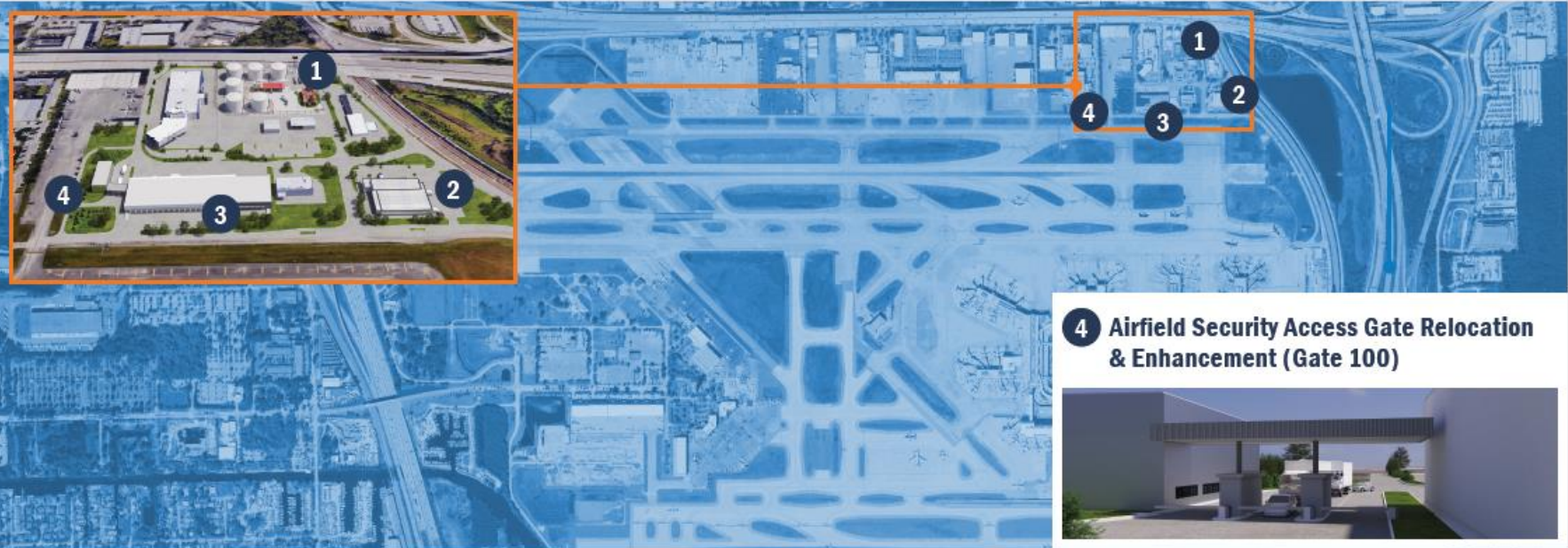
Cash	Existing Debt	New Debt	Passenger Facility Charges (PFCs)	Federal Aviation Administration (FAA)	Florida Department of Transportation (FDOT)	Tenant or 3 rd Party
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NOTES:

¹ FLL's current capital program assumes \$519 in future bond issuances (new debt) to cover current and planned capital projects. The remaining project costs are funded by a variety of sources including but not limited to existing bonds, passenger facility charges (PFCs), federal and state grants and 3rd party investments.

² Actual funding breakdowns subject to change based upon availability of funds and other funding mechanisms that BCAD may be able to utilize as part of the capital funding plan.

NON-TERMINAL DEVELOPMENT - NORTHEAST QUADRANT



4 Airfield Security Access Gate Relocation & Enhancement (Gate 100)



1 Fuel Farm Expansion



2 Centralized Receiving and Distribution Facility (Consumable Goods)



3 Belly Cargo Facility Expansion



*All images are representative and are subject to further design.

NON-TERMINAL DEVELOPMENT – WESTSIDE DEVELOPMENT AREA



4 Demand Driven Aeronautical Development Parcel



1 Aircraft Rescue and Firefighting (ARFF)



2 Public Safety Building



3 U.S. Customs & Border Patrol (General Aviation Facility)



*All images are representative and are subject to further design.

NON-TERMINAL DEVELOPMENT – OVERVIEW OF OTHER DEVELOPMENT AREAS



FLL ECONOMIC IMPACT

	JOBS		ECONOMIC ACTIVITY	
PASSENGER ACTIVITY AND TOURISM IMPACTS	Airport Related 30,986	Visitor Industry 103,868^{1/}	Airport Related \$5.4 BILLION	Visitor Industry \$9.3 BILLION ^{1/}
	Subtotal: 134,854		Subtotal: \$14.7 BILLION	
OFF AIRPORT FREIGHT IMPACTS ^{2/}	120,532		\$22.8 BILLION	
TOTAL	255,386		\$37.5 BILLION	

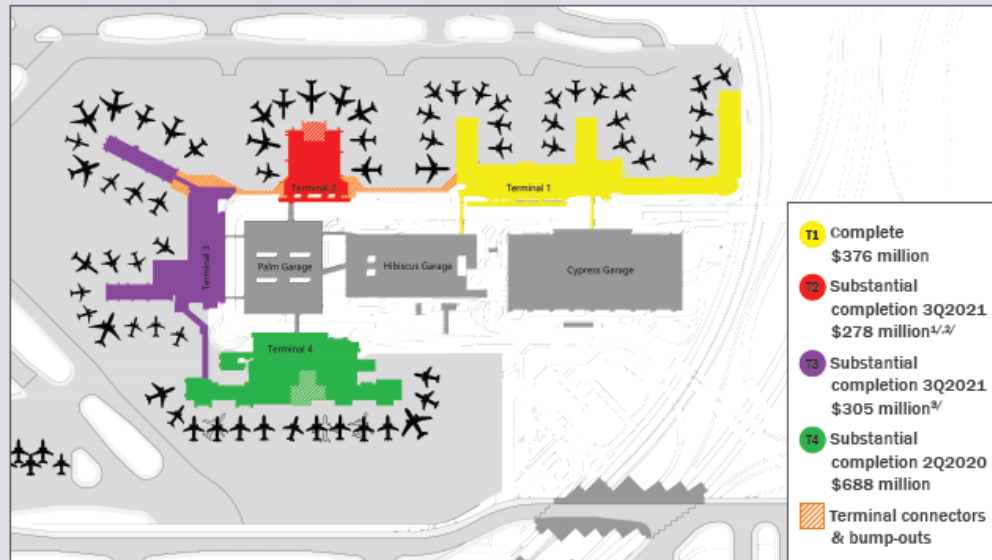
NOTES:
 1/ Visitor Industry impacts are measured for Broward County only.
 2/ Related users are direct producers and consumers of air freight, as well as jobs with industry sectors in the state economy that also supply the direct manufacturers and consumers of air freight. Related user jobs are not directly dependent on FLL, as they can and do use other airports for the shipment of air freight.

SOURCE: FLL Economic Impact Analysis, Martin Associates, February 2019

ONGOING FLL INITIATIVES

TERMINAL MODERNIZATION PROGRAM

The terminal modernization program includes expansion of Terminals 1 and 4, as well as improvements throughout all 4 terminals including new and/or renovated concessions, restrooms, amenities, lobbies, and passenger areas. Baggage and security areas have also been renovated as part of the program.



NOTES:
 1/ Terminal 2 costs include part of the future terminal connectors and previously completed projects.
 2/ Terminal 2 costs are being refined and updated which may result in an increase in project costs due to scope and other changes.
 3/ Terminal 3 costs include part of the future terminal connectors and previously completed projects.

FLL PART 150 NOISE COMPATIBILITY STUDY



- 14 CFR Part 150 is a voluntary process that airports can undertake to address aircraft noise concerns
- Website for information: <http://www.flpart150.com/>

NOTE: CFR=Code of Federal Regulations

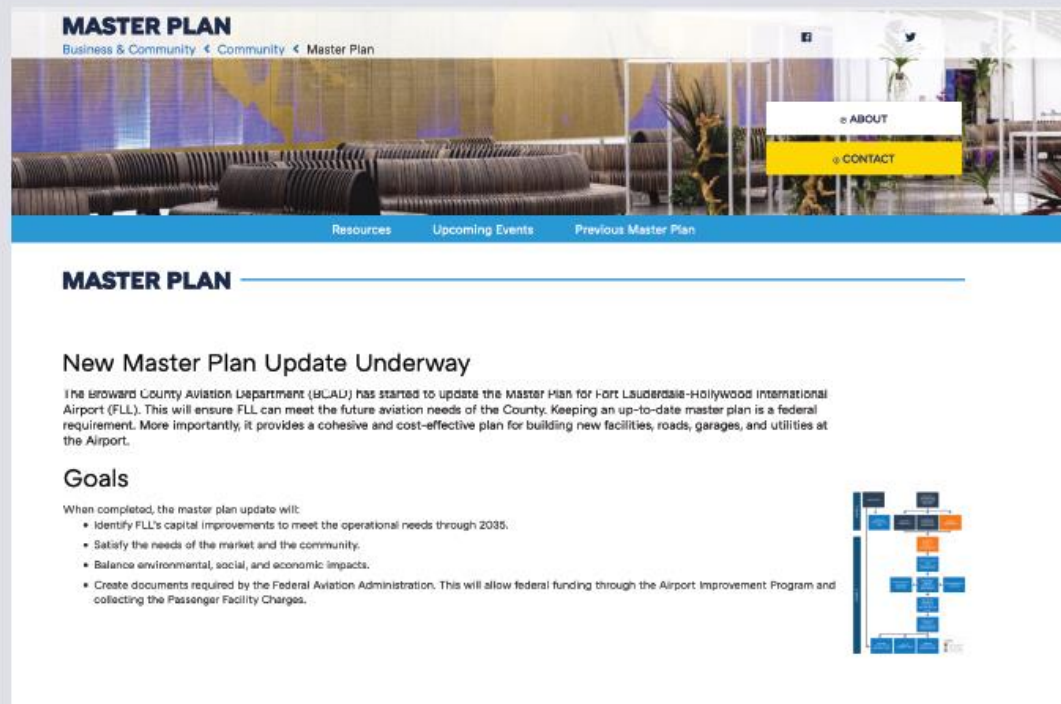
NORTH RUNWAY RECONSTRUCTION

- On June 3, 2019 the temporary closure of North Runway (10L-28R) occurred for a rehabilitation project which will last through September.
- The runway is scheduled to reopen on October 1, 2019 with contract incentives for early completion.
- For more information please visit the website: <http://www.broward.org/Airport/Business/Community/Pages/NorthRunwayUpdates.aspx>

STUDY WEBSITE

PROJECT WEBSITE: [HTTP://FLL.NET/MASTERPLAN](http://fll.net/masterplan)

- Project information
 - Notification of upcoming meetings
 - Past meeting details
 - Electronic resources including presentations and master plan update chapters
- Links to other websites
- Contact information



COMMENTS

Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete a comment card or you can submit a comment to flmpucomments@broward.org

Please submit your comments by **August 25, 2019**

Master Plan updates are provided on the Project website at:
<http://fl.net/masterplan>

Thank You for Your Participation!