

APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1F and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with the Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, and location:

Fort Lauderdale-Hollywood International Airport (FLL)

2200 SW 45th Street Suite 101 Dania Beach, FL 33312

Project Title:

Rehabilitation of North Airfield Pavements and Engineered Materials Arresting System (EMAS) Beds

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

The project will rehabilitate the North Airfield Pavements at FLL, which includes a 9,000-foot Asphaltic Concrete Runway, two EMAS beds, four high speed exits, partial areas of two parallel taxiways, taxiway connectors, and demolition of the old runway threshold and taxiway connector. A new, 90-degree taxiway will be constructed in place of the removed taxiway connector. Associated airfield lighting including taxiway edge lights, runway edge lights, runway threshold lights, runway end lights, guard lights and airfield signage will be replaced as part of this project. As part of the Capital Improvement Program (CIP) this project will enable the Broward County Aviation Department (BCAD) to maintain the primary Runway 10L-28R in good operational condition for the foreseeable future. Through project phasing, various taxiways within the project site will be closed/impacted and Runway 10L-28R will be closed for a period of 120 days. The contractor will establish a staging area within the project site. The proposed project will also require the relocation of previously installed navigational aids (NAVAIDs) throughout the project site. Coordination with the ADO, Airport Traffic Control Tower, and FAA NAVAID group has been maintained throughout the project development process. The entirety of the project takes place on previously disturbed areas from airport construction of runways,

taxiways, and shoulders. The project is within current airport pavement and aircraft operating areas.

Estimated Start Date: February 1, 2019

Estimated Duration: 390 calendar days

The following attachments are included with this document:

- Attachment 1 (Airport Layout Plan)
- Attachment 2 (Project Sketch)
- Attachment 3 (Link Building NRHP Registration Form)

Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

As shown in Attachment 2, the project area is limited to the northern portion of the airfield. Runway 10L-28R, its corresponding EMAS beds, the remaining pavement from the old runway, and Taxiways A, A1, A5, B, B1, B2, B4, B5, B7, B8, C, C1, D, E, Q, T1, T2, and T3 constitute the project area.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

FAA Order 1050.1F

Paragraph 5-6.4 CATEX for Facility Siting, Construction, and Maintenance (e.)

"Construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of a taxiway, apron, loading ramp, or runway safety area (RSA), including an RSA using Engineered Material Arresting System (EMAS); or

Reconstruction, resurfacing, extending, strengthening, or widening of an existing runway."

The project will also convert a portion of the former runway pavement and its supporting taxiway (currently Taxiway D) to a new, 90-degree taxiway.

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that both construction and operational impacts must be included. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

5-2.b(1) National Historic Preservation Act (NHPA) resources

| | YES | NO |
|---|--------------------------|-------------------------------------|
| <p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>There are no historic/cultural resources within the Area of Potential Effect. The nearest resource is the Link Trainer Building, which houses the Naval Air Station Fort Lauderdale Museum at 4050 SW 14th Ave on the western portion of Airport property, outside of the project limits. The resource is located approximately 0.2 miles from the project site. Attachment 3 (Link Building NRHP Registration Form - Reference Number 98000454) is included.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>No, the project will remain within the project site limits as shown in Attachment 2.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p>The entirety of the project takes place on previously disturbed areas from airport construction of runways, taxiways, and shoulders. The project is within current airport pavement and aircraft operating areas.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.</p> <p>There will be no impact to tribal land or land of interest of tribes as construction will not extend beyond Airport property. The closest tribal land is the Hollywood Seminole Indian Reservation, which is located approximately 3.5 miles southeast of the Airport.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

| | YES | NO |
|--|--------------------------|-------------------------------------|
| <p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>There will be no impacts to Section 4(f) properties as construction will remain within the project site limits as shown in Attachment 2. The U.S. National Park Service index was reviewed and the closest national park is Biscayne National Park which is well beyond the project site. The National Wildlife Refuge System was reviewed, as provided by the U.S. Fish and Wildlife Service, and no wildlife refuge, waterfowl production area, or marine national monuments are located within the project site. The Broward County Parks and Recreation Division map of Regional Parks, Neighborhood Parks, and Natural Area Sites was reviewed. The closest park is Snyder Park, a City of Fort Lauderdale Park located approximately 0.25 miles to the north of and outside of the project impact area.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will project construction or operation physically or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p> <p>This project will not use Section 4(f) resources.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p>The National Park Service Database of 6(f) Properties was reviewed, there are no lands purchased with Land and Water Conservation Funds within the project area.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

5-2.b(3) Threatened or Endangered Species

| | YES | NO |
|---|--------------------------|-------------------------------------|
| <p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>A review of the U.S. Fish and Wildlife Service Critical Habitat for Threatened & Endangered Species Map revealed no critical habitats within the project area. Further, as discussed in an Environmental Impact Statement conducted for the Airport in 2008, due to the urban built-up character of the area around FLL, natural communities and the wildlife they support are limited. The heavily altered condition of these habitat types indicates that the areas surrounding the Airport do not likely provide the natural habitats typically considered suitable for the protected wildlife and plant species that may be potentially present in Southern Broward County.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.</p> <p>Though there are no critical habitats within the project area, there are known accounts of protected species being sighted within the Dania Cut-Off Canal and within the West Lake, which are located approximately two miles southeast of the project area. To mitigate construction runoff and the potential to indirectly impact these species, drainage design for the project will adjust the existing drainage system to accommodate the new airfield geometry. Best management practices will be utilized to offset potential water quality impacts.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service).</p> <p>The project will not take birds protected by the Migratory Bird Treaty Act.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

5-2.b (4) Other Resources

Items to consider include:

| a. Fish and Wildlife Coordination Act | YES | NO |
|---|-------------------------------------|-------------------------------------|
| <p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.</p> <p>The project will not tamper with undisturbed aquatic or land vegetation resources which wildlife is dependent and will not affect resources protected by the Fish and Wildlife Coordination Act.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Wetlands and Other Waters of the U.S. | YES | NO |
| <p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p>A review of available wetland mapping indicates that no wetlands are present in the project area.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>Several field investigations were conducted from April to March of 2018 to establish/confirm the existing conditions of the project site. It was determined during these visits that no wetlands or other environmentally sensitive lands are located within the construction site.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>The project will not impact wetlands.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>The project will not impact wetlands or waters of the U.S., therefore a Section 404 permit is not required.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Floodplains | YES | NO |
| <p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | |
|---|--|--|
| <p>coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>The project site is located within two floodplain types as shown in FEMA Floodplains Mapping. The project site is within 1 and 2% Annual Chance Flood Hazard Zones. The project will have a negative net fill and will remove more impervious surfaces from the area than it installs.</p> | | |
| <p>d. Coastal Resources</p> | <p>YES</p> | <p>NO</p> |
| <p>Will the project occur in or impact a coastal zone as defined by the State’s Coastal Zone Management Plan? If yes, discuss the project’s consistency with the State’s CZMP. Attach the consistency determination if applicable.</p> <p>The project will occur in Broward County, which is considered a Coastal County by the Florida Coastal Management Program. The project does not involve construction within 50 feet of the line of mean high water at any riparian coastal location and does not interfere with shorefront or beach environments. The project area also is not located within Areas of Critical State Concern as defined by the Florida Coastal Management Program. The project is exempt from a consistency review as a federally assisted project to a local government body which is not expected to have an effect on the state's coastal zone as defined in the Florida Coastal Management Program.</p> | <p><input checked="" type="checkbox"/></p> | <p><input type="checkbox"/></p> |
| <p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>The project will not occur in or impact the Coastal Barrier Resource System as indicated in the U.S. Fish and Wildlife Service Coastal Barrier Resources System Map.</p> | <p><input type="checkbox"/></p> | <p><input checked="" type="checkbox"/></p> |
| <p>e. National Marine Sanctuaries</p> | <p>YES</p> | <p>NO</p> |
| <p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>There are no National Marine Sanctuaries located within the project area.</p> | <p><input type="checkbox"/></p> | <p><input checked="" type="checkbox"/></p> |
| <p>f. Wilderness Areas</p> | <p>YES</p> | <p>NO</p> |
| <p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>A list of protected Wilderness Areas as part of the U.S. Forest Service National Wilderness Preservation System was reviewed to confirm the project is not within a Wilderness Area.</p> | <p><input type="checkbox"/></p> | <p><input checked="" type="checkbox"/></p> |

| g. Farmland | YES | NO |
|---|--------------------------|-------------------------------------|
| <p>Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p>The project area has long been committed to aviation use and the requirements of the Farmland Protection Policy Act do not apply.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.</p> <p>The project does not include the acquisition of any land.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. Energy Supply and Natural Resources | YES | NO |
| <p>Will the project change energy requirements or use consumable natural resources either during construction or during operations?</p> <p>The project will utilize readily available natural resources (construction materials) and energy during the construction phase. The project will not result in a permanent change in energy requirements or natural resources.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?</p> <p>During construction, Runway 10L-28R will temporarily close for 120 days. Although the traffic patterns of aircraft will change as a result, air traffic control and operational procedures will mitigate excessive fuel burn for aircraft landing solely on the parallel runway. Taxi routes will be modified during the 120-day runway closure, which could lead to minor aircraft taxi delays. This will also be mitigated by ATC and operational procedures. The overall impact of fuel usage during construction is expected to be minor.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i. Wild and Scenic Rivers | YES | NO |
| <p>Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?</p> <p>The U.S. National Park Service Nationwide Rivers Inventory and the National Wild and Scenic Rivers System were reviewed to confirm there are no wild or scenic rivers in the project area.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p> <p>No, the closest river to the project area is more than one mile away.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| j. Solid Waste Management | YES | NO |
|--|--------------------------|-------------------------------------|
| <p>Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed.</p> <p>The project will require disposal of construction waste. No long-term or permanent increase in solid waste generation is anticipated.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

5-2.b(5) Disruption of an Established Community

| | YES | NO |
|--|--------------------------|-------------------------------------|
| <p>Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?</p> <p>The project is located entirely on Airport property and will not disrupt the community planned development. The project is consistent with the Airport's approved Airport Layout Plan (Attachment 1).</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Are residents or businesses being relocated as part of the project?</p> <p>Relocation of residents or businesses is not a part of this project.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

5-2.b(6) Environmental Justice

| | YES | NO |
|--|--------------------------|-------------------------------------|
| <p>Are there minority and/or low-income populations in/near the project area?</p> <p>There are no minority and/or low income populations in the project area.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.</p> <p>The project will not cause impacts to minority and/or low-income populations.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

5-2.b(7) Surface Transportation

| | YES | NO |
|---|--------------------------|-------------------------------------|
| <p>Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?</p> <p>A minor and temporary increase in construction traffic is expected. The contractor will be required to implement maintenance and protection of traffic measures to minimize affects on surface traffic. The contractor is required to prepare the access routes and staging area for use and return the access route and staging area to their pre-construction condition at completion of the project.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.</p> <p>A minor and temporary increase in construction traffic is expected which may result in brief interruption of traffic. The contractor will be required to implement maintenance and protection of traffic measures to minimize affects on surface traffic. The contractor is required to prepare the access routes and staging area for use and return the access route and staging area to their pre-construction condition at completion of the project.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

5-2.b(8) Noise

| | YES | NO |
|--|-------------------------------------|-------------------------------------|
| <p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>This project will not impact the total number of aircraft operations, the number of nighttime operations, or change the fleet mix at FLL.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p>The project will change the airfield configuration through reconstruction of a taxiway to replace the removal of Taxiway D and will temporarily change the runway use via closure of Runway 10L-28R for 120 days during construction. During the construction period (120 days) Runway 10L-28R is closed, aircraft will solely use Runway 10R-28L.</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | YES | NO |
|--|-------------------------------------|--------------------------|
| <p>Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.</p> <p>The project will not permanently change operations at the Airport. As requested by the FAA Orlando Airport District Office, please see attached FLL Runway 10L/28R Runway Closure Period Noise Analysis.</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation.</p> <p>See Attached FLL Runway 10L/28R Runway Closure Period Noise Analysis</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>The project noise effects are expected to be temporary. See attached FLL Runway 10L/28R Runway Closure Period Noise Analysis .</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

5-2.b(9) Air Quality

| | YES | NO |
|---|--------------------------|-------------------------------------|
| <p>Is the project located in a Clean Air Act non-attainment or maintenance area?</p> <p>The project is not located in a Clean Air Act non-attainment or maintenance area as shown in the Counties Designated "Nonattainment" or "Maintenance" for Clean Air Act's National Ambient Air Quality Standards (NAAQS) dated 6/30/2018.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation.</p> <p>N/A</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p>The project is maintenance and rehabilitation oriented and does not increase landside or airside capacity.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | YES | NO |
|---|--------------------------|-------------------------------------|
| <p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?</p> <p>The project does not violate local State, Tribal, or Federal air quality standards under the Clean Air Act Amendments of 1990.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

5-2.b (10) Water Quality

| | YES | NO |
|--|-------------------------------------|-------------------------------------|
| <p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p>There are no surface water features in the project area. Groundwater is anticipated four (4) and eight (8) feet below the surface of the project site. As part of the stormwater management improvements included in the project, groundwater will be encountered in isolated cases with localized dewatering. The ground water will remain onsite and the project is within South Florida Water Management thresholds. The contractor will be required to implement best management practices to protect water quality.</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>As part of the stormwater management improvements included in the project, groundwater will be encountered in isolated cases with localized dewatering. The ground water will remain onsite and the project is within South Florida Water Management thresholds. The contractor will be required to implement best management practices to protect water quality. The contractor will determine the actual groundwater levels at the time of construction to determine groundwater impact on construction procedures. The area off the east end of Runway 10L-28R will be filled in the lowest areas to help alleviate the standing water during the rainy season. This project will yield a net decrease in impervious area and therefore should reduce stormwater runoff and result in a slight improvement in the overall drainage characteristics of the airfield.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | YES | NO |
|--|-------------------------------------|-------------------------------------|
| <p>Silt fence will be installed to minimize erosion including wind and rain. Additionally, temporary filter fabric will be installed over existing inlets to minimize silt and dirt filling existing structures and traveling downstream. Temporary floating turbidity barriers will be installed in ditch lines near the project limits to discourage silty water from exiting the airport property. Further, the drainage design for the project will adjust the existing drainage system to accommodate the new airfield geometry. Aircraft rated drainage structures will be used in all locations along with Class V concrete pipe. The area off the east end of Runway 10L-28R will be filled in the lowest areas to help alleviate the standing water during the rainy season. The project will result in a net decrease in impervious surface as a result of removal of abandoned pavement. Stormwater best management practices will be implemented to further protect water quality.</p> | | |
| <p>Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?</p> <p>The project does not violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Are any water quality related permits required? If yes, list the appropriate permits.</p> <p>The following water quality permits are required.</p> <p>SFWMD Individual Permit Major Modification (less than 640 acres)</p> <p>BCEPGM Surface Water License Modification (greater than 100 acres)</p> <p>In addition, Specification P-159, NPDES Permitting has been written to include requirements for the contractor to provide an Environmental Protection Agency (EPA) and Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) Notice of Intent (NOI) to use general permit including preparation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring schedule.</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

5-2.b(11) Highly Controversial on Environmental Grounds

| | YES | NO |
|--|--------------------------|-------------------------------------|
| <p>Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.</p> <p>The project is a routine rehabilitation of existing facilities and there has been no expression of opposition on environmental grounds by a federal, state, or local government agency or by other relevant parties to date.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law

| | YES | NO |
|---|--------------------------|-------------------------------------|
| <p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p>The project is consistent with plans, goals, policy, zoning, and local controls adopted for the area which the Airport is located.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Is the project incompatible with surrounding land uses?</p> <p>The project is compatible with surrounding land uses.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

5-2 .b (13) Light Emissions, Visual Effects, and Hazardous Materials

| a. Light Emissions and Visual Effects | YES | NO |
|---|--------------------------|-------------------------------------|
| <p>Will the proposed project produce light emission impacts?</p> <p>The project will not produce light emission impacts.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?</p> <p>There are no visual or aesthetic impacts as a result of this project and there have been no concerns expressed to date.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| b. Hazardous Materials | YES | NO |
|--|--------------------------|-------------------------------------|
| Does the project involve or affect hazardous materials? The project will not involve or affect hazardous materials. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Will construction take place in an area that contains or previously contained hazardous materials? There are no hazardous materials in the project area. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants? The project does not involve land acquisition. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled? The project will not produce hazardous or solid waste during construction or after. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

5-2 .b (14) Public Involvement

| | YES | NO |
|--|--------------------------|-------------------------------------|
| Was there any public notification or involvement? If yes, provide documentation. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

5-2 .b (15) Indirect/Secondary/Induced Impacts

| | YES | NO |
|---|--------------------------|-------------------------------------|
| Will the project result in indirect/secondary/induced impacts? The project is a routine rehabilitation of existing facilities with no impacts. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact? The project is a routine rehabilitation of existing facilities with no impacts. Therefore, no cumulative impacts are anticipated. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Permits

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

A National Pollutant Discharge Elimination System (NPDES) Notice of Intent will be prepared to use a general permit, which includes preparation of a Storm Water Pollution Prevention Plan.

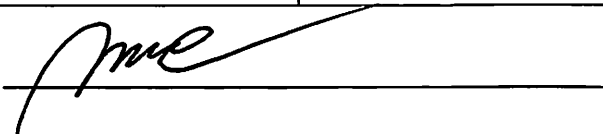
Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

Best management practices are to be used throughout construction to ensure unforeseen environmental impacts are avoided.

Preparer Information

| | | |
|---|---|------------------------|
| Point of Contact: William Castillo | | |
| Address: Fort Lauderdale – Hollywood International Airport 2200 SW 45th Street, Suite 101 | | |
| City: Dania Beach | State: FL | Zip Code: 33312 |
| Phone: 954-359-2291 | Email Address: wcastillo@broward.org | |


Signature:  Date: 3/28/19

Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

| | | |
|---|---|------------------------|
| Point of Contact: William Castillo, Aviation Planning Manager | | |
| Address: Fort Lauderdale – Hollywood International Airport 2200 SW 45th Street, Suite 101 | | |
| City: Dania Beach | State: FL | Zip Code: 33312 |
| Phone Number: 954-359-6973 | Email Address: wcastillo@broward.org | |
| Additional Name(s): | Additional Email Address(es): | |

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature:  Date: 3/28/19

FAA Decision

Having reviewed the above information, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location:

FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT (FL)

Project Title: *REHAB OF NORTH AIRFIELD PAVEMENTS AND EMAS BEDS*

- No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies:)
- ..An Environmental Assessment (EA) is required.
- ..An Environmental Impact Statement (EIS) is required.
- ..The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: *PETER M. GREEN*
Responsible FAA Official

Title: *EPS*

Signature: *Peter M. Green*

Date: *4/0/19*



FLORIDA DEPARTMENT OF Environmental Protection

Southeast District
3301 Gun Club Road, MSC7210-1
West Palm Beach, FL 33406
561-681-6600

Rick Scott
Governor
Carlos Lopez-Cantera
Lt. Governor
Noah Valenstein
Secretary

August 6, 2018

ELECTRONIC CORRESPONDENCE

Mike Pacitto, Director
Broward County Aviation Department
2200 S.W. 45th Street
Dania Beach, FL 33312
Mppacitto@broward.org

Re: Broward County Aviation Runway 9R / 27L Utility Building and Maintenance Building
DEP ID #: 9813940 and 9814327
Broward County – Storage Tanks

Dear Mr. Pacitto:

Department personnel conducted compliance inspections of the above-referenced facilities on July 26, 2018. Based on the information provided during the inspections, the facilities were determined to be in compliance. Copies of the inspection reports are attached for your records.

The Department appreciates your efforts to maintain this facility in compliance with state and federal rules. Should you have any questions or comments, please contact Calvin Williams at 561-681-6735, or via e-mail at Calvin.E.Williams@floridadep.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. Kennedy", with a horizontal line underneath.

Greg Kennedy
Environmental Administrator
Compliance Assurance Program

Enclosures: Two Inspection Reports

cc: Winston Cannicle, BC, wcannicle@broward.org
Ryan Goldman, BC, rgoldman@broward.org
Greg Kennedy, DEP/WPB, Greg.A.Kennedy@floridadep.gov
Calvin Williams, DEP/WPB, Calvin.E.Williams@floridadep.gov

**FLL Rehabilitation of North Airfield Pavements and Engineered
Materials Arresting System (EMAS) Beds**

Documented CATEX

Attachment 1: Airport Layout Plan

**FLL Rehabilitation of North Airfield Pavements and Engineered
Materials Arresting System (EMAS) Beds**

Documented CATEX

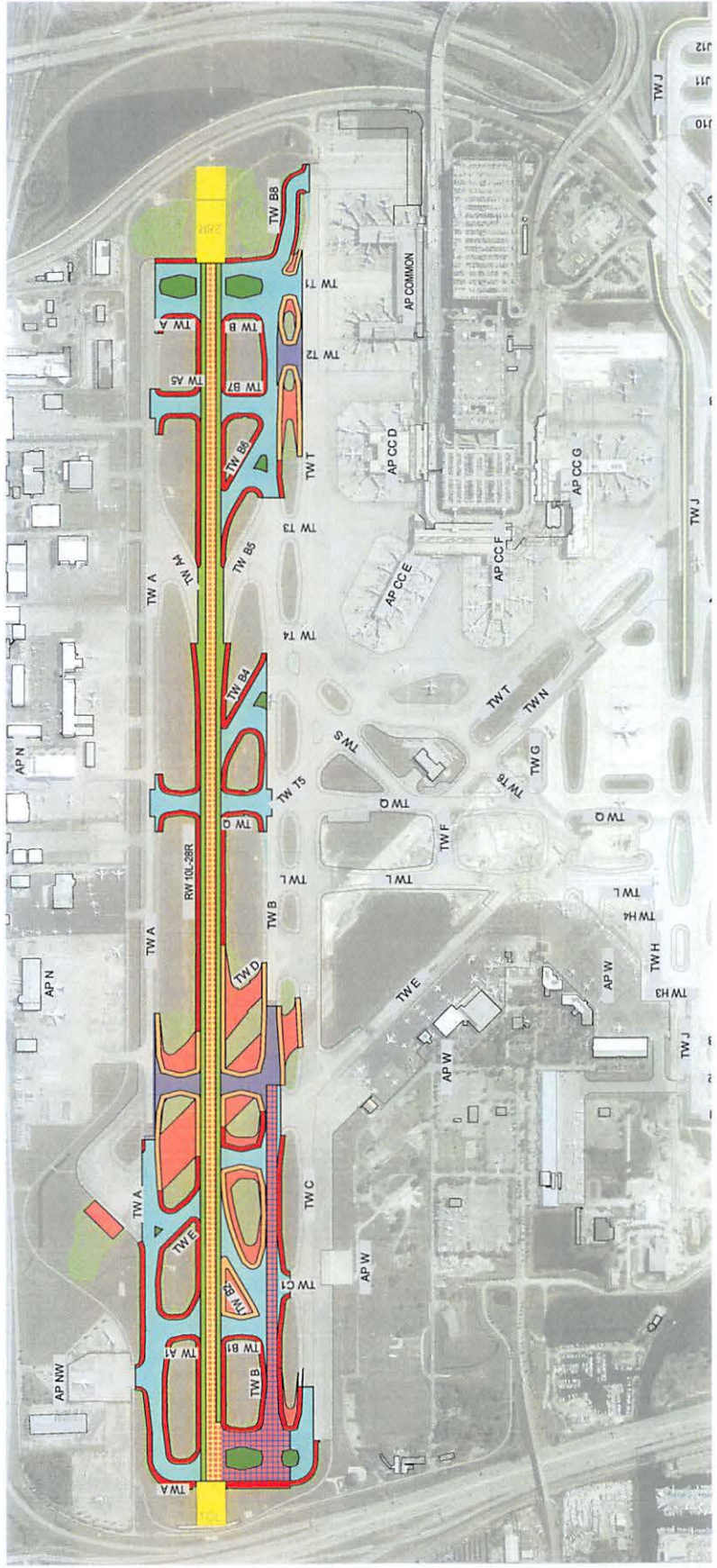
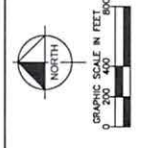
Attachment 2: Project Sketch

LIMITS OF WORK

PROJECT NO: D40173024
 DATE: FEB. 2018
 SCALE: AS SHOWN
 DESIGNED BY: CTP
 DRAWN BY: AAT
 CHECKED BY: LMC
 LICENSED PROFESSIONAL ENGINEER
 LICENSE NO. 15487
 MICHAEL CAREY, P.E.

Kimley-Horn
 602 NORTH PALM BEACH ROAD
 WEST PALM BEACH, FL 33411
 P. 561.833.2222
 F. 561.833.2222
 WWW.KIMLEY-HORN.COM

| NO. | REVISIONS | DATE | BY |
|-----|-----------|------|----|
| | | | |
| | | | |
| | | | |



| LEGEND: | NEW EMAS BEDS | SHOULDER OVERLAY | PAVEMENT DEMOLITION | TAXIWAY MILL AND OVERLAY | TAXIWAY NEW PCC | TAXIWAY NEW ASPHALT PAVEMENT | SHOULDER NEW PAVEMENT | TAXIWAY NEW ASPHALT PAVEMENT | NO TAXI ISLANDS | REGRAVING AND SCODDING |
|---------|--|---|--|--|--|---|---|--|---|--|
| | | | | | | | | | | |

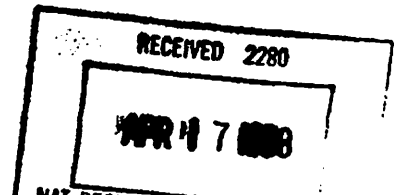
**FLL Rehabilitation of North Airfield Pavements and Engineered
Materials Arresting System (EMAS) Beds**

Documented CATEX

**Attachment 3: Link Trainer Building National Register of Historic Places
Registration Form**

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions on how to complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name LINK TRAINER BUILDING

other names/site number Fort Lauderdale USNAS Building #8

2. Location

street & number 4050 S.W. 14th Avenue N/A not for publication

city or town Ft. Lauderdale N/A vicinity

state FLORIDA code FL county Broward code 011 zip code 33315

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

Florida State Historic Preservation Officer, Division of Historical Resources

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register
 - See continuation sheet
- determined eligible for the National Register
 - See continuation sheet.
- determined not eligible for the National Register
 - See continuation sheet.
- removed from the National Register.
- other, (explain) _____

Signature of the Keeper

Date of Action

Edson H. Beall

5-20-96

LINK TRAINER BUILDING

Name of Property

Broward Co., Florida

County and State

5. Classification

Ownership of Property
(Choose as many boxes as apply)

- private
public-local
public-State
public-Federal

Category of Property
(Choose only one box)

- buildings
district
site
structure
object

Number of Resources within Property
(Do not include any previously listed resources in the count)

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, total.

Name of related multiple property listings

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

DEFENSE/Military Training Facility

Current Functions

(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

NO STYLE/Wood Frame Vernacular

Materials

(Enter categories from instructions)

foundation Concrete Piers

walls Wood

roof Tar and Gravel

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.)

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- Criteria A through G with checkboxes and descriptions.

Areas of Significance

(Enter categories from instructions)

MILITARY

Period of Significance

1942-1946

Significant Dates

1942

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

Arch: Unknown

Blder: Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- Checkboxes for preliminary determination, National Register status, National Historic Landmark, Historic American Buildings Survey, and Historic American Engineering Record.

Primary location of additional data:

- Checkboxes for State Historic Preservation Office, Other State Agency, Federal agency, Local government, University, and Other.

Name of Repository

Blank line for repository name and number.

LINK TRAINER BUILDING
Name of Property

Broward Co., FL
County and State

10. Geographical Data

Acreege of Property Less than one

UTM References

(Place additional references on a continuation sheet.)

| | | | | | | | | | | | | | | | |
|---|------|---|---------|---|---|---|---|---|----------|---|---|---|---|---|---|
| 1 | 1 | 7 | 5 | 8 | 4 | 0 | 8 | 0 | 2 | 8 | 8 | 3 | 6 | 8 | 0 |
| | Zone | | Easting | | | | | | Northing | | | | | | |
| 2 | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | |
|---|------|--|---------|--|--|--|--|--|----------|--|--|--|--|--|--|
| 3 | | | | | | | | | | | | | | | |
| | Zone | | Easting | | | | | | Northing | | | | | | |
| 4 | | | | | | | | | | | | | | | |

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Marjan Mazza, Grants Administrator, Broward County Aviation Dept./Carl Shiver, Historic Sites Specialist

organization Bureau of Historic Preservation date _____

street & number R.A. Gray Building, 500 S. Bronough Street telephone (904) 487-2333

city or town Tallahassee state Florida zip code 32399-0250

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Broward County Commission

street & number 115 S. Andrews Avenue, Room 421 telephone (954) 357-7000

city or town Ft. Lauderdale state Florida zip code 33301-1875

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and amend listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 1

LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
PHYSICAL DESCRIPTION

SUMMARY

The Link Trainer Building (Building #8), constructed in 1942, is located at 4050 S.W. 14th Avenue in the city of Fort Lauderdale, Florida. It is a one-story, split-level, wood frame building, with composition siding. The structure rests on concrete pilings, approximately 30 inches above ground. The floor is wood tongue and groove decking over wood joists. The roof is flat, constructed of tongue and groove decking over joists, with built up roofing. There is a large fascia trimming the 3 foot long overhang all around, with a metal drip edge. The exterior of the building remains largely unaltered, retaining its original siding, windows, and entrance doors. The interior of the structure also retains many of its original features, including doors, partitions, and hardware. Located immediately behind the Link Trainer Building is a noncontributing one-story, metal clad, modular building that was used for offices. Both properties are now vacant.

SETTING

The Link Trainer Building is presently located near the southwestern limits of the Fort Lauderdale/Hollywood International Airport, just east of U.S. Interstate Highway 95. The building is centrally located on the west side of a city block surrounded by Southwest 14th Avenue on the west, Southwest 40th Street on the north, Southwest 12th Terrace on the east, and Lee Wagener Boulevard on the south. The Link Trainer Building is one of only two permanent structures remaining on the city block. The other, a small storage building, is located near the intersection of Lee Wagener Boulevard and Southwest 12th Terrace. Located immediately behind the Link Trainer Building is a metal modular building that almost abuts its west elevation. The site occupied by the Link Trainer Building is flat and grassy, and there are few mature trees in the area, but the building is bordered by several small palms and other ornamental trees, plus a variety of shrubs.

DESCRIPTION

Exterior (Photos 1-10)

The building is 114 feet long by 41 feet wide, containing approximately 4,674 square feet of floor space. The building has two main sections, a tall wing to the north and a shorter wing to the south. A small equipment "penthouse" found above the main entrance separates the two main sections of the building. There are two prominent window types. The west, east, and south elevations feature grouped 1/1 light single hung sashes, while the south elevation has two sets of

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 2

**LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
PHYSICAL DESCRIPTION**

fixed windows with a single center pane flanked by 3-pane sidelights. Doors are wood, painted. The double doors at the main entrance have diamond shaped lights in the middle of each leaf, about 5 feet above the deck. Steps leading up to the three entrances to the building are wood. The front steps have metal handrails; the other two have wood handrails. The building is structurally sound but exhibits a moderate state of neglect. Paint is chipping away, and the wooden steps need replacing.

Interior (Photos 11-14)

All of the interior floor, ceiling, and wall finishes from the World War II period are obscured by later materials. The interior walls are covered in wood paneling, presumably over wood studs. The floors have carpeting over wood decking, and the ceilings are dropped acoustical tile on suspended metal grids. The lighting system consists of fluorescent 2 X 4 fixtures flush with the ceiling surface, and there is a life safety lighting and a burglar alarm system. The men's and women's rest rooms need renovation and do not comply with the Florida Accessibility Code for fixtures and space. The doors are bare wood with knob hardware, no self-closers. There is a central air conditioning system with a remote condensing unit located outside the building. The ductwork is hidden above the dropped acoustical ceiling.

One large office work area is found in the north wing of the building. This area has 9-foot high ceilings instead of the 8-foot ceilings found in the south wing. A separate office, with a door leading to the outside, is located at the northeast corner of the north wing. At the southeast corner of the wing are storage closets and a HVAC utility closet. Access to the south wing is gained through a doorway leading to the entry hallway (foyer) and a central hallway leading to individual offices on each of its sides and one more at the end of the hall. The wing contains six offices, rest rooms, and utility closets.

Alterations

There have been no significant alterations to the exterior of the building. All of the original exposed interior surfaces have been recovered, and the dropped acoustical tile ceiling and fluorescent lighting fixtures were installed some time after the Naval Air Station was returned to civilian control. In response to considerable local interest, Broward County is pursuing opportunities to preserve the building as a publicly accessible display of World War II Naval Station memorabilia.

**United States Department of the Interior
National Park Service**

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section number 7 Page 3

**LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
PHYSICAL DESCRIPTION**

Noncontributing Modular Building

Located immediately behind the Link Trainer Building is a one-story, L-shaped, metal clad modular building that was placed on the site in the 1980s. The west wing of the structure nearly abuts the center of the rear (east) elevation of the Link Trainer Building.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 1

**LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
STATEMENT OF SIGNIFICANCE**

SUMMARY

The Link Trainer Building (Building #8) is one of the last remaining structures of the Fort Lauderdale Naval Air Station, established in 1942 on the site of the local civilian airport, to train torpedo bomber pilots for action during the Pacific theater of operations during World War II. Building #8 was used to house Link trainers (built by Link Aviation, Inc.), devised to train pilots in the techniques of "blind" instrument flying. Link Trainers looked like miniature airplanes in which the student "flew" a predetermined course under a hood merely by instruments. By the end of the war, Building #8 housed six such devices. When the war ended, the Naval Air Station was returned to civilian control, becoming the nucleus of the Fort Lauderdale/Hollywood International Airport, and the Link Trainer Building was used for offices. Plans are being developed with local veterans organizations to renovate the building and use it as a museum to house historical artifacts relating to the role the Naval Air Station played in World War II.

HISTORIC CONTEXT

Where jets now land at Fort Lauderdale/Hollywood International Airport, there was once a golf course. It was Fort Lauderdale's first, and one of its claims to fame was that President Warren G. Harding played a round there. In 1930, a dirt runway replaced the greens and Fogg Field, named for pioneer aviator Merle Fogg, came into being. During World War II, the landing field was purchased by the Navy and served as a training base for torpedo bomber pilots. The Navy also built satellite fields, three of which have continued to serve the county as general aviation airfields: Fort Lauderdale Executive, North Perry in Pembroke Pines, and Pompano Beach Air Park.

The history of the Naval Air Station at Fort Lauderdale, Florida, like the history of any of the Naval Air Operational Training Command stations in World War II, began with the decision of the U.S. War Department in the winter of 1941-1942 to establish as swiftly as possible a series of air stations where the operational training of pilots and air crewmen for the carrier fleet might be carried out. The U.S. Navy needed trained personnel in large numbers unprecedented in the history of the nation. To give the men operational training with the ships of the fleet, as had been the practice in peacetime, was no longer possible. There were too many personnel to be trained, and the Navy had other uses for its ships. The effective and speedy substitute for the normal course of training was found in the establishment of NAOTC (Naval Aviation Operational Training Command) stations. The immediate problem was to determine what locations would be most suitable for construction of the physical plants that were desperately needed. The obvious

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 2

**LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
STATEMENT OF SIGNIFICANCE**

solution was to find existing facilities that could be transformed as rapidly as possible into suitable bases of operation. Civilian airports could be converted and expanded in a minimum of time and could serve as nuclei for the training centers the nation needed.

Merle Fogg Airport at Fort Lauderdale was a municipally owned field that had been in operation since 1930. Fogg was one of the pioneers of civilian aviation. He was the first licensed aviator in the state of Maine and was allegedly the first amateur aviator to fly from Maine to Florida. He moved to Fort Lauderdale after World War I and engaged in the aviation business. Fogg was well-known and respected in the community. In 1928, he died from injuries received in an aircraft accident near West Palm Beach. To honor his memory, citizens and community leaders purchased an old defunct golf course on the southern edge of town for \$1200 and named it "Merle Fogg Field."

Fort Lauderdale was an excellent site for a naval aviation training facility. A small resort city of about 20,000 people in 1941, it was located in a region of the country that provided many useful hours of good flying weather. It also had a deep-water port and open sea immediately offshore for training in torpedo bombing and railroad facilities suitable for the transportation of men and materiel. The nearby Everglades also allowed large uninhabited areas that could be used for bombing and gunnery practice. The Fort Lauderdale area was also uncomplicated by heavy industries or installations vital to the war effort that would compete for the use of existing railway facilities needed to transport men and supplies. The existing civilian airport, Merle Fogg Airport, was adequate to the purpose of establishing a training station and could be expanded as much as necessary.

To eliminate competition between the Army Air Corps and the Navy for Florida airports, the War Department decreed through the Towers-Stratemyer Agreement that the Air Corps would construct all future bases on the Gulf coast and the Navy would have the east coast. The Towers-Stratemyer line of demarcation ran roughly down the center of the state.

HISTORIC SIGNIFICANCE

Even before the official establishment of the Naval Air Station at Fogg Field, development of the existing airport had already been undertaken in March of 1942 by the U.S. War Department by the Army Corps of Engineers. This work included the filling of some low, swampy areas and the reconditioning of existing runways. Control of the project was turned over to the Navy on April 27, 1942. The construction of the station and its two satellite fields—West Prospect Road

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 3

**LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
STATEMENT OF SIGNIFICANCE**

Field (#1) and North Pompano Field (#2)—were completed on November 20, 1942. The work covered the construction of four paved runways and taxiways at the main field and at each of the satellite fields.

Following construction of the air fields, work proceeded on the buildings and other facilities necessary to the operation of the naval station. This work included construction of the aircraft control tower and repair and maintenance shops and installation of storage tanks to hold fuel for the operation of aircraft and ground vehicles. Administration buildings were constructed, as well as barracks and messing facilities for 1400 men and 312 officers. Other operational buildings and structures included a dispensary, brig, radio station, armory, power plant, electrical and water distribution systems, fire station, and a maintenance shop for ground vehicles. Buildings assigned to the training program included a torpedo workshop, photographic laboratory, classrooms, a bombsight vault, gun range, boat operation facilities, and a Link Trainer building.

The site of the main station comprised 1181 acres, acquired by condemnation under the authority of the War Department. About 40 percent of the main station site was newly cleared land, 25 percent comprised the site of Fogg Airport; approximately 15 percent had been farm land, and the remainder was unimproved subdivisions that had been laid out during the land boom of the 1920s.

The primary responsibility of the base was to be the training of pilots in the techniques of torpedo and dive bombing, using the Grumman TBM "Avenger" aircraft. The air station was officially opened on October 1, 1942, and the pilot training program began with the arrival on October 7, 1942 of 17 TBF-1 planes and 16 students from Norfolk, Virginia. Students were to be given instruction in the techniques of carrier rendezvous and landing, torpedo and dive bombing tactics, and anti-submarine warfare. In-flight training emphasized torpedo tactics, but there was no target ship available at the time. Torpedo runs were made on any ship off the coast until the practice was prohibited due to a complaint by the British Admiralty that the flights posed a hazard to allied shipping. Subsequently, two derelict ships, anchored 300 feet apart, were used as targets, and dummy drops were made with concrete and plywood torpedoes. This type of training proved unsatisfactory and was soon eliminated from the program. By the beginning of 1943, the unit had built up to a training capacity of 50 planes and 75 students. In addition to torpedo and dive bombing tactics, the students received instruction in navigation, gunnery control, blinker light signaling, and radio communications.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 4

**LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
STATEMENT OF SIGNIFICANCE**

On December 28, 1942, instruction began in the Synthetic Trainer Building and Link Trainer Building using special devices to teach gunnery and "blind" navigation techniques. The equipment included free gunnery trainers, three Link Trainers, and various target recognition "peep shows." In addition to housing special training devices, the Synthetic Trainer Building also contained several general purpose lecture classrooms and a room which was adapted for the showing of training films. The purpose of the Link Trainers to accomplish the ground training phase of instrument flight. The building housing the Trainers was a one-story, wood frame building. Student pilots were schooled in primary instrument work, such as radio compass homing and AZ-YD (instrument landing procedure). There was little coordination between actual flight time using instruments and the Link Training phase.

The student pilots received four hours of Link Trainer time, along with an average four hours of training films on instruments and procedure. The trainers were also used for dead-reckoning plotting board navigation. Navigation intercept boards were used to show a plane's track relative to its position on a map or relative to a ship's movement. An instructor sat at a desk with a map covered with Plexiglas and monitored the student pilot's progress by observing a "bug" that duplicated the course headings on the map, allowing the instructor to cross check the trainee's progress.

At the peak of its activity, nearly 3,600 personnel were stationed at the Fort Lauderdale Naval Air Station. Among the airmen trained at the air station was future president of the United States George Bush. An ensign in the summer of 1943, he and most of the other trainees, were subsequently assigned to TBM squadrons flying off aircraft carriers in the Pacific theater of operation.

After the war ended, training missions were still conducted for a time from the Naval Air Station. On December 5, 1945, a squadron five TBSs with 14 crewmen disappeared on a routine training mission. In spite of mounting one of the largest search and rescue missions conducted by the U.S. Navy up until that time, no trace of the men or their planes were ever found. They are remembered every December 5th in a ceremony conducted at Flight 19 Park by the NAS Fort Lauderdale Historical Association.

In 1948, the Naval Air Station was declared surplus by the Navy. At first the Navy declined to sell the property but offered it for lease, with the county given first preference—at one dollar a year. The lease stipulated that the county must maintain the base and that it could not be operated for a profit. The county commission accepted. The airfield itself was in excellent

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LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
STATEMENT OF SIGNIFICANCE

condition, but the forty-odd buildings constructed during the war years were in various stages of disrepair. Of principal immediate interest to the county were the barracks buildings that contained 88 small, livable apartments and the bachelor and junior officers' quarters. Immediately after the war, housing was in short supply in Ft. Lauderdale, particularly housing within the financial reach of young veterans and their families who were moving into the area in large numbers. The living areas on the base were put into repair and offered for rent at prices within the reach of the vets. A waiting list was promptly drawn up.

The county first appointed Lee E. Wagener to manage the airport. Among the pressing needs filled by the airport facilities were classrooms for the school system. The Navy had built a large administration building and cafeteria. The school board leased these from the county for the cost of maintenance and repair and educated hundreds of Broward County children there. The base served a further need by offering space for light manufacturing of several types, largely electronics. Although private aircraft used the airfield and hangar space, and an air cargo line operated from it, the field did not at first attract any scheduled passenger airlines.¹ The naval base property was returned to civilian control in 1949, but it was not until 1953 that the first passenger service was established. In that year Mackey Airlines flew a total of 6,817 passengers to the Bahamas. Five years later, Northeast Airlines became the airport's first domestic passenger carrier. By 1960, seven airlines served the airport. A decade later, the number of airlines had increased to thirteen, and the number of passengers had increased six-fold.

In 1975, consultants hired to plan for a comprehensive expansion returned with a \$178 million proposal, only to have the Federal Aviation Authority reject the plans. Sent back to the drawing boards, their new plans reached \$400 million. Under new management the project was eventually completed for less than \$250 million. On August 1, 1985, the first of three new terminals opened. Subsequent runway expansion, access highway construction, and other improvements spurred growth. The county purchased many surrounding properties to mitigate the effects of traffic congestion and increased noise levels. A master plan developed during the 1980s foresees continued expansion of the facility well into the 21st century. Projections are for a doubling of passengers served by the year 2005 to 18 million.²

¹ Philip J. Weidling and August Burghard, Checkered Sunshine: The Story of Fort Lauderdale, 1793-1955 (Gainesville, FL: University of Florida Press, 1966), 248-251.

² Hobby, Daniel. Broward County: A Contemporary Portrait. Virginia Beach, VA: The Donning Company, Publishers, 1992.

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**LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
STATEMENT OF SIGNIFICANCE**

The Link Trainer building stood vacant from 1945 to 1955, when it was leased to a private company for use as offices. The building remained occupied until 1980, when it once again became vacant for about a year. Between 1981 and 1987, it was the home of Project 80s, consultants involved in planning the expansion of the Fort Lauderdale/Hollywood International Airport. Between 1987 and 1994 it was the office of the financial division of the Broward County government. Since 1994, the building has been unoccupied.

A keen interest in the history of the former naval station has been kept alive by the NAS Fort Lauderdale Historical Association. The association maintains a large collection of air station memorabilia and plans to use the building, with the permission of the airport authority, as a museum to house this material. There are also plans to reinstall a Link trainer and a desk, just as they were originally positioned.

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LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
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Section number 10 Page 1

LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
GEOGRAPHICAL DATA

Verbal Boundary Description (Existing Site)

The boundaries of the Link Trainer Building (Building #8) are formed by a rectangle approximately 160 feet square the encloses both the Link Trainer Building and the noncontributing building to its rear. This places the boundary lines approximately 25 feet from any major elevation of the two structures. These boundaries are part of the plot of land, located on the grounds of the Fort Lauderdale/Hollywood International Airport (formerly the Naval Air Station), bounded on the west by N.W. 14th Terrace, on the east by N.W. 12th Terrace, on the south by Lee Wagener Boulevard, and on the north by N.W. 40th Street, as recorded in a quitclaim deed, Palm Beach County Official Record 749, Page 460. The boundaries include the street frontage (S.W. 14th Avenue), the pedestrian walkways that provide access to the building, and the surrounding area of land up to 25 feet in distance from each elevation, except the street frontage.

Boundary Justification

The boundaries described above encompass all historical resources associated with the original site of the Building #8, also known as the Link Trainer Building.

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**LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
PHOTOGRAPHS**

List of Photographs

1. Link Trainer Building
2. 4050 S.W. 14th Ave., Fort Lauderdale (Broward County), FL
3. Jaime M. Plana, AIA, Staff Architect
4. August-October 1996
5. Broward County Aviation Department
6. Main (West) Facade, Looking East
7. Photo 1 of 14

Entries 1-5 are the same for all remaining photographs.

6. Detail, Main (West) Facade, Looking East
7. Photo 2 of 14

6. Main (West) Facade, Looking Northeast
7. Photo 3 of 14

6. Main (West) Facade, Looking Southeast
7. Photo 4 of 14

6. North Elevation, Looking South
7. Photo 5 of 14

6. North and East (Rear) Elevations, Looking Southwest
7. Photo 6 of 14

6. East (Rear) Elevation, Looking West
7. Photo 7 of 14

6. East (Rear) Elevation, Looking Northwest
7. Photo 8 of 14

6. South Elevation, Looking Northwest
7. Photo 9 of 14

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**LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
PHOTOGRAPHS**

- 6. South Elevation, Looking Northeast
- 7. Photo 10 of 14

- 6. Interior, North Wing, Looking North
- 7. Photo 11 of 14

- 6. Interior, North Wing, Looking South
- 7. Photo 12 of 14

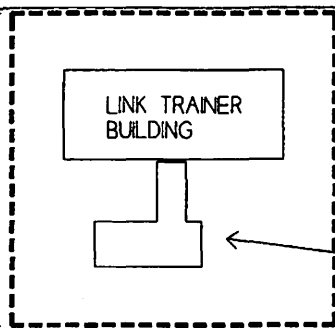
- 6. Interior, South Wing Corridor, Looking South
- 7. Photo 13 of 14

- 6. Interior, South Wing, Rear Exit Doors, Looking Southeast
- 7. Photo 14 of 14

S.W. 14TH AVENUE

LEE WAGENER BOULEVARD

S.W. 40TH STREET

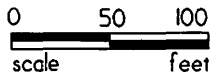


← PROPERTY BOUNDARY

← NONCONTRIBUTING MODULAR BUILDING

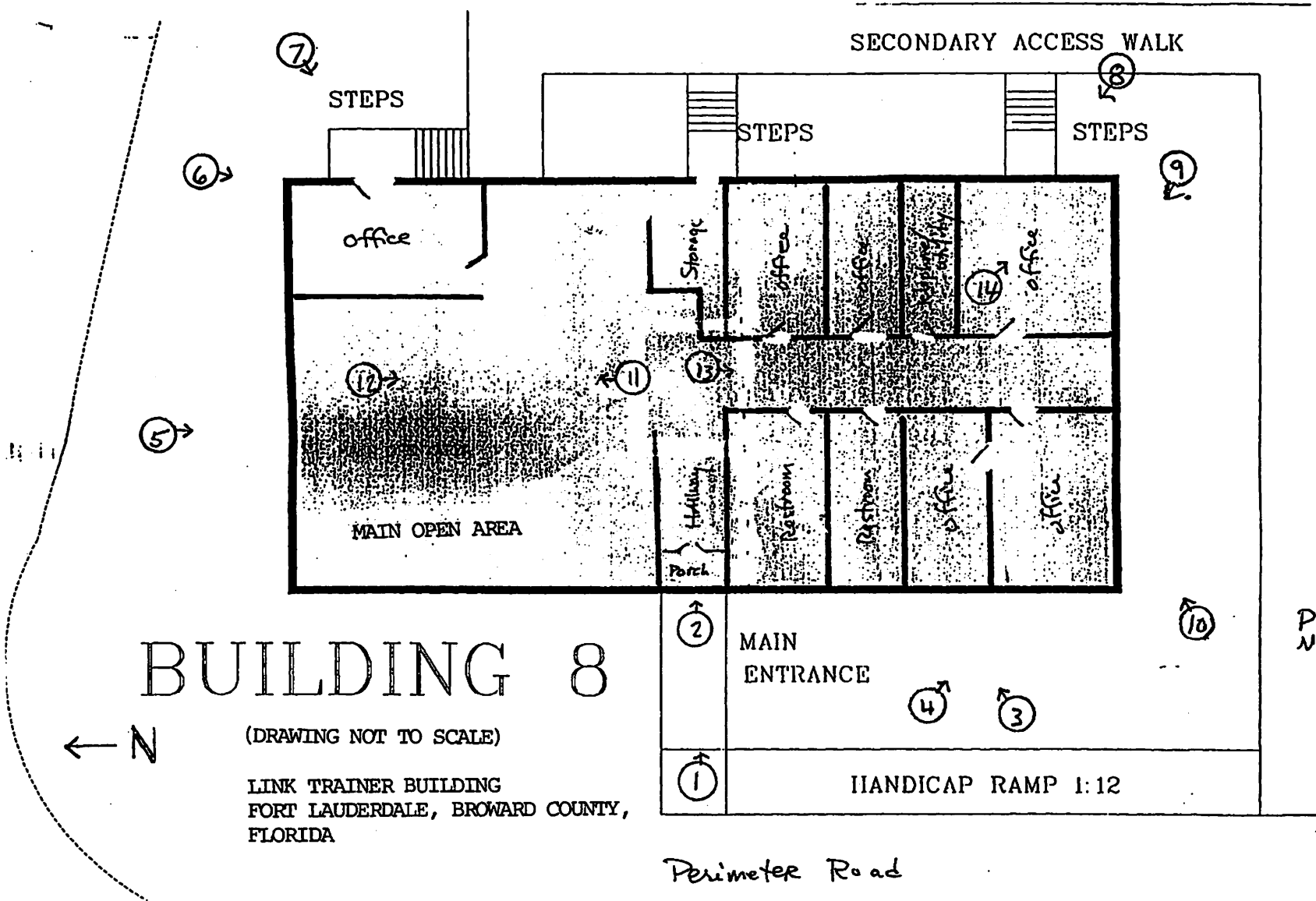
160' apprx.

160' apprx.



S.W. 12TH TERRACE

LINK TRAINER BUILDING
FORT LAUDERDALE (BROWARD COUNTY), FLORIDA



BUILDING 8

(DRAWING NOT TO SCALE)

LINK TRAINER BUILDING
 FORT LAUDERDALE, BROWARD COUNTY,
 FLORIDA

PHOTO
 NUMBERS ②

Perimeter Road

memorandum

date March 14, 2019

to Mr. Will Castillo
Aviation Planning Manager
Broward County Aviation Department

cc

from Michael Arnold

subject FLL Runway 10L/28R Runway Closure Period Noise Analysis

Background

Broward County Aviation Department (BCAD) is planning to close Runway 10L/28R at Fort Lauderdale-Hollywood International Airport (FLL) for rehabilitation in 2019. ESA was tasked with estimating the noise exposure in terms of DNL for the period when Runway 10L/28R is closed. The Runway 10L/28R closure is currently planned for the period between June 3 and October 1, 2019. Methodology and assumptions used for this assessment as well as the results are described in this technical memorandum.

Aircraft Operations

The number of average daily operations was provided by BCAD based on airline provided schedules during the closure period. Average scheduled operations during the closure period is 739 daily operations. The 2018 average of 98 daily general aviation operations was added to the scheduled activity for a total estimated daily average of 837 operations. This average daily activity level was used for the purposes of the runway closure period noise contour development.

The fleet mix and departure stage lengths were assumed to remain unchanged from the aircraft operational data used for the 2018 baseline scenario of the Part 150 Noise Exposure Map (NEM).

Time of Day Adjustment

Based on the airline flight schedules, BCAD determined that there were 105 average nighttime scheduled operations (10pm – 7am) during the closure period. This estimate was used for the purposes of the runway closure analysis.

Runway Use

It was assumed that the aircraft operating on Runway 10L would use 10R and the aircraft operating on Runway 28R would use 28L and that there would be no shift in east or west flow. **Table 1** presents the runway use percentages during the single runway operation.

**TABLE 1
RUNWAY USE**

| Runway | Arrival | | Departure | |
|--------------|-------------|-------------|-------------|-------------|
| | Day | Night | Day | Night |
| 10R | 88% | 90% | 89% | 90% |
| 28L | 12% | 10% | 11% | 10% |
| Total | 100% | 100% | 100% | 100% |

SOURCE: BCAD ANOMS 2016, ESA 2019

Flight Track Use

ESA assumed that current Runway 10R and 28L flight tracks would remain unchanged. In order to assign flight tracks for Runway 10L/28R operations to Runway 10R/28L, all flight tracks were reviewed and paired up with similar flight paths. For example, a departure track 10LD2 is similar to 10RD1. Aircraft operations using 10LD2 were all shifted to 10RD1. As a result, aircraft using Runway 10R/28L would be departing to and arriving from similar directions as they would be on Runway 10L/28R.

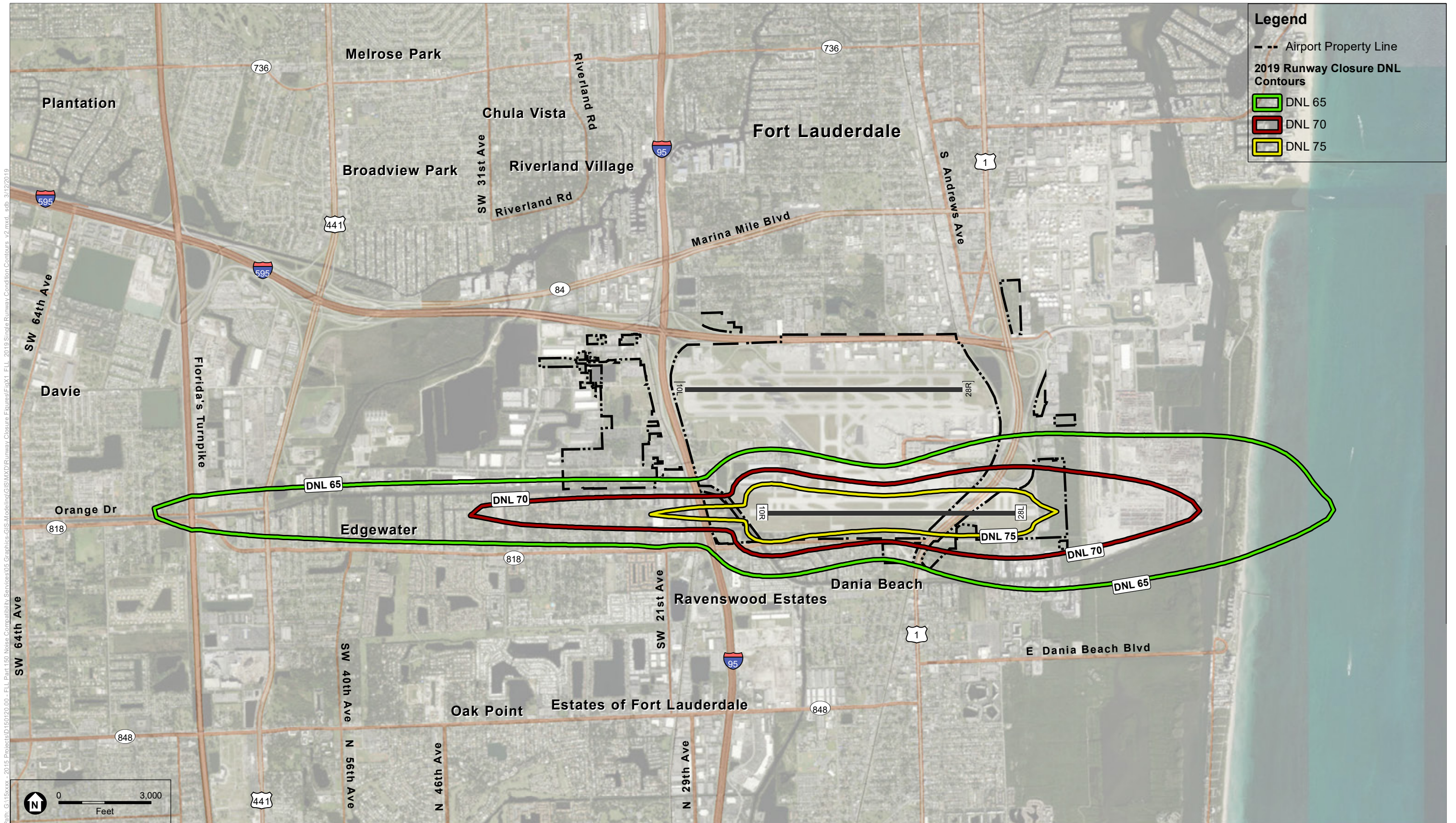
Noise Contour Areas

Figure X1 presents the 2019 Runway Closure Period DNL noise contours. **Figure X2** compares the 2019 Runway Closure Period DNL 65 contour with the Part 150 2018 NEM DNL 65 contour. While the contour comparison shows that a number of noise sensitive land uses located south and west of Runway 10R/28L would be within the DNL 65 contour, much of the area falls within the EIS sound Insulation Program footprint. **Table 2** compares acreages between the 2018 NEM and the 2019 Single Runway Condition. It should be noted that each contour level is inclusive of subsequent contour levels. (E.g., DNL65+ includes both DNL 70+ and DNL75+.)

**TABLE 2
DNL CONTOUR ACREAGES**

| Noise Contour | 2018 NEM | 2019 Single Runway | Delta |
|---------------|----------|--------------------|---------|
| DNL 65+ | 3,445.7 | 2,573.1 | (872.6) |
| DNL 70+ | 1,169.7 | 968.3 | (201.4) |
| DNL 75+ | 459.6 | 332.9 | (126.7) |

SOURCE: AEDT 2d; ESA,2019



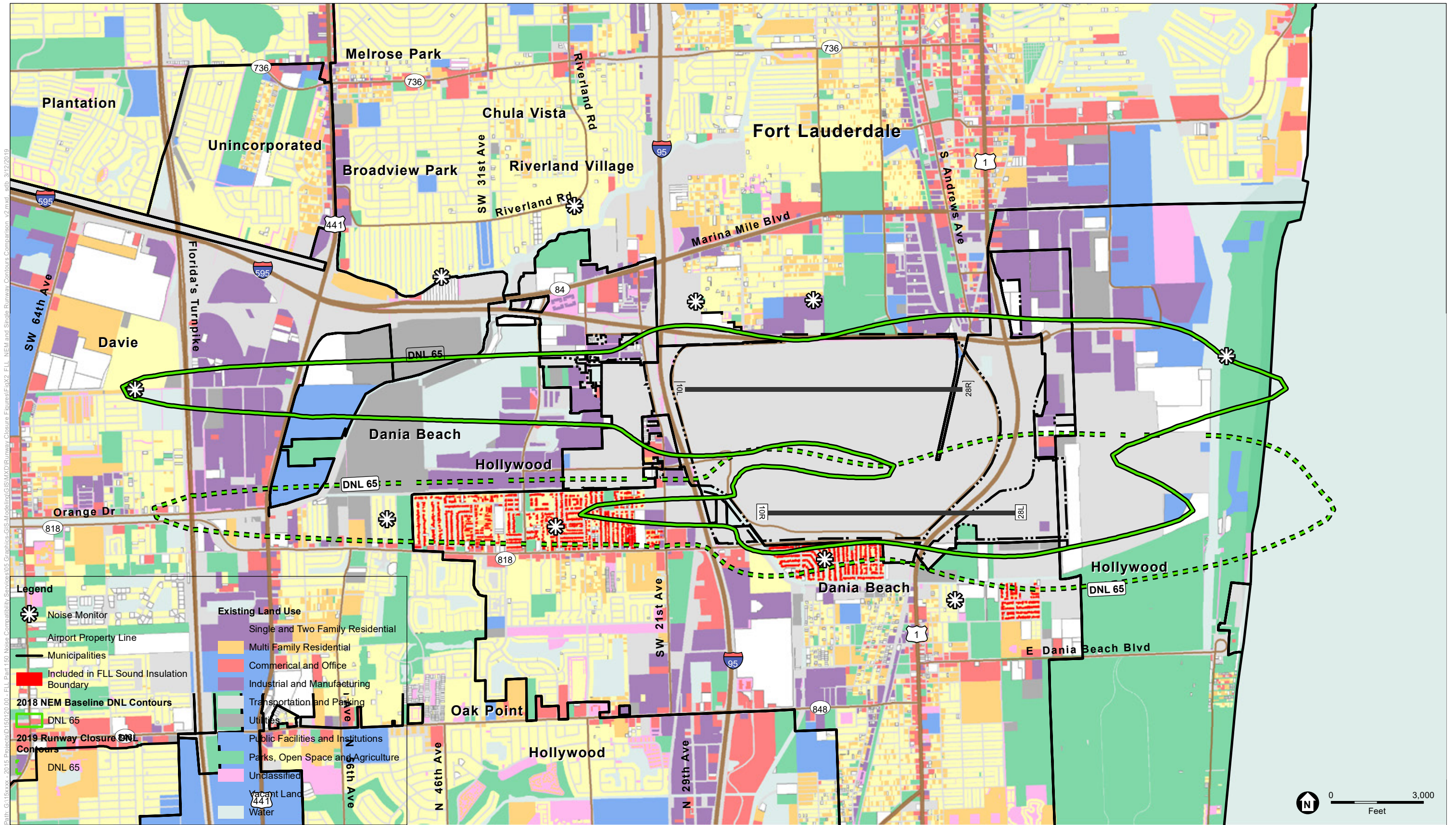
Path: G:\15xxxx - 2015 Projects\150120.00 - FLL Part 150 Notes - Compatibility Services\05 Graphics-GIS\Modelling\GIS\MXD\Runway_Closure_Figures\FigX1_FLL_2019 Single Runway Closure Contours_V2.mxd_sdb_3/12/2019

SOURCE: Esri; AEDT 2d; ESA, 2019

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Figure X1
2019 Runway Closure DNL Contours
Fort Lauderdale-Hollywood International Airport





SOURCE: Esri; Broward County GIS Parcel Data Set, October 2017; AEDT 2d; Adapted by Arora Engineers and ESA, 2018 and 2019

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Figure X2
2018 NEM Baseline and 2019 Single Runway Condition DNL 65 Contours and Generalized Existing Land Uses
Fort Lauderdale-Hollywood International Airport

