U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
8427 Southpark Circle, Suite 524
Orlando, FL 32819-9058

Phone: (407) 487-7231
Fax: (407) 487-7135

October 7, 2019

Mr. Rufus A. James
Airport Manager
Fort Lauderdale Executive Airport
6000 N.W. 21st Avenue
Fort Lauderdale, FL 33309

Dear Mr. James:

RE: Fort Lauderdale Executive Airport; Fort Lauderdale, FL
Conditional Airport Layout Plan Approval

The Fort Lauderdale Executive Airport Layout Plan (ALP), prepared by Ricondo & Associates, Inc. approved and the master plan is accepted. A signed copy of the approved ALP is enclosed.

Aeronautical studies (2019-ASO-1795-NRA and 2019-ASO-2047-NRA) were conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement or other means.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Please attach this letter to the Airport Layout Plan and retain it in the airport. We wish you great success in your plans for the development of the airport.

Sincerely,

Marisol C. Elliott

Marisol C. Elliott
Community Planner

Enclosure

cc:
AJV-E2 w/ALP sheet (via AGIS)
AJV-E24 w/ALP sheet (via AGIS)
AJW-E24B w/ALP sheet (via AGIS)
ASO-290 w/ALP sheet (via AGIS)
FDOT/4 w/ALP set
Ricondo w/ALP set

CITY PROJECT N□: 12070
FDOT FIN N□: 431012□1□94□01

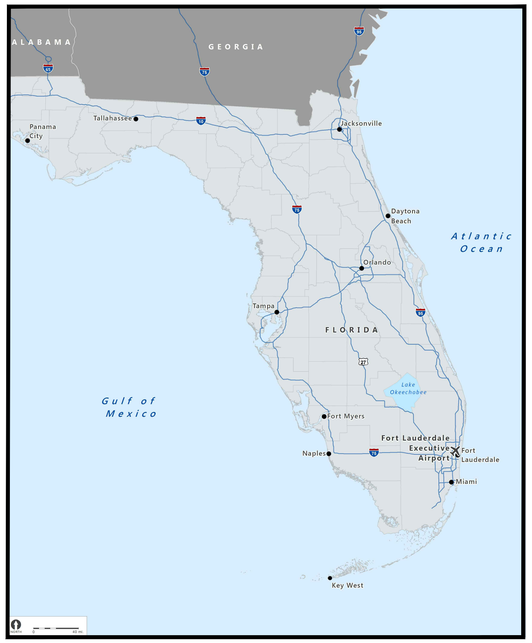
AIRPORT LAYOUT PLAN
FORT LAUDERDALE EXECUTIVE AIRPORT (FXE)
FORT LAUDERDALE, FLORIDA

PREPARED FOR:

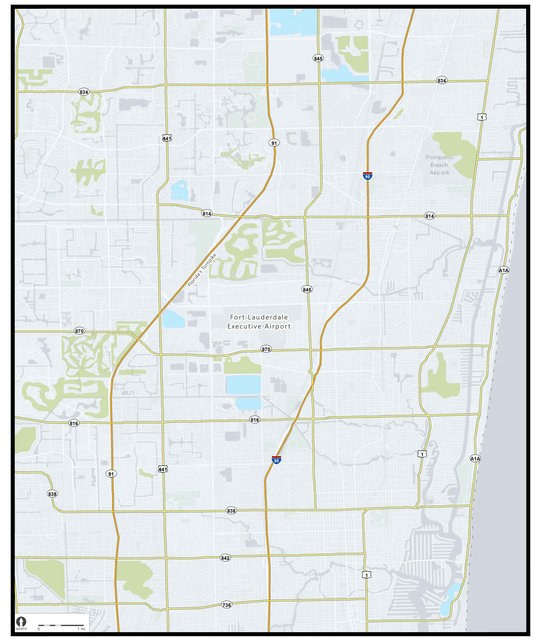
CITY OF FORT LAUDERDALE

FORT LAUDERDALE, FLORIDA

LOCATION MAP



VICINITY MAP



CITY OF FORT LAUDERDALE
AIRPORT MANAGEMENT

RUFUS A. JAMES	AIRPORT MANAGER
CARLTON HARRISON	ASSISTANT AIRPORT MANAGER
SPENCER THORNTON	ASSISTANT AIRPORT MANAGER

CITY OF FORT LAUDERDALE
100 NORTH ANDREWS AVENUE
FORT LAUDERDALE, FL 33301

CITY OF FORT LAUDERDALE
CITY COMMISSION

DEAN J. TRANTALIS	MAYOR
HEATHER MORAITIS	DISTRICT ONE
STEVEN GLASSMAN	DISTRICT TWO
ROBERT L. McKINZIE	DISTRICT THREE
BEN SORENSEN	DISTRICT FOUR

FXE FORT LAUDERDALE EXECUTIVE AIRPORT

PREPARED BY:

RICONDO®

RICONDO & ASSOCIATES, INC.
200 EAST ROBINSON STREET, SUITE 300
ORLANDO, FL 32801
PHONE: (407) 381-5730

JANUARY 2019

INDEX OF DRAWINGS

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3	AIRPORT DATA SHEET (SHEET 2 OF 2)		
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FAA APPRO□AL

FEDERAL A□IATION ADMINISTRATION DATE□

FDOT APPRO□AL

FLORIDA DEPARTMENT OF TRANSPORTATION DATE□

AIRPORT APPRO□AL

FORT LAUDERDALE E□ECUTI□E AIRPORT □AIRPORT MANA□ER DATE□

DRAFT - *FOR DISCUSSION PURPOSES ONLY*

RUNWAY DATA

DESCRIPTION		RUNWAY 9-27				RUNWAY 13-31			
		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
		RUNWAY 9	RUNWAY 27	RUNWAY 9	RUNWAY 27	RUNWAY 13	RUNWAY 31	RUNWAY 13	RUNWAY 31
RUNWAY DESIGN CODE		C-III-2400		SAME		B-II-5000		SAME	
CRITICAL AIRCRAFT		G-V / G550		G550 / G650		CESSNA 208, PILATUS PC12, BEECHCRAFT KING AIR		SAME	
APPROACH REFERENCE CODE (APRC)		B/III/4000 D/II/4000 B/II/2400	B/III/4000 D/II/4000 B/II/2400	SAME	SAME	B/III/5000 D/II/5000	B/III/5000 D/II/5000	SAME	SAME
DEPARTURE REFERENCE CODE (DPRC)		B/III D/II	B/III D/II	SAME	SAME	B/III D/II	B/III D/II	SAME	SAME
RUNWAY LENGTH		6,002'		7,002'		4,000'		SAME	
RUNWAY WIDTH		100'		SAME		100'		SAME	
PAVEMENT STRENGTH BY:	WHEEL LOADING (x 1000 LBS.)	S = 57.5		SAME		S = 70		SAME	
		D = 81		SAME		D = 101		SAME	
		2D = 156		SAME		2D = N/A		SAME	
PAVEMENT STRENGTH BY:	PCN	18 F/A/X/T		SAME		26 F/B/X/T		SAME	
TRUE BEARING		84°	264°	SAME	SAME	129°	309°	SAME	SAME
MAGNETIC BEARING		91°	271°	SAME	SAME	136°	316°	SAME	SAME
RUNWAY SHOULDER WIDTH		20'		SAME		30'-40'		SAME	
BLAST PAD LENGTH		200'	200'	SAME	SAME	150'	150'	SAME	SAME
BLAST PAD WIDTH		140'	140'	SAME	SAME	140'	140'	SAME	SAME
RUNWAY END ELEVATION (MSL)		11.7'	11.8'	SAME	SAME	12.3'	10.9'	SAME	SAME
RUNWAY END COORDINATES	LATITUDE	N26° 11' 51.27"	N26° 11' 57.71"	N26° 11' 50.19"	SAME	N26° 11' 56.20"	N26° 11' 31.38"	SAME	SAME
	LONGITUDE	W80° 10' 51.12"	W80° 09' 45.61"	W80° 11' 02.05"	SAME	W80° 10' 25.92"	W80° 09' 51.70"	SAME	SAME
DISPLACED THRESHOLD COORDINATES	LATITUDE	N/A	N/A	N26° 11' 51.27"	N/A	N/A	N/A	N/A	N/A
	LONGITUDE	N/A	N/A	W80° 10' 51.12"	N/A	N/A	N/A	N/A	N/A
DISPLACED THRESHOLD DISTANCE		N/A	N/A	1,000'	N/A	N/A	N/A	N/A	N/A
DISPLACED RUNWAY THRESHOLD ELEVATION (MSL)		N/A	N/A	11.7'	N/A	N/A	N/A	N/A	N/A
RUNWAY TOUCHDOWN ZONE ELEVATION (MSL)		12.8'	13.4'	SAME	SAME	12.7'	12.6'	SAME	SAME
HIGHEST POINT ON RUNWAY CENTERLINE (MSL)		13.4'		SAME		12.7'		SAME	
LOWEST POINT ON RUNWAY CENTERLINE (MSL)		11.7'		SAME		10.9'		SAME	
EFFECTIVE GRADIENT (IN%)		0.0%		SAME		0.0%		SAME	
SURFACE COMPOSITION		ASPHALT		SAME		ASPHALT		SAME	
SURFACE CONDITION		GOOD		SAME		GOOD		SAME	
SURFACE TREATMENT		GROOVED		SAME		GROOVED		SAME	
RUNWAY LIGHTING		HIRL		SAME		MIRL		SAME	
RUNWAY MARKING		PRECISION		SAME		NON-PRECISION		SAME	
NAVAIDS		ILS, RVR LOC, GPS	REIL, GPS	SAME	SAME	NONE	NONE	NONE	NONE
APPROACH LIGHTING		PAPI-4L, MALSR	PAPI-4L, REIL	SAME	SAME	PAPI-2L, REIL	PAPI-2L, REIL	SAME	SAME
APPROACH VISIBILITY MINIMUMS		1/2 MILE	1 1/4 MILE	SAME	SAME	VISUAL	VISUAL	SAME	SAME
AERONAUTICAL SURVEY REQUIRED FOR APPROACH		VERTICALLY GUIDED	VERTICALLY GUIDED	SAME	SAME	NON-VERTICALLY GUIDED	NON-VERTICALLY GUIDED	SAME	SAME
PART 77 APPROACH CATEGORY		PIR	NPI	SAME	SAME	VISUAL	VISUAL	SAME	SAME
PART 77 APPROACH SLOPE		50:1	34:1	SAME	SAME	20:1	20:1	SAME	SAME
THRESHOLD SITING SURFACE (TSS) SLOPE		TYPE 7 (34:1)	TYPE 5 (20:1)	SAME	SAME	TYPE 3 (20:1)	TYPE 3 (20:1)	SAME	SAME
TERPS DEPARTURE SURFACE/OCS (SLOPE)		YES (40:1)	YES (40:1)	SAME	SAME	YES (40:1)	YES (40:1)	SAME	SAME
APPROACH RUNWAY PROTECTION ZONE (RPZ)	LENGTH	2,500'	1,700'	SAME	SAME	1,000'	1,000'	SAME	SAME
	INNER WIDTH	1,000'	500'	SAME	SAME	500'	500'	SAME	SAME
	OUTER WIDTH	1,750'	1,010'	SAME	SAME	700'	700'	SAME	SAME
DEPARTURE RUNWAY PROTECTION ZONE (RPZ)	LENGTH	N/A	N/A	1,700'	N/A	N/A	N/A	N/A	N/A
	INNER WIDTH	N/A	N/A	500'	N/A	N/A	N/A	N/A	N/A
	OUTER WIDTH	N/A	N/A	1,010'	N/A	N/A	N/A	N/A	N/A
RUNWAY SAFETY AREA (RSA)	LENGTH BEYOND RUNWAY END	1,000'		SAME		300'		SAME	
	WIDTH	500'		SAME		150'		SAME	
RUNWAY OBJECT FREE AREA (ROFA)	LENGTH BEYOND RUNWAY END	1,000'		SAME		300'		SAME	
	WIDTH	800'		SAME		500'		SAME	
OBSTACLE FREE ZONE (OFZ)	LENGTH BEYOND RUNWAY END	200'		SAME		200'		SAME	
	WIDTH	400'		SAME		400'		SAME	
PRECISION OBSTACLE FREE ZONE (POFZ)	LENGTH	200'	N/A	SAME	N/A	N/A	N/A	N/A	N/A
	WIDTH	800'	N/A	SAME	N/A	N/A	N/A	N/A	N/A
INNER APPROACH OBSTACLE FREE ZONE	LENGTH	2,400'	N/A	SAME	N/A	N/A	N/A	N/A	N/A
	WIDTH	400'	N/A	SAME	N/A	N/A	N/A	N/A	N/A

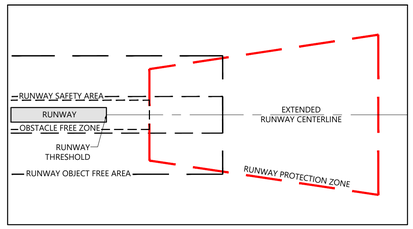
NOTE:

(S): SINGLE WHEEL
(D): DOUBLE WHEEL
(2D): DOUBLE TANDEM

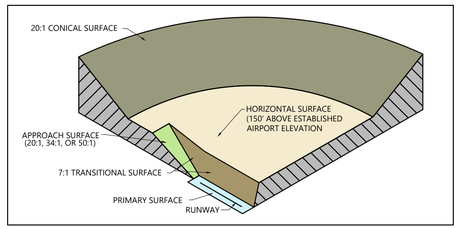
AIRPORT DATA

DESCRIPTION		EXISTING	ULTIMATE
AIRPORT AREA (ACRES)		898	SAME
AIRPORT ELEVATION (MSL)		13.4'	SAME
AIRPORT REFERENCE CODE (ARC)		C-III	SAME
AIRPORT REFERENCE POINT (ARP)	LATITUDE	N26° 11' 50.21"	N26° 11' 50.25"
	LONGITUDE	W80° 10' 14.54"	W80° 10' 18.37"
MEAN MAXIMUM TEMPERATURE - HOTTEST MONTH		90° F - JULY	SAME
DESIGN AIRCRAFT (AIRFIELD)		G-V / G550	G550 / G650
AIRPORT NAVAIDs		REIL, PAPI, MALSR, LOC, GS, RVR, ATCT, BEACON	SAME
MISCELLANEOUS FACILITIES		HITL, MITL, LIGHTED WIND SOCKS, ASOS	SAME
MAGNETIC VARIATION	DECLINATION	6° 49' W	SAME
	ANNUAL RATE OF CHANGE	0° 6' W	SAME
	DATE	1-May-18	SAME
	SOURCE	NATIONAL CENTERS FOR ENVIRONMENTAL INFORMATION, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION	SAME
NPIAS SERVICE LEVEL		NATIONAL/REGIONAL	SAME
STATE SERVICE LEVEL		RELIEVER	SAME

RUNWAY SURFACES / AREAS



TYPICAL 14 CFR PART 77 OBSTRUCTION SURFACES

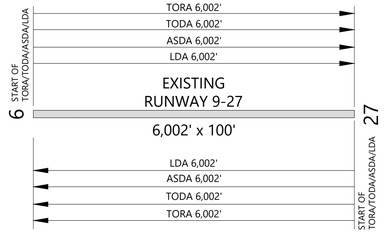


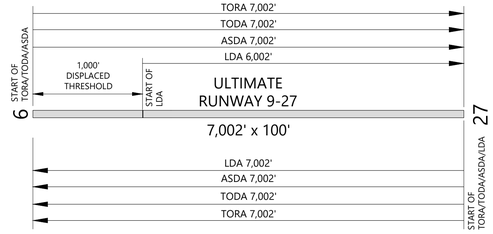
DECLARED DISTANCES

	EXISTING	ULTIMATE
RUNWAY 9		
TAKE-OFF RUN AVAILABLE (TORA)	6,002'	7,002'
TAKE-OFF DISTANCE AVAILABLE (TODA)	6,002'	7,002'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	6,002'	7,002'
LANDING DISTANCE AVAILABLE (LDA)	6,002'	SAME
RUNWAY 27		
TAKE-OFF RUN AVAILABLE (TORA)	6,002'	7,002'
TAKE-OFF DISTANCE AVAILABLE (TODA)	6,002'	7,002'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	6,002'	7,002'
LANDING DISTANCE AVAILABLE (LDA)	6,002'	7,002'

NOTE:

NO DECLARED DISTANCES FOR RUNWAY 13-31.





ABBREVIATIONS/ACRONYMS

ARP	AIRPORT REFERENCE POINT
ASOS	AUTOMATED SURFACE OBSERVATION SYSTEM
ATCT	AIR TRAFFIC CONTROL TOWER
AVE	AVENUE
BLVD	BOULEVARD
BRL	BUILDING RESTRICTION LINE
CBP	U.S. CUSTOMS AND BORDER PROTECTION
DECL	DECLINATION
DHS	DEPARTMENT OF HOMELAND SECURITY
DR	DRIVE
EL	ELEVATION
F	FAHRENHEIT
FAA	FEDERAL AVIATION ADMINISTRATION
FAR	FEDERAL AVIATION REGULATION
GS	GLIDE SLOPE
HIRL	HIGH INTENSITY RUNWAY LIGHTS
IAP	INSTRUMENT APPROACH PROCEDURE
ILS	INSTRUMENT LANDING SYSTEM
LAT	LATITUDE
LOC	LOCALIZER
LONG	LONGITUDE
MALSR	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM
MIRL	MEDIUM INTENSITY RUNWAY LIGHTING
MITL	MEDIUM INTENSITY TAXIWAY LIGHTING
MPH	MILES PER HOUR
MSL	MEAN SEA LEVEL
NCDC	NATIONAL CLIMATE DATA CENTER
NCEI	NATIONAL CENTERS OF ENVIRONMENTAL INFORMATION

ABBREVIATIONS/ACRONYMS

NOAA	NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION
PIR	PRECISION INSTRUMENT RUNWAY
OCS	OBSTACLE CLEARANCE SURFACE
OFA	OBJECT FREE AREA
PACS	PRIMARY AIRPORT CONTROL STATION
PAPI	PRECISION APPROACH PATH INDICATOR
PCN	PAVEMENT CLASSIFICATION NUMBER
NPI	NON-PRECISION INSTRUMENT
PK	AUTOMOBILE PARKING
POFZ	PRECISION OBSTACLE FREE ZONE
RD	ROAD
REIL	RUNWAY END IDENTIFIER LIGHTS
ROFA	RUNWAY OBJECT FREE AREA
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
RVR	RUNWAY VISUAL RANGE
RVZ	RUNWAY VISIBILITY ZONE
R.O.W.	RIGHT OF WAY
R/W	RUNWAY
SACS	SECONDARY AIRPORT CONTROL STATION
S.R.	STATE ROAD
ST	STREET
TDZE	TOUCHDOWN ZONE ELEVATION
TESM	TAXIWAY EDGE SAFETY MARGIN
TOFA	TAXIWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
T/W	TAXIWAY
WS	WIND SOCK

MODIFICATION OF STANDARDS

APPROVAL DATE	DESCRIPTION
10/4/1996	ALLOW SEPARATION DISTANCE FROM TAXIWAY F TO RUNWAY 9-27 TO REMAIN AT 305 FEET. RELOCATE EASTERNMOST 1,100 FEET OF TAXIWAY TO THE 305 FOOT SEPARATION.
2005	REDUCE SEPARATION DISTANCE FROM TAXIWAY A TO RUNWAY 9-27 TO 340 FEET. CLOSE TAXIWAY A WEST OF TAXIWAY B WHEN CEILING IS BELOW 800 AND VISIBILITY MINIMUMS ARE LESS THAN TWO MILES.

GENERAL NOTES:

1. ALL ELEVATIONS IN FEET ABOVE MEAN SEA LEVEL (MSL) USING THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
2. ALL LATITUDES AND LONGITUDES USING THE NORTH AMERICAN DATUM OF 1983 (NAD 83).
3. REFER TO SHEET 3 FOR ADDITIONAL AIRPORT DATA.
4. REFER TO SHEET 4 FOR EXISTING AIRPORT LAYOUT PLAN.
5. REFER TO SHEET 5 FOR ULTIMATE AIRPORT LAYOUT PLAN.

FORT LAUDERDALE EXECUTIVE AIRPORT

RICONDO & ASSOCIATES, INC.
200 EAST ROBINSON STREET, SUITE 300
ORLANDO, FL 32801
PHONE (407) 381-5730

NO.	REVISIONS	DATE

AIRPORT DATA SHEET (SHEET 1 OF 2)

DRAWN BY: JA

CHECKED BY: SC

PREPARED BY:
RICONDO & ASSOCIATES, INC.

PREPARED FOR:
CITY OF FORT LAUDERDALE

DATE:
JANUARY 2019

DRAFT - *FOR DISCUSSION PURPOSES ONLY*

EXISTING TAXIWAY DATA

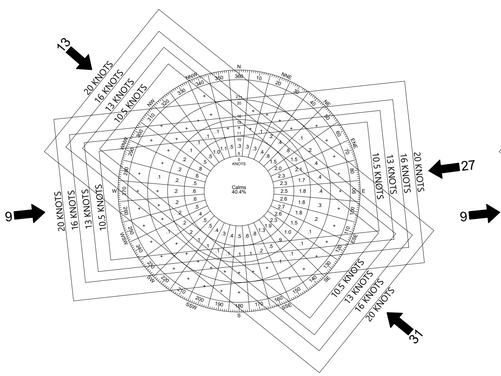
NAME	WIDTH					LIGHTING	OBJECTS INSIDE TSA AND TOFA	SEPARATION FROM TAXIWAY CL TO FIXED MOVABLE OBJECT
	TAXIWAY	SHOULDER	TSA	TOFA	TESM			
A	50'-55'	N/A	118'	186'	10'	MITL	None	93'
B	45'-50'	N/A	118'	186'	10'	MITL	None	93'
B1	80'	N/A	118'	186'	10'	MITL	None	93'
B2	80'	N/A	118'	186'	10'	MITL	None	93'
B3	95'	N/A	118'	186'	10'	MITL	None	93'
B4	80'	N/A	118'	186'	10'	MITL	None	93'
B5	50'	N/A	118'	186'	10'	MITL	None	93'
C	50'	N/A	118'	186'	10'	MITL	None	93'
C1	110'	N/A	118'	186'	10'	MITL	None	93'
C2	110'	N/A	118'	186'	10'	MITL	None	93'
C3	40'	N/A	118'	186'	10'	MITL	None	93'
C4	90'	N/A	118'	186'	10'	MITL	None	93'
D	55'	N/A	118'	186'	10'	MITL	None	93'
E	50'	N/A	118'	186'	10'	MITL	None	93'
E1	50'	N/A	118'	186'	10'	MITL	None	93'
E2	50'	N/A	118'	186'	10'	MITL	None	93'
F	50'	N/A	118'	186'	10'	MITL	None	93'
F1	50'	N/A	118'	186'	10'	MITL	None	93'
F2	50'	N/A	118'	186'	10'	MITL	None	93'
F3	50'	N/A	118'	186'	10'	MITL	None	93'
F5	60'	N/A	118'	186'	10'	MITL	None	93'
F9	50'	N/A	118'	186'	10'	MITL	None	93'
G	50'	N/A	118'	186'	10'	MITL	None	93'
G7	50'	N/A	118'	186'	10'	MITL	None	93'
G8	65'	N/A	118'	186'	10'	MITL	None	93'
H	35'-65'	N/A	118'	186'	10'	MITL	None	93'
J	75'	N/A	118'	186'	10'	MITL	None	93'
L	60'	N/A	118'	186'	10'	MITL	None	93'
M	65'-110'	N/A	118'	186'	10'	MITL	None	93'
N	45'-90'	N/A	118'	186'	10'	MITL	None	93'
P	75'	N/A	118'	186'	10'	MITL	None	93'
Q	35'-65'	N/A	118'	186'	10'	MITL	None	93'
R	55'	N/A	118'	186'	10'	MITL	None	93'
S	50'	N/A	118'	186'	10'	MITL	None	93'
S1	40'	N/A	118'	186'	10'	MITL	None	93'
S2	50'	N/A	118'	186'	10'	MITL	None	93'
S3	50'	N/A	118'	186'	10'	MITL	None	93'

ULTIMATE TAXIWAY DATA

NAME (PREV)	WIDTH					LIGHTING	OBJECTS INSIDE TSA AND TOFA	SEPARATION FROM TAXIWAY CL TO FIXED MOVABLE OBJECT
	TAXIWAY	SHOULDER	TSA	TOFA	TESM			
A (F)(F3)(S)	50'	N/A	118'	186'	10'	MITL	None	93'
A1	50'	N/A	118'	186'	10'	MITL	None	93'
A2	50'	N/A	118'	186'	10'	MITL	None	93'
A3 (L)	60'	N/A	118'	186'	10'	MITL	None	93'
A4 (P)	75'	N/A	118'	186'	10'	MITL	None	93'
A5 (F5)	60'	N/A	118'	186'	10'	MITL	None	93'
A6 (B)	45'-50'	N/A	118'	186'	10'	MITL	None	93'
A7	50'	N/A	118'	186'	10'	MITL	None	93'
A8 (N)	45'-90'	N/A	118'	186'	10'	MITL	None	93'
A9 (R)	55'	N/A	118'	186'	10'	MITL	None	93'
A10 (S)	50'	N/A	118'	186'	10'	MITL	None	93'
B (A)	50'-55'	N/A	118'	186'	10'	MITL	None	93'
B3 (E)	50'	N/A	118'	186'	10'	MITL	None	93'
B4 (J)	75'	N/A	118'	186'	10'	MITL	None	93'
B5 (H)	35'-65'	N/A	118'	186'	10'	MITL	None	93'
B6 (Q)	35'-65'	N/A	118'	186'	10'	MITL	None	93'
B7	50'	N/A	118'	186'	10'	MITL	None	93'
B8 (N)	45'-90'	N/A	118'	186'	10'	MITL	None	93'
B9 (C)	50'	N/A	118'	186'	10'	MITL	None	93'
B10 (C)	50'	N/A	118'	186'	10'	MITL	None	93'
C (E)	50'	N/A	118'	186'	10'	MITL	None	93'
C1	110'	N/A	118'	186'	10'	MITL	None	93'
C2	110'	N/A	118'	186'	10'	MITL	None	93'
C3 (E)	50'	N/A	118'	186'	10'	MITL	None	93'
C4 (J)	75'	N/A	118'	186'	10'	MITL	None	93'
C5	50'	N/A	118'	186'	10'	MITL	None	93'
C8 (N)	45'-90'	N/A	118'	186'	10'	MITL	None	93'
C9	50'	N/A	118'	186'	10'	MITL	None	93'
C10	50'	N/A	118'	186'	10'	MITL	None	93'
D (M)	65'-110'	N/A	118'	186'	10'	MITL	None	93'
E (C)	50'	N/A	118'	186'	10'	MITL	None	93'
F (B)	45'-50'	N/A	118'	186'	10'	MITL	None	93'
F1 (N)	45'-90'	N/A	118'	186'	10'	MITL	None	93'
F2 (B)	45'-50'	N/A	118'	186'	10'	MITL	None	93'
F3 (B)	45'-50'	N/A	118'	186'	10'	MITL	None	93'
G (G)	50'	N/A	118'	186'	10'	MITL	None	93'
G1 (N)	45'-90'	N/A	118'	186'	10'	MITL	None	93'
G2	50'	N/A	118'	186'	10'	MITL	None	93'
G3 (C)	50'	N/A	118'	186'	10'	MITL	None	93'
G4 (G8)	65'	N/A	118'	186'	10'	MITL	None	93'
H (D)	55'	50'	118'	186'	10'	MITL	None	93'
W1 (G8)	65'	N/A	118'	186'	10'	MITL	None	93'
W2 (G7)	50'	N/A	118'	186'	10'	MITL	None	93'
W3	50'	N/A	118'	186'	10'	MITL	None	93'
W4	50'	N/A	118'	186'	10'	MITL	None	93'
W5	50'	N/A	118'	186'	10'	MITL	None	93'
W6	50'	N/A	118'	186'	10'	MITL	None	93'
W7	50'	N/A	118'	186'	10'	MITL	None	93'
Y1 (E1)	50'	N/A	118'	186'	10'	MITL	None	93'
Y2 (E2)	50'	N/A	118'	186'	10'	MITL	None	93'
Y3 (H)	35'-65'	N/A	118'	186'	10'	MITL	None	93'
Y4 (Q)	35'-65'	N/A	118'	186'	10'	MITL	None	93'
Y5 (B1)	80'	N/A	118'	186'	10'	MITL	None	93'
Y6 (B2)	80'	N/A	118'	186'	10'	MITL	None	93'
Y7 (B3)	95'	N/A	118'	186'	10'	MITL	None	93'
Y8 (C)	50'	N/A	118'	186'	10'	MITL	None	93'
Y9	50'	N/A	118'	186'	10'	MITL	None	93'
Y10 (B5)	50'	N/A	118'	186'	10'	MITL	None	93'
Z1 (F1)	50'	N/A	118'	186'	10'	MITL	None	93'
Z2	50'	N/A	118'	186'	10'	MITL	None	93'
Z3	50'	N/A	118'	186'	10'	MITL	None	93'
Z4 (F2)	50'	N/A	118'	186'	10'	MITL	None	93'
Z5	50'	N/A	118'	186'	10'	MITL	None	93'
Z6	50'	N/A	118'	186'	10'	MITL	None	93'
Z7	50'	N/A	118'	186'	10'	MITL	None	93'
Z8	50'	N/A	118'	186'	10'	MITL	None	93'
Z9	50'	N/A	118'	186'	10'	MITL	None	93'
Z10 (F9)	50'	N/A	118'	186'	10'	MITL	None	93'
Z11 (S1)	40'	N/A	118'	186'	10'	MITL	None	93'
Z12 (S2)	50'	N/A	118'	186'	10'	MITL	None	93'
Z13 (S3)	50'	N/A	118'	186'	10'	MITL	None	93'

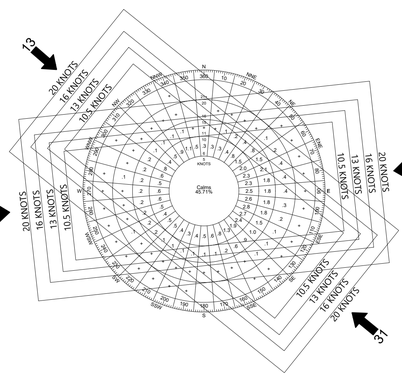
NOTE:

EXISTING TAXIWAY DESIGNATOR SHOWN IN PARENTHESIS TO BE RE-DESIGNATED IN ULTIMATE AIRFIELD DEVELOPMENT.



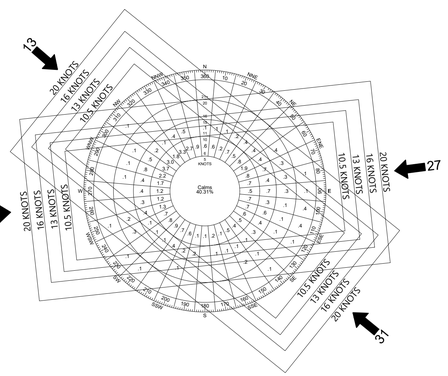
ALL WEATHER WIND ROSE

CROSSWIND COMPONENT	RUNWAY COVERAGE			
	Runway 09	Runway 27	Runway 13	Runway 31
10.5 KTS (12 mph)	85.08%	53.03%	81.84%	52.11%
	97.71%		93.55%	
	99.55%			
13 KTS (15 mph)	86.35%	53.58%	85.52%	52.79%
	99.54%		97.91%	
	99.89%			
16 KTS (18.4 mph)	86.62%	53.71%	86.94%	53.09%
	99.93%		99.64%	
	99.98%			
20 KTS (23 mph)	86.65%	53.74%	87.15%	53.21%
	99.99%		99.97%	
	100.00%			



IFR WIND ROSE

CROSSWIND COMPONENT	RUNWAY COVERAGE			
	Runway 09	Runway 27	Runway 13	Runway 31
10.5 KTS (12 mph)	64.30%	77.74%	61.54%	77.74%
	96.34%		93.58%	
	98.51%			
13 KTS (15 mph)	65.05%	79.16%	63.63%	78.86%
	98.51%		96.79%	
	99.33%			
16 KTS (18.4 mph)	65.72%	79.61%	65.50%	79.31%
	99.63%		99.10%	
	99.93%			
20 KTS (23 mph)	65.80%	79.69%	65.80%	79.54%
	99.78%		99.63%	
	99.93%			



VFR WIND ROSE

CROSSWIND COMPONENT	RUNWAY COVERAGE			
	Runway 09	Runway 27	Runway 13	Runway 31
10.5 KTS (12 mph)	85.40%	52.65%	82.15%	51.71%
	97.73%		93.55%	
	99.56%			
13 KTS (15 mph)	86.68%	53.18%	85.86%	52.39%
	99.56%		97.93%	
	99.90%			
16 KTS (18.4 mph)	86.94%	53.31%	87.27%	52.69%
	99.94%		99.65%	
	99.98%			
20 KTS (23 mph)	86.97%	53.34%	87.48%	52.80%
	99.99%		99.97%	
	100.00%			

STATION: 722039, FORT LAUDERDALE EXECUTIVE AIRPORT, FORT LAUDERDALE, FLORIDA

PERIOD OF RECORD: 2008 - 2017 (10 YEAR ANNUAL AVERAGED DATA)

WIND DATA SOURCE: NATIONAL CLIMATIC DATA CENTER
U.S. DEPARTMENT OF COMMERCE
ASHEVILLE, NORTH CAROLINA

NO. OF OBSERVATIONS: 87,595

NOTE:

1. REFER TO SHEET 2 FOR GENERAL NOTES.

FORT LAUDERDALE EXECUTIVE AIRPORT

RICONDO®
RICONDO & ASSOCIATES, INC.
200 EAST ROBINSON STREET, SUITE 300
ORLANDO, FL 32801
PHONE (407) 381-5730

NO.	REVISIONS	DATE

AIRPORT DATA SHEET (SHEET 2 OF 2)

DRAWN BY: JA

CHECKED BY: SC

PREPARED BY:
RICONDO & ASSOCIATES, INC.

PREPARED FOR:
CITY OF FORT LAUDERDALE

DATE:
JANUARY 2019

SHEET 3 OF 24

LEGEND

FEATURE	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE		N/A
AIRFIELD PAVEMENT		
ON-AIRPORT BUILDINGS		
ON-AIRPORT NON-AVIATION BUILDINGS	N/A	
OFF-AIRPORT BUILDINGS		SAME
BUILDINGS TO BE DEMOLISHED	N/A	
OBJECT/PAVEMENT TO BE DEMOLISHED	N/A	
ROADS & PARKING		
AOA/SECURITY/OTHER FENCING		N/A
BLAST FENCE	N/A	
TERRAIN CONTOURS		SAME
NAVIGATIONAL AIDS		
WIND SOCK (WS)		SAME
AIRPORT MONUMENT (PACS/SACS)		SAME
BUILDING NUMBER	124	U001
AIRPORT REFERENCE POINT		
NO-TAXI ISLAND	N/A	
RUNWAY GUARD LIGHTS		

FEATURE	EXISTING	ULTIMATE
ILS LOCALIZER CRITICAL AREA		SAME
ILS GLIDE SLOPE CRITICAL AREA		SAME
ASOS CRITICAL AREA		SAME
RUNWAY SAFETY AREA (RSA)	REFER TO SHEET 4	RSA
RUNWAY OBJECT FREE AREA (ROFA)	REFER TO SHEET 4	ROFA
RUNWAY OBJECT FREE ZONE (ROFZ)	REFER TO SHEET 4	OFZ
APPROACH RUNWAY PROTECTION ZONE (RPZ)	RPZ	SAME
DEPARTURE RUNWAY PROTECTION ZONE (RPZ)	N/A	RPZ
RUNWAY VISIBILITY ZONE (RVZ)	REFER TO SHEET 4	RVZ
PRECISION OBJECT FREE ZONE (POFZ)		SAME
BUILDING RESTRICTION LINE (BRL)	BRL	SAME
14 CFR PART 77 APPROACH SURFACE (AS)	AS	AS(F)
THRESHOLD SITING SURFACE (TSS)	TSS	SAME
DEPARTURE SURFACE (DS)	DS	DS(F)
GLIDE PATH QUALIFICATION SURFACE (GQS)	GQS	SAME
AVIGATION EASEMENT	N/A	
WATER FEATURES		SAME
VEGETATION		SAME

FAA APPROVAL

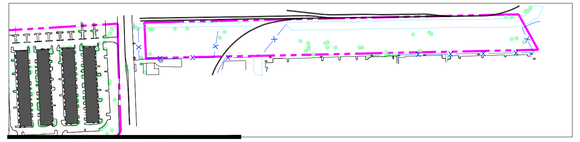
FEDERAL AVIATION ADMINISTRATION DATE:

FDOT APPROVAL

FLORIDA DEPARTMENT OF TRANSPORTATION DATE:

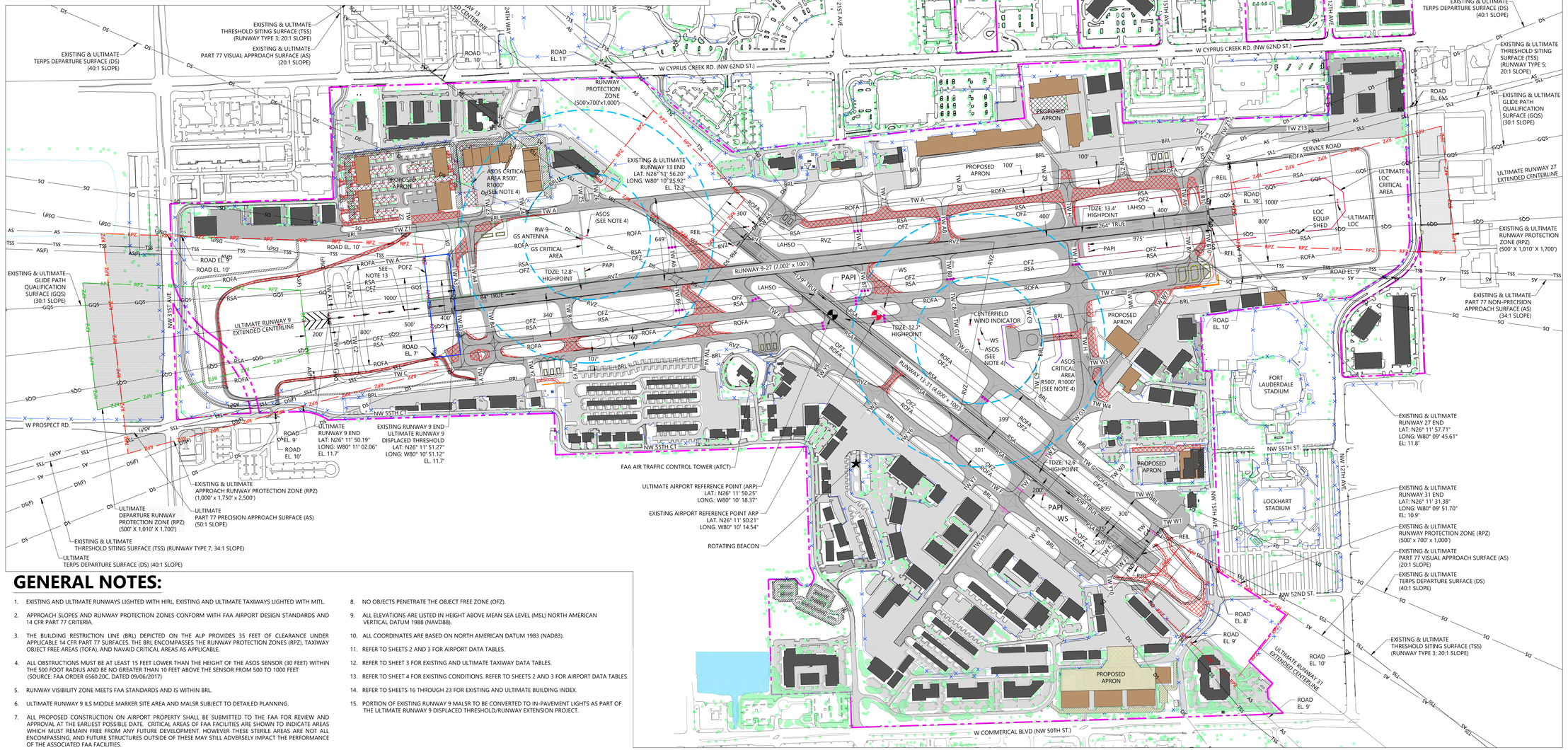
AIRPORT APPROVAL

FORT LAUDERDALE EXECUTIVE AIRPORT - AIRPORT MANAGER DATE:



MATCH LINE

MATCH LINE



GENERAL NOTES:

1. EXISTING AND ULTIMATE RUNWAYS LIGHTED WITH HIRL, EXISTING AND ULTIMATE TAXIWAYS LIGHTED WITH MITL.
2. APPROACH SLOPES AND RUNWAY PROTECTION ZONES CONFORM WITH FAA AIRPORT DESIGN STANDARDS AND 14 CFR PART 77 CRITERIA.
3. 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.
4. 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)
5. RUNWAY VISIBILITY ZONE MEETS FAA STANDARDS AND IS WITHIN BRL.
6. ULTIMATE RUNWAY 9 ILS MIDDLE MARKER SITE AREA AND MALSR SUBJECT TO DETAILED PLANNING.
7. 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.
8. NO OBJECTS PENETRATE THE OBJECT FREE ZONE (OFZ).
9. ALL ELEVATIONS ARE LISTED IN HEIGHT ABOVE MEAN SEA LEVEL (MSL) NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88).
10. ALL COORDINATES ARE BASED ON NORTH AMERICAN DATUM 1983 (NAD83).
11. REFER TO SHEETS 2 AND 3 FOR AIRPORT DATA TABLES.
12. REFER TO SHEET 3 FOR EXISTING AND ULTIMATE TAXIWAY DATA TABLES.
13. REFER TO SHEET 4 FOR EXISTING CONDITIONS. REFER TO SHEETS 2 AND 3 FOR AIRPORT DATA TABLES.
14. REFER TO SHEETS 16 THROUGH 23 FOR EXISTING AND ULTIMATE BUILDING INDEX.
15. 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.

FORT LAUDERDALE EXECUTIVE AIRPORT

N

MAGNETIC NORTH DECLINATION = 6° 49' W (MAY 2018)

TRUE NORTH

0 200 400 800

GRAPHICAL SCALE IN FEET

RICONDO & ASSOCIATES, INC.
200 EAST ROBINSON STREET, SUITE 300
ORLANDO, FL 32801
PHONE (407) 381-5730

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:
APRIL 2019

SHEET 5 OF 26