PAC Committee

Provides:
- Input on macro-level policy issues
- Comments relative to the near-term and long-term aviation goals of Broward County
- Guidance
- Community and Regulatory Perspectives
Briefing Agenda

Background

Master Planning Team

Study Overview

Master Planning Process and Schedule

Airport Baseline Conditions

Internal Visioning Charrette – Key Themes

Aviation Activity Forecasts

Next Steps

Preliminary Draft – For Discussion and Review Purposes Only
October 2014 – County Commission Board approved RFP No. R1277707P1 for Airport Master Plan Update Consultant Services

January 2015 – Final Evaluations and Rankings Completed

March 2015 – County Commission Board Approved Ranking and Negotiations Commenced

October 2015 – County Commission Board Approves Agreement with Ricondo & Associates, Inc. for Airport Master Plan Update Consultant Services

November 2015 – Notice to Proceed Issued
Master Planning Team
Changes in the overall aviation market and the global economy warrant master plan updates.

Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT) will partly fund the master plans.

Two sequential phases were identified to correlate with federal and state funding.
Long-term Airport Plan proposed by 2009 Master Plan
HWO Master Planning Process

**PHASE 1** (within 12 months)
- **UPDATE AIRPORT GIS**
- **VISIONING / STAKEHOLDER ENGAGEMENT STRATEGY**
- **INVENTORY OF EXISTING CONDITIONS**
- **DEMAND CAPACITY / FACILITY REQUIREMENTS**
- **ACTIVITY FORECASTS (BY OTHERS)**

**PHASE 2** (within 24 months)
- **AIRSPACE ANALYSIS TOOL (IALP)**
- **ENVIRONMENTAL OVERVIEW**
- **PREFERRED AIRPORT IMPROVEMENT CONCEPT**
- **CAPITAL IMPROVEMENT PROGRAM (CIP) IMPLEMENTATION**
- **AIRPORT LAYOUT PLANS PACKAGE / eALP**
- **AIRPORT PROPERTY MAP**
- **AIRPORT MASTER PLAN UPDATE REPORT**

Stakeholder engagement throughout the Study to occur through Master Plan Committee Meetings, Stakeholder briefings, and Public meetings.

Preliminary Draft – For Discussion and Review Purposes Only
## Desired Study Outcomes

**HWO MASTER PLAN UPDATE**

will produce the following:

<table>
<thead>
<tr>
<th>Outcome</th>
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<tbody>
<tr>
<td>Future vision for HWO to assess its future role within the regional air transportation system</td>
</tr>
<tr>
<td>A comprehensive long-term development plan for HWO</td>
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<tr>
<td>Updated Capital Improvement Program (CIP)</td>
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<tr>
<td>Electronic Airport Layout Plan (eALP): Compliant with FAA’s AGIS (Airport GIS) Standards</td>
</tr>
<tr>
<td>Airspace Analysis Tool (iALP)</td>
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</table>
Airport Baseline Conditions
HWO Current Conditions

- Airport Size: 536 Acres
- Designated as a General Aviation Reliever Facility
- Restricted to aircraft of 12,500 pounds or less MTOW
- Four paved runways and affiliated taxiways
  - Runway 1L/19R – 3,350 ft. X 100 ft. (Visual)
  - Runway 1R/19L – 3,260 ft. X 100 ft. (Visual)
  - Runway 10L/28R - 3,240 ft. X 100 ft. (Non-precision instrument – 28R)
  - Runway 10R/28L – 3,255 ft. X 100 ft. (Non-precision instrument – 10R)
- All runway ends are currently displaced
- Contract Air Traffic Control Tower
Overview of the Airport and HWO’s Role Today

**NORTH PERRY AIRPORT (HWO)**
- Total Based Aircraft: 398
- 84%
- 11%
- 5%

**FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT (FLL)**
- Total Based Aircraft: 176
- 52%
- 33%
- 4%
- 11%

**FORT LAUDERDALE EXECUTIVE AIRPORT (FXE)**
- Total Based Aircraft: 966
- 40%
- 27%
- 30%
- 3%

**OPA LOCKA EXECUTIVE AIRPORT (OPF)**
- Total Based Aircraft: 276
- 42%
- 26%
- 26%
- 3%
- 3%

**POMPA NO BEACH AIRPARK (PMP)**
- Total Based Aircraft: 142
- 70%
- 18%
- 8%
- 4%

Internal Visioning Charrette – March 2016

Key Themes
General Themes for the Airport

• Position HWO as a “Community” airport.

• Surplus land at HWO creates opportunities to diversify the revenue base through non-aeronautical development.

• Current infrastructure limitations (runway length, pavement limitations, and airspace constraints) and community sensitivities (noise) will continue to limit ability to enhance the role of HWO.

• Opportunities to explore: revenue generating development that is community friendly; light manufacturing; other development that yield benefits for the community.
Airport Activity Forecasts
Historic Based Aircraft

Most current and accurate count for forecast base year

5 Yr. Growth
- 10.19% CAGR
- 1.67% CAGR
- 0.88% CAGR

Preliminary Draft – For Discussion and Review Purposes Only
Based Aircraft Forecast Comparison

Socioeconomic and market share forecasts continue historic trend but do not acknowledge local limitations.

FAA Comparison recommend as Preferred based aircraft forecast.
Operations Forecast Comparison

- Socioeconomic and market share forecasts do not draw strong correlations.
- OPBA pairs current activity levels with based aircraft forecast.

Ops per Base Aircraft recommend as Preferred operations forecast

Historic

Socioeconomic and market share forecasts do not draw strong correlations. OPBA pairs current activity levels with based aircraft forecast.
Next Steps

Submit Forecasts to the FAA for Review and Approval

Begin Capacity Analysis and Identification of Future Needs
THANK YOU!