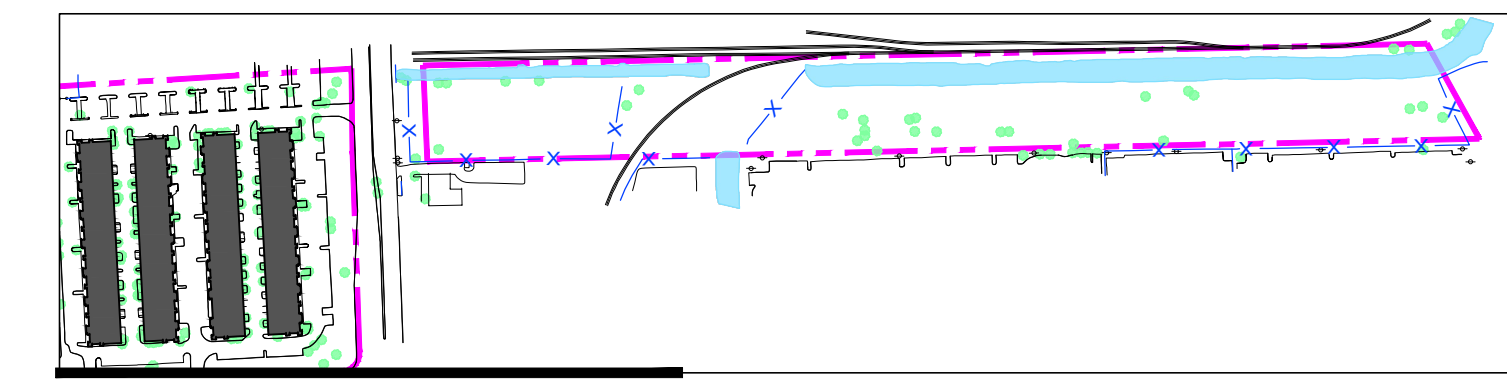


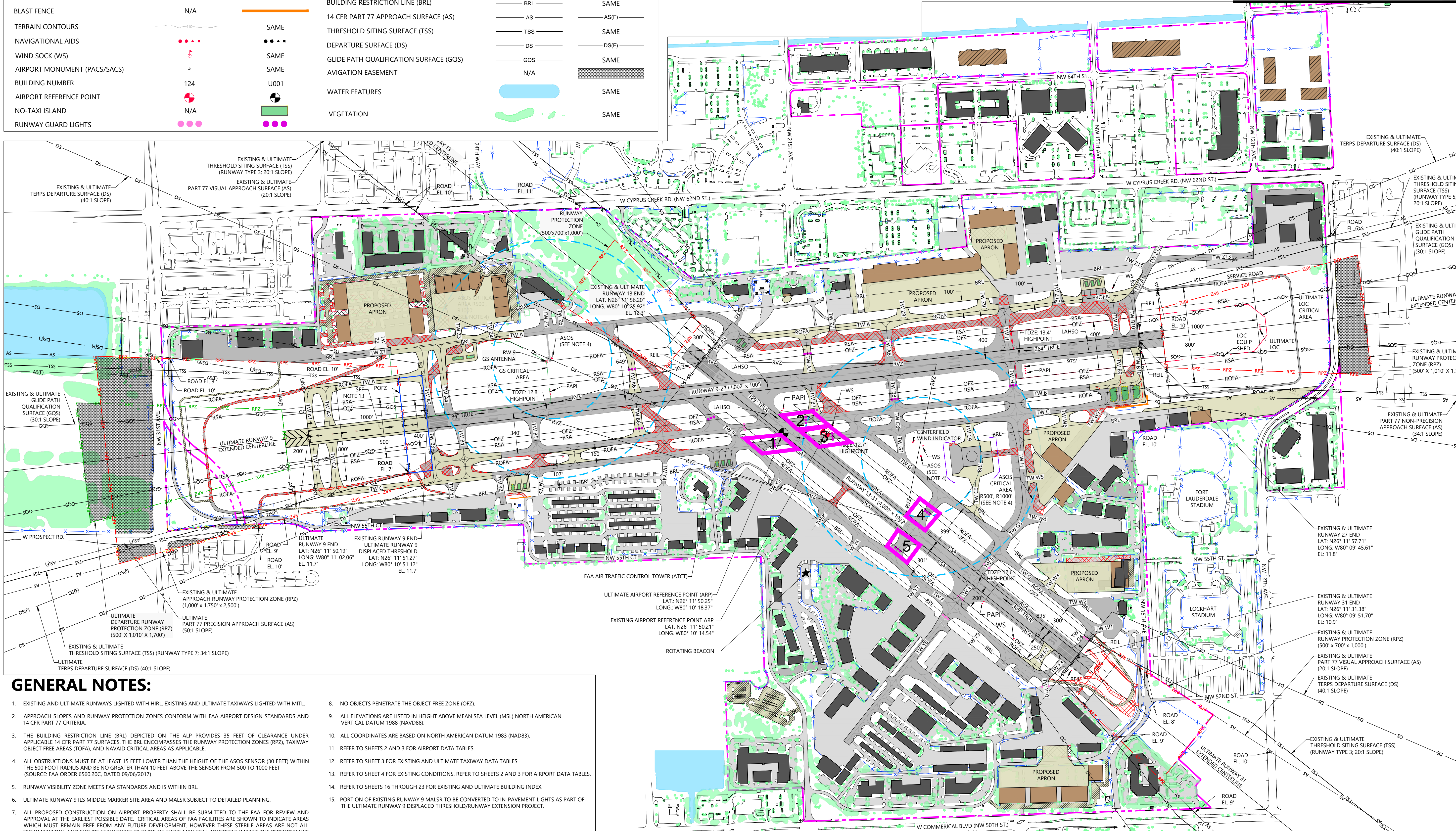
# LEGEND

FEATURE	EXISTING	ULTIMATE	FEATURE	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE		N/A	ILS LOCALIZER CRITICAL AREA		SAME
AIRFIELD PAVEMENT			ILS GLIDE SLOPE CRITICAL AREA		SAME
ON-AIRPORT BUILDINGS			ASOS CRITICAL AREA		SAME
ON-AIRPORT NON-AVIATION BUILDINGS	N/A		RUNWAY SAFETY AREA (RSA)	REFER TO SHEET 4	RSA
OFF-AIRPORT BUILDINGS		SAME	RUNWAY OBJECT FREE AREA (ROFA)	REFER TO SHEET 4	ROFA
BUILDINGS TO BE DEMOLISHED	N/A		RUNWAY OBJECT FREE ZONE (ROFZ)	REFER TO SHEET 4	OFZ
OBJECT/PAVEMENT TO BE DEMOLISHED	N/A		APPROACH RUNWAY PROTECTION ZONE (RPZ)		SAME
ROADS & PARKING			DEPARTURE RUNWAY PROTECTION ZONE (RPZ)	N/A	RPZ
AOA/SECURITY/OTHER FENCING		N/A	RUNWAY VISIBILITY ZONE (RVZ)	REFER TO SHEET 4	RVZ
BLAST FENCE	N/A		PRECISION OBJECT FREE ZONE (POFZ)		SAME
TERRAIN CONTOURS		SAME	BUILDING RESTRICTION LINE (BRL)		SAME
NAVIGATIONAL AIDS			14 CFR PART 77 APPROACH SURFACE (AS)		AS(F)
WIND SOCK (WS)		SAME	THRESHOLD SITING SURFACE (TSS)		SAME
AIRPORT MONUMENT (PACS/SACS)		SAME	DEPARTURE SURFACE (DS)		DS(F)
BUILDING NUMBER	124	U001	GLIDE PATH QUALIFICATION SURFACE (GQS)		SAME
AIRPORT REFERENCE POINT			AVIGATION EASEMENT	N/A	
NO-TAXI ISLAND	N/A		WATER FEATURES		SAME
RUNWAY GUARD LIGHTS			VEGETATION		SAME



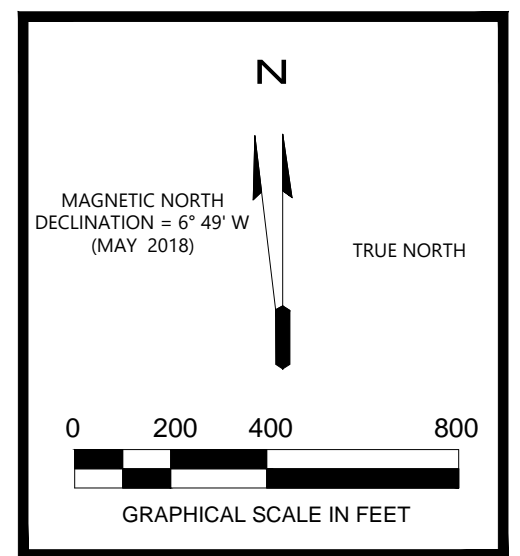
MATCH LINE

MATCH LINE



## GENERAL NOTES:

- EXISTING AND ULTIMATE RUNWAYS LIGHTED WITH HIRL, EXISTING AND ULTIMATE TAXIWAYS LIGHTED WITH MITL.
- APPROACH SLOPES AND RUNWAY PROTECTION ZONES CONFORM WITH FAA AIRPORT DESIGN STANDARDS AND 14 CFR PART 77 CRITERIA.
- THE BUILDING RESTRICTION LINE (BRL) DEPICTED ON THE ALP PROVIDES 35 FEET OF CLEARANCE UNDER APPLICABLE 14 CFR PART 77 SURFACES. THE BRL ENCOMPASSES THE RUNWAY PROTECTION ZONES (RPZ), TAXIWAY OBJECT FREE AREAS (TOFA), AND NAVAID CRITICAL AREAS AS APPLICABLE.
- ALL OBSTRUCTIONS MUST BE AT LEAST 15 FEET LOWER THAN THE HEIGHT OF THE ASOS SENSOR (30 FEET) WITHIN THE 500 FOOT RADIUS AND BE NO GREATER THAN 10 FEET ABOVE THE SENSOR FROM 500 TO 1000 FEET (SOURCE: FAA ORDER 6560.20C, DATED 09/06/2017)
- RUNWAY VISIBILITY ZONE MEETS FAA STANDARDS AND IS WITHIN BRL.
- ULTIMATE RUNWAY 9 ILS MIDDLE MARKER SITE AREA AND MALSR SUBJECT TO DETAILED PLANNING.
- ALL PROPOSED CONSTRUCTION ON AIRPORT PROPERTY SHALL BE SUBMITTED TO THE FAA FOR REVIEW AND APPROVAL AT THE EARLIEST POSSIBLE DATE. CRITICAL AREAS OF FAA FACILITIES ARE SHOWN TO INDICATE AREAS WHICH MUST REMAIN FREE FROM ANY FUTURE DEVELOPMENT. HOWEVER, THESE STERILE AREAS ARE NOT ALL ENCOMPASSING, AND FUTURE STRUCTURES OUTSIDE OF THESE MAY STILL ADVERSELY IMPACT THE PERFORMANCE OF THE ASSOCIATED FAA FACILITIES.
- NO OBJECTS PENETRATE THE OBJECT FREE ZONE (OFZ).
- ALL ELEVATIONS ARE LISTED IN HEIGHT ABOVE MEAN SEA LEVEL (MSL) NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88).
- ALL COORDINATES ARE BASED ON NORTH AMERICAN DATUM 1983 (NAD83).
- REFER TO SHEETS 2 AND 3 FOR AIRPORT DATA TABLES.
- REFER TO SHEET 3 FOR EXISTING AND ULTIMATE TAXIWAY DATA TABLES.
- REFER TO SHEET 4 FOR EXISTING CONDITIONS. REFER TO SHEETS 2 AND 3 FOR AIRPORT DATA TABLES.
- REFER TO SHEETS 16 THROUGH 23 FOR EXISTING AND ULTIMATE BUILDING INDEX.
- PORTION OF EXISTING RUNWAY 9 MALSR TO BE CONVERTED TO IN-PAVEMENT LIGHTS AS PART OF THE ULTIMATE RUNWAY 9 DISPLACED THRESHOLD/RUNWAY EXTENSION PROJECT.



NO.	REVISIONS	DATE

# ULTIMATE AIRPORT LAYOUT PLAN

DRAWN BY: JA  
 CHECKED BY: SC  
 PREPARED BY:  
 RICONDO & ASSOCIATES, INC.  
 PREPARED FOR:  
 CITY OF FORT LAUDERDALE  
 DATE:  
 AUGUST 2019