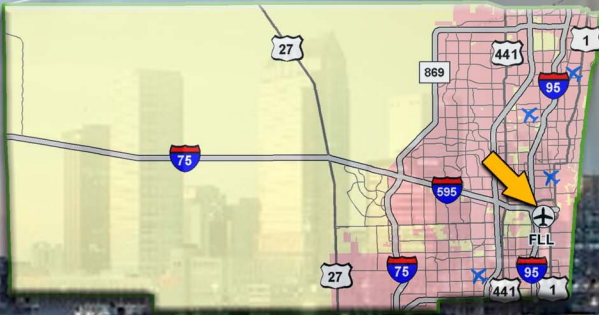


# FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT



FORT LAUDERDALE-HOLLYWOOD  
INTERNATIONAL AIRPORT  
BROWARD COUNTY, FLORIDA

## AIRPORT LOCATION



Fort Lauderdale-Hollywood International Airport is located in Broward County, approximately three miles southwest of Ft. Lauderdale. The airport is at the intersection of I-595 and I-95.



FORT LAUDERDALE  
COMMERCIAL SERVICE

## Existing Facilities

The airport is served by two parallel runways, and a third runway that intersects both parallel runways. Runway 9L/27R is 9,000 feet long and 150 feet wide; this is the primary runway at the airport. The asphalt surface is in good condition. This runway has high intensity runway lights and a parallel taxiway with medium intensity taxiway lights. There are PAPIs, a precision approach, and a non-precision approach that serve as landing aids. Runway 9R/27L is 5,276 feet long and 100 feet wide. It has medium intensity runway lights and a parallel taxiway with medium intensity taxiway lights. The runway is in good condition and has a non-precision approach. The crosswind runway, Runway 13/31, is 6,930 feet long by 150 feet wide. It has medium intensity runway lights and a parallel taxiway with medium intensity taxiway lights. This runway has a non-precision approach and is in good condition.

Landside facilities include a 1,524,000 square foot air carrier terminal with 57 gates equipped with passenger loading bridges. There is also a temporary administration complex 56,000 square feet in size. There are four general aviation terminal buildings located on the airport.

## Current and Forecast Demand

### COMMERCIAL AND GENERAL AVIATION

Fort Lauderdale/Hollywood International Airport serves a variety of general aviation needs, regional air cargo, and commercial airline demand. The current ARC for the airport is D-IV and the ASV is 230,000 annual operations. Pending capacity enhancing projects may increase the ASV after 2010, if they are carried out. There are currently 94 aircraft based at the airport. There are five helicopters, 23 single-engine aircraft, 34 jets, and 26 multi-engine aircraft. The FDOT work program does not include the development of more covered storage spaces.


The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools. Historic and forecast FDOT aviation activity information on file for Fort Lauderdale/Hollywood International Airport follows:

Fort Lauderdale/Hollywood International Airport	2009	2014	2019	2029
Based Aircraft	55	63	73	97
General Aviation Operations	43,661	48,205	53,223	64,878
Commercial Operations	226,494	252,529	281,557	350,005
Enplanements	10,258,118	11,834,354	13,652,791	18,170,848

Source: FDOT Aviation Office.

### COMMUNITY SERVICES

Fort Lauderdale/Hollywood International Airport is a large hub airport serving the commercial service needs of its market area. The airport is served by nearly all of the major network and low-cost carriers. The largest carriers include Spirit Airlines, Southwest Airlines, Delta Air Lines, and Jet-Blue Airways. The airport is South Florida's busiest domestic airport, and boasts a rapidly growing number of international destinations. It is the busiest General Aviation Port of Entry in the United States.



Regardless of its physical constraints, the airport is one of the fastest growing in Florida. Its proximity to Port Everglades, one of the most active cruise ship ports in the world, draws vacationers to the airport throughout the year. The airport also provides air cargo services and a variety of general aviation services, concentrating on business/corporate aircraft. Fifty percent of the airport's annual general aviation operations are business related and 20 percent are related to air taxi or charter. There is limited, if any, recreational flying at the airport. The vast majority of annual general aviation aircraft operations, 95 percent, are generated from visiting aircraft.

In the future, management does not predict an increase in flight training or sport-recreational operations. There will likely be an increase in business and air taxi operations. The largest plane the airport expects to serve on a regular basis in the next five to 10 years is the A330-300. The airport will continue to grow significantly, regardless of its numerous manmade, environmental, and community constraints. With surrounding wetlands, neighborhoods, and Interstates 95, 595 and US1, growth will need to be innovative in order to maintain the airport's profile as an "easy-in, easy-out" facility. The airport would like to become more involved in short/medium haul international travel, develop international air cargo, and increase hangar space. The airport's purpose is to serve the community, and it would like to do what it can to meet demand.

There are various business/industrial parks north, south, and west of the airport, but none are directly related to the airport. There are no military aircraft based at the airport, but there are approximately 700 transient military operations annually. The federal government has a fuel contract with one or more FBOs; hence transient military aircraft occasionally refuel at Fort Lauderdale/Hollywood. Support aircraft for warships making port calls utilize the airport, as do Coast Guard aircraft and support aircraft associated with the Naval Surface Warfare Center. Additionally, a large number of military aircraft utilize the airport during Fleet Week and the Air and Sea Show.

## **OTHER AIRPORT CHARACTERISTICS**

The airport's most recent master plan was completed in 1994 and an ALP was completed in 2009. Fort Lauderdale/Hollywood International Airport has a uniquely aggressive vision for the future of this facility. The essential goal is to evolve the airport to provide sufficient facilities to meet the needs of the air carriers while maintaining a competitive cost structure. With these initiatives, the airport hopes to increase the volume of travelers and decrease congestion. The airport has recently completed a master plan update that will guide the future development of the airport for the next twenty years.

## CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport is a large hub serving commercial service needs along with air cargo, corporate and limited military. The airport is currently embarking on a project to extend Runway 9R/27L to 8,000 feet in length and redevelop a portion of the international terminal concourse facility. Management anticipates that at some point in the future there will be development of an intermodal facility adjacent to the airport that will become the center for transient light rail, busses, and transportation to the port. The airport also anticipates more short and medium haul international flights, international cargo and hangar development. The analysis indicates that the airport scored a zero for all Commercial Service and most Community Airport capabilities because of D/C ratio above 100 percent. Improvements aimed at increasing capacity would significantly improve the capabilities of the airport. Aside from the capacity issue, expansion of facilities and services to serve demand in commercial service and community airport segments should be feasible during the planning period.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism	X	X
Business	X	X
Air Cargo	X	X
International	X	X

GENERAL AVIATION AIRPORT ROLE		
Flight Training		
Corporate	X	X
Tourism	X	X
Recreational / Sport		
Business / Recreational		