

TECHNICAL REPORT #7

# Palm Beach International Airport Airport Layout Plan

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# **Palm Beach International Airport Layout Plan**

**Palm Beach International Airport**

Prepared for  
**Palm Beach County Department of Airports**

OCTOBER 2006

**CH2MHILL**

In Association with Ricondo & Associates, Inc.



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- 1 Airport Layout Plan

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- A FAA Airport Layout Plan Drawing Set Checklist

SECTION 1

# **Airport Layout Plan Narrative**

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# Airport Layout Plan Narrative

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## 1.1 Introduction

The proposed 20-year development plan for Palm Beach International Airport's (PBI) Airport Layout Plan (ALP) is a graphic depiction of existing and ultimate airport facilities that will be required to enable the airport to accommodate the forecast future demand. The drawings were prepared in accordance with Federal Aviation Administration (FAA) guidelines as defined in FAA Advisory Circular 150/5070-6A, *Airport Master Plans*, and Advisory Circular 150/5300-13, Change 10, *Airport Design*. Furthermore, the ALP provides both airport and airfield facility data and design criteria which is required to define relationships with applicable planning and design standards. The Airport Improvement Program (AIP) at PBI is a capital program which will be phased over many years to implement the proposed changes and increase airfield capacity. As such, two ALPs were prepared, one for 2013 which focuses on the proposed AIP, and one for 2025, which includes the Master Plan development concepts. The attached ALP drawings and the following sections describe the major components of the future development plans. Additionally, the FAA ALP Drawing Set Checklist for the Southern Region Airports Division is provided in **Appendix A**.

## 1.2 Runway System

The PBI runway system consists of Runway 13/31, a 6,932 foot long by 150 feet wide asphalt concrete runway, Runway 9L/27R, a 10,000 foot long by 150 foot wide asphalt concrete runway, and Runway 9R/27L, a 3,213 foot long by 75 foot wide asphalt concrete runway.

Runway 13/31 is currently a nonprecision instrument runway with 34:1 approach surfaces at both ends. The runway is currently marked as a nonprecision runway and is used by the air carriers and corporate jets for arrivals and departures under favorable wind conditions. This runway utilization will change with the implementation of the AIP. The runway will be shortened on the 31 end and lengthened on the 13 end to provide a useable length of 4,000 feet, after construction of Runway 9R/27L in 2013. Runway 13/31 will then serve the corporate jets and smaller aircraft, relocating to the Golfview area. The unused portion of runway pavement will be removed, and full safety areas will be provided at both runway ends in the ultimate configuration. The Runway 13/31 pavement is in fair condition, and will need major rehabilitation when the AIP program is implemented.

Runway 9L/27R is currently a precision runway and will remain a precision runway for the 20-year planning period. The runway serves as the major arrival and departure runway for the air carriers at PBI. Aside from reconfiguration of connector taxiways, Runway 9L/27R will not be significantly impacted by the AIP project. The existing asphalt concrete pavement is in very good to excellent condition, and the DOA has no plans for maintenance or rehabilitation in the near future, with the possible exception of minor crack sealing.

Runway 9R/27L is currently a visual runway limited to non-air carrier traffic. The AIP program will relocate this runway to the south in 2013 to provide an 800 foot centerline separation from Runway 9L/27R, widen the runway from 75 feet to 150 feet, and extend the runway to 8,000 feet in length. The runway utilization will change from its current use as a small aircraft runway serving the existing south side FBO facilities, to a primary arrival runway for all aircraft flying into PBI with occasional departures. Runway 9R/27L will have 34:1 nonprecision approaches on both runway ends in the future, and will have visibility minimums of 1 mile or greater in order to minimize FAR Part 77 impacts on existing south side hangar facilities. The existing Runway 9R/27L pavement will be completely removed when the AIP project begins, but is expected to last without major rehabilitation until construction of the new runway.

### 1.3 Land Acquisition

Land acquisition is needed to control heights and land use within the Runway Protection Zones (RPZs) at PBI. Specifically, the DOA is pursuing acquisition of various parcels within the Runway 9R RPZ, as well as commercial property that will aid in construction of access roads to the proposed Golfview facilities.

### 1.4 Runway Approach Aids and Lighting

Runway 9L/27R is currently a precision instrument runway equipped with a localizer and glide slope antenna for ILS approaches on each runway end. Runway 9L also has a 1,400 foot MALSR approach lighting system and touchdown/rollout RVRs to further complete the NAVAID requirements for a CAT I approach. The runway is equipped with high intensity runway edge lighting and Precision Approach Path Indicator (PAPI) systems at both runway ends. Runway 9L/27R is currently served by VOR and GPS approaches on each runway end. The existing Runway 27R glide slope antenna and shelter will be relocated to the north side of the runway to allow for implementing the extension of Taxiway L. The existing Runway 9L glide slope antenna and shelter should not require relocation.

Runway 13/31 currently operates with nonprecision 34:1 approach slopes. Because of the proposed change in utilization when the AIP project is implemented, the DOA has no plans to improve approach minimums in the future for either runway end. The runway is currently equipped with medium intensity runway edge lighting, PAPIs and REILs on both ends. Runway 13/31 is currently served by VOR and GPS approaches on each runway end.

Runway 9R/27L currently has visual approaches at both ends and is limited to small, propeller aircraft. The runway is currently equipped with MIRLs and PAPIs. Unidirectional REILs are currently installed on Runway 9R, and omnidirectional REILs are planned in the near future in an attempt to better delineate the Runway 9R end. The existing FAA VOR facility conflicts with the new Runway 9R/27L alignment and will be relocated to a location that will be determined by the FAA. The FAA is currently undergoing a site selection study for the VOR facility, and its ultimate location is not known at this time. An existing radio transmissometer facility will also require relocation to allow construction of the runway, and its disposition is also unknown at this time. An area along

the south side facilities has been designated for these relocated FAA facilities, but their exact location has not been identified.

## 1.5 Taxiway System

The parallel taxiways serving Runways 9L/27R and 13/31 generally meet or exceed FAA standards for separation between runway centerline and taxiway centerline. The taxiway pavement system is generally in good condition. The DOA is programming major taxiway maintenance and/or rehabilitation in the future based on a comprehensive pavement management study as funding becomes available. Additional acute angled connector taxiways are planned for Runway 9L/27R to reduce runway occupancy times. An extension of Taxiway F as a parallel taxiway to the Runway 13 extension, extension and widening of Taxiway L full length for Runway 9L/27R, construction of connector taxiways to proposed Runway 9R/27L, and relocation and extension of Taxiway R are planned for the future as part of the AIP project. The existing taxiways are lighted with Medium Intensity Taxiway Edge Lighting (MITL).

## 1.6 Landside Facilities

### Terminal Building

The existing terminal building is centrally located with good landside and airside access. The Master Plan Update identified the need to expand the existing terminal building to accommodate terminal facility needs for the 20-year planning period. Concourse B will be expanded, similar to the gate expansion of Concourse C, with hold rooms, retail/food and beverage concessions. The main terminal will also be expanded, including the area adjacent to the Concourse B security screening point, and the area adjacent to the entrance of Concourse C. Concourse D, a new concourse, is proposed east of the existing terminal complex. These terminal expansions will likely occur between 2013 and 2025. An area has also been identified east of future Concourse D to illustrate expansion opportunities post-2025.

### Air Traffic Control Tower

The existing Air Traffic Control Tower (ATCT) will become an obstruction once Runway 9R/27L is relocated. Therefore, a new ATCT is currently under design by the FAA and is scheduled for construction in the near future. The proposed ATCT will be located on the north side of the airfield, near the existing DOA Airport Maintenance Building G.

### Automobile Access/Parking

The existing long term parking structure is currently being expanded to provide more covered parking. The new long term parking facility is scheduled to be opened in 2008. The terminal entrance and exit roadway loop may be realigned in the future to provide easier access to the terminal arrival and departure curbs and short and long term parking. The potential re-alignment is depicted on the ALP.

### Palm Beach County Sheriff's Hangar



The Palm Beach County Sheriff's office has determined the need to expand their hangar facility at PBI, and has identified a new hangar located between their existing buildings, oriented parallel to Runway 9R/27L. This building is currently under design and will likely be under construction in 2007.

## Property Acquisition

Properties have been identified for acquisition on the future PBI ALP in the Runway 9R RPZ. These properties, once purchased, will be demolished to clear the RPZ of obstructions. Additional commercial properties along Military Trail may be purchased to provide roadway access to the proposed Golfview facilities. The DOA has started the process of purchasing these properties and will continue the process until the required properties have been acquired.

## 1.7 Airside Development

### Galaxy Aviation Hangars

Galaxy Aviation has proposed several new hangars on the south side of the airfield to expand their FBO operation. These new facilities consist of large, corporate style hangars and will be constructed by Galaxy. The existing Galaxy Terminal building will be impacted by the relocation of Runway 9R/27L and will be relocated to the new Golfview facilities.

### General Aviation (GA) FIS Customs Facility

The GA FIS Customs facility will be impacted by the relocation of Runway 9R/27L and will be relocated to the new Golfview facilities.

### Jet Aviation and Signature Aviation FBO Facilities

Many existing Jet Aviation and Signature Aviation FBO facilities will become obstructions within the proposed Runway 27R RPZ and will be relocated to the new Golfview facilities. Some existing FBO buildings outside of the RPZ that do not penetrate FAR Part 77 imaginary surfaces may remain in place, but will likely not be useable, as much of the apron space can not accommodate aircraft without those aircraft penetrating the Part 77 surface. These facilities will likely be used for undetermined aviation or non-aviation uses.

### Golfview Facilities

The Golfview facilities will include up to three FBO terminal buildings, and up to 10 corporate hangar facilities. Some of these facilities will be replacement facilities for the FBO facilities that will be displaced by the Runway 9R/27L relocation, and will be constructed by 2013. However, the Golfview facilities will also provide needed FBO hangar and terminal space to meet anticipated growth needs for the 20-year planning period.

## 1.8 Airspace

The airport airspace drawing is based upon Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace. The drawing identifies imaginary surfaces which

protect the runway approaches and the airport environment, and when penetrated, identify objects as obstructions. The drawings are based upon the ultimate planned runway length as well as the ultimate planned approaches to each runway end.

Also provided are drawings depicting the individual runway inner approach surfaces with plans and profiles that identify potential obstructions, again based on ultimate runway length and ultimate planned approaches. These drawings are intended to facilitate identification of roadways, utility lines, railroads, structures and other possible obstructions that may lie within the confines of the inner approach surface area associated with each runway end. The approach slopes for each runway are described below:

- Runway 9L/27R: the drawing is based on air carrier criteria with a 50:1 precision approach to each runway end
- Runway 13/31: the drawing is based on 34:1 approach slopes for Runway 13 and Runway 31
- Runway 9R/27L: the drawing is based on 34:1 visual approaches to both Runway 9R and Runway 27L

Numerous obstructions were identified as a result of the relocation of Runway 9R/27L. These obstructions are indicated as existing buildings to be demolished on the ALP.



## Appendix A

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### Airport Layout Plan Drawing Set Checklist

Name of Airport: Palm Beach International Airport (PBI)  
Location of Airport: West Palm Beach, Florida  
Date of Review: \_\_\_\_\_ Reviewed by: \_\_\_\_\_

#### Significant Development Changes Since Previous ALP Approval/ or Narrative

1. Construction of Taxiway LIMA (ADG-III) West of Taxiway Foxtrot
2. Department of Airports Administration Building (under construction)
3. Long-Term Parking Garage (under construction)
4. Concourse C 3-Gate Expansion (under construction)
5. Decommission ASR8, Construction ASR11
6. Airport West Canal Relocation

#### In order to protect the airspace for future conditions, complete the following information:

##### Future Airport Reference Point (ARP) (if same as existing, provide existing ARP)

ARP Latitude: 26d, 41', 12.4" ARP Longitude: 80d, 05', 31.9"

##### Future Rwy End Coordinates & Rwy End Elevation (if same as existing, provide existing coordinates)

Rwy End: 9R, Rwy End Latitude: 26d, 40', 51.6", Rwy End Longitude: 80d, 06', 30.6", Rwy End Elevation: 19.5'  
 Rwy End: 27L, Rwy End Latitude: 26d, 40', 47.8", Rwy End Longitude: 80d, 05', 02.5", Rwy End Elevation: 18.0'  
 Rwy End: 13, Rwy End Latitude: 26d, 41', 33.9", Rwy End Longitude: 80d, 06', 18.2", Rwy End Elevation: 16.9'  
 Rwy End: 31, Rwy End Latitude: 26d, 41', 05.9", Rwy End Longitude: 80d, 05', 47.1", Rwy End Elevation: 15.1'

##### Existing and Proposed Modification of Standards (MOS)

| Existing Deviation of Standard/ FAA Approved MOS | FAA Approval Date (if any) | Expiration Date (if any) |
|--|----------------------------|--------------------------|
|--|----------------------------|--------------------------|

1. Runway 31 Safety Area / Object Free Area beyond Runway End
2. N/A
3. N/A

##### Proposed Deviation of Standard/ FAA Modification of Standards

1. N/A
2. N/A
3. N/A

##### Runway Safety Area Re-Evaluations

- ( ) Concur with Runway Safety Area Determination currently on file with FAA.  
 ( X ) Reevaluation of Runway Safety Area Determination completed as part of planning document and shown on this ALP set.

**Narrative Report**

|   | <u>Yes</u> | <u>No</u> | <u>Comments</u>  |
|---|------------|-----------|--|
| Report Provided   | (X)        | ( )       | _____  |
| <i>Aeronautical Forecasts</i> (Shown in Forecast)   |            |           |  |
| - 0-5 yrs., 6-10 yrs., 10-20 yrs  | (X)        | ( )       | <u>2005-2010, 2011-2015, 2016-2025</u>                                     |
| - Total annual operations   | (X)        | ( )       | <u>199, 108 (2004)</u>   |
| - Annual itinerant operations   | (X)        | ( )       | <u>136, 625 (2004) - TAF</u>   |
| - Based aircraft  | (X)        | ( )       | <u>129 (2004)</u>  |
| - Annual instrument approaches (if applicable)  | (X)        | ( )       | <u>362, 972 (2004) - TAF</u>   |
| - Annual itinerant operations by critical aircraft  | ( )        | (X)       | _____  |
| - Annual itinerant ops by more demanding aircraft   | ( )        | (X)       | _____  |
| Proposed Development Justification  | (X)        | ( )       | <u>Project Definition</u>  |
| Special Issues (MOS, etc.)  | ( )        | (X)       | _____  |
| Development Schedule and Graphics   | (X)        | ( )       | <u>Implementation Planning</u>   |
| Proper Agency Coordination (sponsor, local, state)  | (X)        | ( )       | <u>Department of Airports</u>  |
| <b>Airport Layout Drawing</b>   |            |           |  |
| Proper Agency Approval (Sponsor, Local, State)  | (X)        | ( )       | <u>Department of Airports</u>  |
| Sheet Size - 24"x36"/ 22" x 34"   | (X)        | ( )       | <u>24 x 36</u>   |
| Scale 1"=200'-600'  | (X)        | ( )       | <u>1" = 1000'</u>  |
| 2'-10' Labeled Contours   | (X)        | ( )       | <u>1 foot contours (not labeled)</u><br>(Refer to Implementation Planning) |
| <i>North Arrow</i>  |            |           |  |
| - True & magnetic   | (X)        | ( )       | <u>Magnetic 5d, 47' W</u>  |
| - Declination w/ annual rate of change  | (X)        | ( )       | <u>5d, 47' W (2006) / 0d, 4' w / Year</u>                                  |
| <i>Wind Rose</i>  |            |           |  |
| - Source & time period  | (X)        | ( )       | <u>National Climatic Data Center (1996-2005)</u>                           |
| - MPH & knots   | (X)        | ( )       | <u>10.5, 13, 16, 20</u>  |
| - 12 MPH individual & combined coverage   | (X)        | ( )       | <u>Refer to Data Sheet 2 of 12</u>   |
| - 15 MPH individual & combined coverage   | (X)        | ( )       | <u>Refer to Data Sheet 2 of 12</u>   |
| <i>Airport Reference Point (ARP)</i>  |            |           |  |
| - Existing w/ Lat./ Long. (NAD 83)  | (X)        | ( )       | <u>26d, 40', 59.4" / 80d, 05', 44.1"</u>                                   |
| - Ultimate w/ Lat./ Long. (NAD 83)  | (X)        | ( )       | <u>26d, 41', 12.4" / 80d, 05', 31.9"</u>                                   |
| <i>Elevations (Existing &amp; Ultimate)</i>   |            |           |  |
| - Existing runway ends  | (X)        | ( )       | <u>Refer to Data Sheet 2 of 12</u>   |
| - Displaced thresholds  | (X)        | ( )       | <u>Refer to Data Sheet 2 of 12</u>   |
| - Ultimate runway ends  | (X)        | ( )       | <u>Refer to Data Sheet 2 of 12</u>   |
| - Runway intersections  | (X)        | ( )       | <u>No future runway intersections</u>                                      |
| - Runway high & low points  | (X)        | ( )       | <u>Refer to Data Sheet 2 of 12</u>   |
| - Touchdown zone elevation<br>(highest Rwy elevation in first 3,000' of any Rwy having published straight -in minima) | (X)        | ( )       | <u>Refer to Data Sheet 2 of 12</u>   |
| <i>Drawing Lines</i>  |            |           |  |
| - Existing property boundary  | (X)        | ( )       | <u>Refer to Existing ALP 3 of 12</u>                                       |
| - Ultimate property boundary  | (X)        | ( )       | <u>Refer to Future ALP 4 of 12</u>   |
| - Building restriction line (both sides)  | (X)        | ( )       | _____  |
| - Existing development shown as solid   | (X)        | ( )       | _____  |
| - Future development shown as dashed/ shaded  | (X)        | ( )       | _____  |

**Airport Layout Drawing (Continued)**

|  | Yes | No  | <u>Comments</u>                                |
|--|-----|-----|--|
| <i>Runway Drawing Details (Existing &amp; Ultimate)</i>  |     |     |  |
| - Runway(s) Depiction  | (X) | ( ) | _____  |
| - Length & width   | (X) | ( ) | _____  |
| - End numbers  | (X) | ( ) | _____  |
| - True bearing (nearest sec.)  | (X) | ( ) | _____  |
| - Markings (basic, NPI, PIR)   | (X) | ( ) | _____  |
| - Lighting (thresholds only)   | (X) | ( ) | _____  |
| - Threshold lat/ long & elevations   | (X) | ( ) | _____  |
| - Displaced threshold lat/ long & elevations   | (X) | ( ) | _____  |
| - Runway safety areas & dimensions   | (X) | ( ) | _____  |
| - Runway object free areas & dimensions  | (X) | ( ) | _____  |
| - Runway obstacle free zones   | (X) | ( ) | _____  |
| - Centerline w/ true bearing   | (X) | ( ) | _____  |
| - Approach aids indicated (ILS, REILS, etc.)   | (X) | ( ) | _____  |
| - Lat/ long & elevation for non-federal on-airport NAVAIDs<br>(used for instrument approach procedure) | (X) | ( ) | _____  |
| <i>Taxiway Details (Existing &amp; Ultimate)</i>   |     |     |  |
| - Taxiway widths   | (X) | ( ) | _____  |
| - Designations   | (X) | ( ) | _____  |
| - Separation dimensions to:  |     |     |  |
| Runway centerline(s)   | (X) | ( ) | _____  |
| Parallel taxiway(s)  | (X) | ( ) | _____  |
| Aircraft parking area(s)   | (X) | ( ) | _____  |
| <i>Aircraft Parking Aprons</i>   |     |     |  |
| - Existing & ultimate aprons shown   | (X) | ( ) | _____  |
| - Dimensions   | (X) | ( ) | _____  |
| - Tie-down layout/ locations   | (X) | ( ) | _____  |
| <i>Runway Protection Zones (RPZs)</i>  |     |     |  |
| - Existing & ultimate RPZs shown   | (X) | ( ) | _____  |
| - Dimensions   | (X) | ( ) | _____  |
| - Approach slope (20:1, 34:1, 50:1)  | (X) | ( ) | _____  |
| <i>Title &amp; Revision Blocks</i>   |     |     |  |
| - Name and location of airport   | (X) | ( ) | _____  |
| - Name of preparer   | (X) | ( ) | _____  |
| - Date of drawing  | (X) | ( ) | _____  |
| - Drawing title  | (X) | ( ) | _____  |
| - Revision block   | (X) | ( ) | _____  |
| - FAA disclaimer   | (X) | ( ) | _____  |
| - Sponsor approval block   | (X) | ( ) | _____  |
| <i>Airport Data Block (Existing &amp; Ultimate)</i>  |     |     |  |
| - Airport elevation (MSL)  | (X) | ( ) | _____  |
| - Airport Reference Point (ARP) Data   | (X) | ( ) | _____  |
| - Airport & terminal NAVAIDS (beacon, ILS)   | (X) | ( ) | _____  |
| - Mean maximum temperature   | (X) | ( ) | _____  |
| - Airport Reference Code (ARC) for each runway   | (X) | ( ) | _____  |
| - Design Aircraft for each runway  | (X) | ( ) | _____ <u>Airplane Design Group (ADG)</u> _____ |
| - Identify GPS at airport  | (X) | ( ) | _____  |



## Airport Layout Drawing (Continued)

|   | Yes | No  | Comments            |
|---|-----|-----|---------------------|
| <i>Runway Data Block (Existing &amp; Ultimate)</i>        |     |     |                     |
| - % effective gradient                                    | (X) | ( ) | _____               |
| - % wind coverage (MPH & knots)                           | (X) | ( ) | _____               |
| - Maximum elevation above MSL                             | (X) | ( ) | _____               |
| - Runway length   | (X) | ( ) | _____               |
| - Runway width  | (X) | ( ) | _____               |
| - Runway surface type (turf, asphalt...)                  | (X) | ( ) | _____               |
| - Runway strength (SWG, DWG...)                           | (X) | ( ) | _____               |
| - Part 77 approach category (visual, NPI, PIR)            | (X) | ( ) | _____               |
| - Type instrument approach (ILS, GPS...)                  | (X) | ( ) | _____               |
| - Approach slope (20:1, 34:1, 50:1)                       | (X) | ( ) | _____               |
| - Runway lighting (HIRL, MIRL, LIRL)                      | (X) | ( ) | _____               |
| - Runway marking (PIR, NPI, BCS)                          | (X) | ( ) | _____               |
| - NAVAIDS & visual aids                                   | (X) | ( ) | _____               |
| - Runway safety area dimensions (standard & non-standard) | (X) | ( ) | _____               |
| <i>Miscellaneous</i>                                      |     |     |                     |
| - Airport facility/ building list (existing & future)     | (X) | ( ) | _____               |
| - Standard legend   | (X) | ( ) | _____               |
| - Location map  | (X) | ( ) | Cover Sheet 1 of 12 |
| - Vicinity map  | (X) | ( ) | Cover Sheet 1 of 12 |
| - Roadways, traverse ways identified                      | (X) | ( ) | _____               |

*Additional Comments:*

## Airport Airspace Drawing

|   |     |     |                                |
|---|-----|-----|--------------------------------|
| Ultimate Runway Length Plan View of Surfaces  | (X) | ( ) | _____                          |
| Profile View of Ultimate Runway Lengths   | (X) | ( ) | _____                          |
| Obstruction Data Tables   | (X) | ( ) | _____                          |
| Sheet Size Same as ALP  | (X) | ( ) | _____                          |
| Plan View Scale 1"=2000'  | (X) | ( ) | _____                          |
| Profile View Scale 1"=1000' Horizontal, 1"=100' Vertical  | (X) | ( ) | _____                          |
| Title & Revision Blocks   | (X) | ( ) | _____                          |
| <i>Approach Plan View Details</i>   |     |     |                                |
| - USGS base map   | (X) | ( ) | NOV 2006 Planimetrics          |
| - Runway end numbers shown  | (X) | ( ) | _____                          |
| - Elevation contours of 50' on all slopes   | (X) | ( ) | _____                          |
| - Show most demanding surface lines as solid and others as dashed   | (X) | ( ) | _____                          |
| - Identify penetrating objects & top elevations (for those in inner approach add note, "Refer to the inner portion of the approach surface plan view details for close-in obstructions.") | (X) | ( ) | _____                          |
| - Show PIR approach of 50,000 on separate sheet as necessary  | (X) | ( ) | Refer to Part 77 Sheet 6 of 12 |
| - Note any height restriction zoning/ ordinances/ statutes in place   | (X) | ( ) | _____                          |
| <i>Approach Profile View Details</i>  |     |     |                                |
| - Ground profile along extended centerline (highest profile elevations of width & length of approach)   | (X) | ( ) | _____                          |
| - Identify significant objects (roads, rivers, etc.) w/ elevations  | (X) | ( ) | _____                          |
| - Existing & ultimate runway ends and approach slopes   | (X) | ( ) | _____                          |

*Additional Comments:*

**Inner Portion of the Approach Surface Drawing**

|  | <u>Yes</u> | <u>No</u> | <u>Comments</u>        |
|--|------------|-----------|------------------------|
| Large-Scale Plan View for Each Runway End<br>(up to 100' height above runway end)  | (X)        | ( )       | _____                  |
| Large-Scale Profile View for Each Runway End<br>(up to 100' height above runway end)   | (X)        | ( )       | _____                  |
| Sheet Size   | (X)        | ( )       | _____                  |
| Scale 1"=200' Horizontal, 1"=20' Vertical  | (X)        | ( )       | _____                  |
| Title & Revision Blocks  | (X)        | ( )       | _____                  |
| <i>Separate Approach Tables with Obstruction Data</i>  |            |           |                        |
| - Type of approach (NPI, etc.)   | (X)        | ( )       | _____                  |
| - Approach Slope (20:1, etc.)  | (X)        | ( )       | _____                  |
| - Obstruction number   | (X)        | ( )       | _____                  |
| - Obstruction description  | (X)        | ( )       | _____                  |
| - Approach penetration (in feet)   | (X)        | ( )       | _____                  |
| - Proposed mitigation (including "none.")  | (X)        | ( )       | _____                  |
| <i>Inner Approach Plan View Details</i>  |            |           |                        |
| - Aerial photo base map  | (X)        | ( )       | NOV. 2006 Planimetrics |
| - Obstructions numbered  | (X)        | ( )       | _____                  |
| - Property line depicted   | (X)        | ( )       | _____                  |
| - Identify by numbers all traverse ways w/ elevations<br>& vertical clearances in approach<br>(At approach edge & extended centerline) | (X)        | ( )       | _____                  |
| - Depict existing & ultimate runway ends   | (X)        | ( )       | _____                  |
| - Ground contours shown  | (X)        | ( )       | _____                  |
| <i>Inner Approach Profile View Details</i>   |            |           |                        |
| - Identify significant terrain/ items in RSA   | (X)        | ( )       | _____                  |
| - Identify obstructions with numbers on plan view  | (X)        | ( )       | _____                  |
| - Depict roads and railroads at edge of approach as dashed   | (X)        | ( )       | _____                  |

*Additional Comments:*

**Terminal Area Drawing**

|   |     |     |                                     |
|---|-----|-----|-------------------------------------|
| Large-Scale Plan View of Terminal/ GA Area(s) as Needed | (X) | ( ) | _____                               |
| Show Existing & Future Buildings                        | (X) | ( ) | _____                               |
| Sheet Size Same as ALP                                  | (X) | ( ) | _____                               |
| Scale 1"=50'-100'                                       | (X) | ( ) | _____                               |
| Title & Revision Bocks                                  | (X) | ( ) | _____                               |
| Legend  | (X) | ( ) | _____                               |
| <i>Building Data Table (Existing &amp; Ultimate)</i>    |     |     |                                     |
| - Number facilities                                     | (X) | ( ) | Refer to Existing/Future ALP Sheets |
| - Include top elevations                                | (X) | ( ) | _____                               |
| - Identify obstruction marking                          | (X) | ( ) | _____                               |

*Additional Comments:*

**Land Use Drawing (Existing & Ultimate)**

|   | <u>Yes</u> | <u>No</u> | <u>Comments</u> |
|---|------------|-----------|-----------------|
| - Basic airport features/ surfaces  | ( )        | (X)       | _____           |
| - Property lines  | ( )        | (X)       | _____           |
| - Include all land uses (industrial, residential, etc.) on & off airport (including non-aeronautical) to minimum 65 LDN | ( )        | (X)       | _____           |
| - Line of sight or runway visibility zones shown  | ( )        | (X)       | _____           |
| - Note any existing land use ordinances/ statutes in place  | ( )        | (X)       | _____           |
| - Noise contours as required in scope of work (60, 65 & 70 LDN)   | ( )        | (X)       | _____           |
| - Sheet size same as ALP  | ( )        | (X)       | _____           |
| - Scale same as ALP   | ( )        | (X)       | _____           |
| - Title & revision block  | ( )        | (X)       | _____           |
| - Aerial base map   | ( )        | (X)       | _____           |
| - Legend (symbols and land use descriptions)  | ( )        | (X)       | _____           |
| - Identify recommended land use changes   | ( )        | (X)       | _____           |
| - Identify public facilities (schools, parks, etc.)   | ( )        | (X)       | _____           |

*Additional Comments:*

**Airport Property Map (Existing & Ultimate)**

|   |     |     |       |
|---|-----|-----|-------|
| Property Lines (Clear & Bold)   | ( ) | (X) | _____ |
| RPZ's Shown   | ( ) | (X) | _____ |
| Tracts of Land on and off Airport   | ( ) | (X) | _____ |
| Sheet Size Same as ALP  | ( ) | (X) | _____ |
| Scale Same as ALP   | ( ) | (X) | _____ |
| Title & Revision Block  | ( ) | (X) | _____ |
| Legend  | ( ) | (X) | _____ |
| Airport Features (expansion, etc.)/ Critical Surfaces (RSA's, etc.) Shown (to aid in determining eligible land needs) | ( ) | (X) | _____ |

*Data Table*

|  |     |     |       |
|--|-----|-----|-------|
| - Numbering system for parcels                             | ( ) | (X) | _____ |
| - Date of acquisition                                      | ( ) | (X) | _____ |
| - Federal aid project number                               | ( ) | (X) | _____ |
| - Type of ownership (fee, easement, federal surplus, etc.) | ( ) | (X) | _____ |
| - Parcel acreage   | ( ) | (X) | _____ |

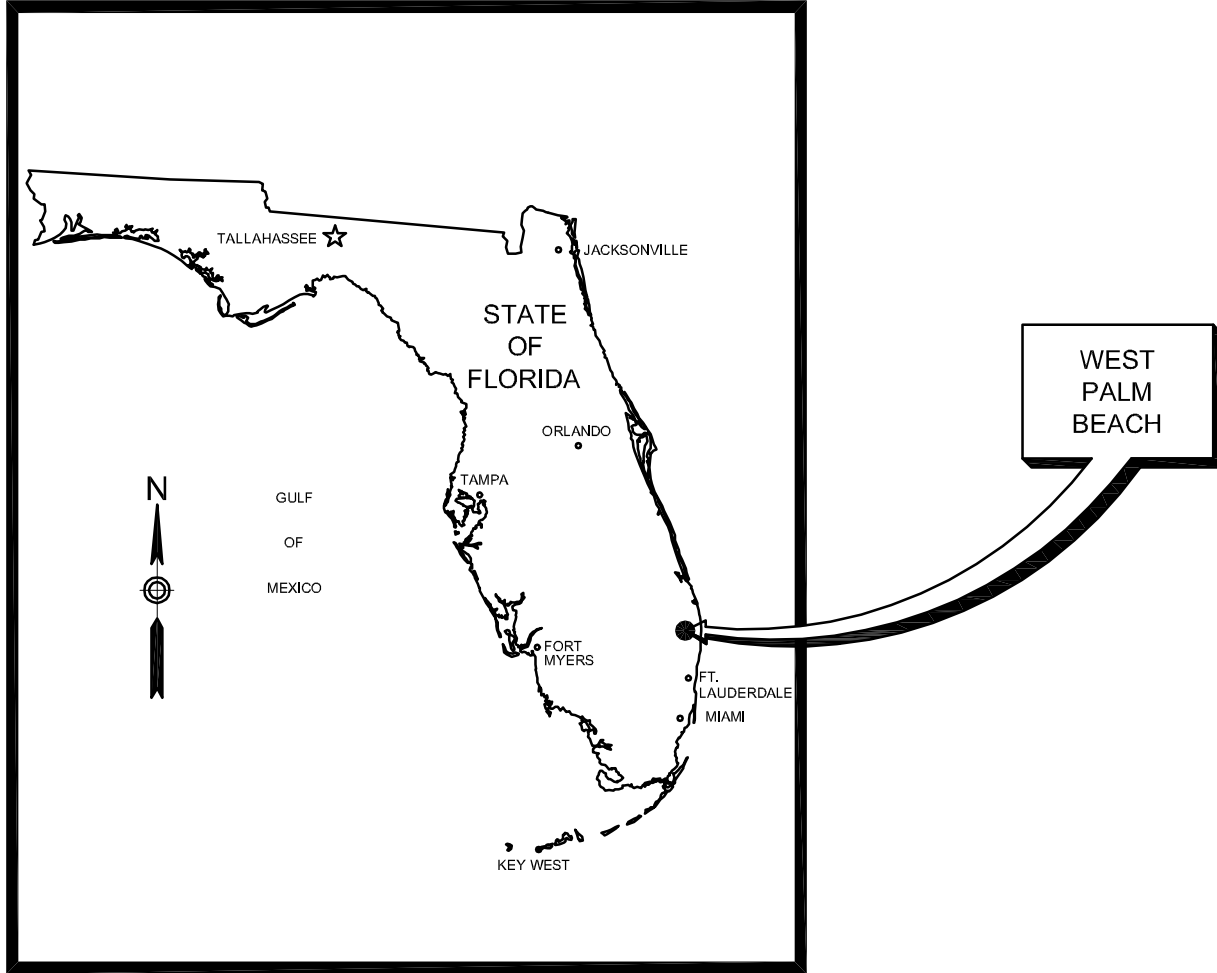
*Additional Comments:*

# AIRPORT PLANS PACKAGE

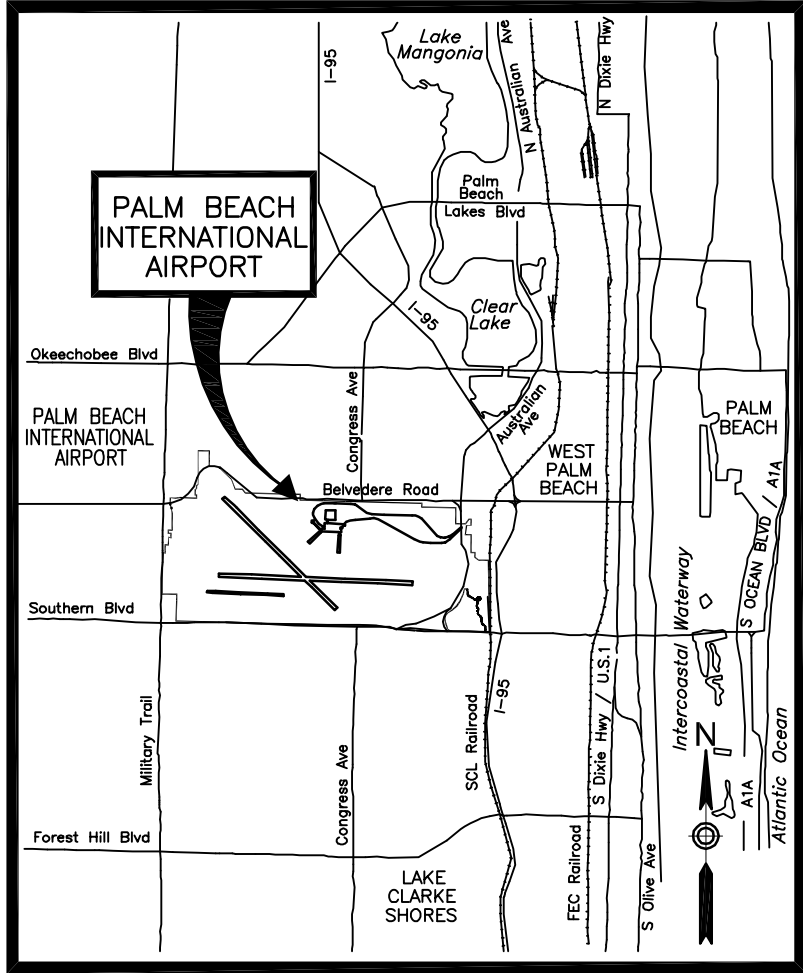
# PALM BEACH INTERNATIONAL AIRPORT

## WEST PALM BEACH, FLORIDA

JUNE 2007  
DOA PROJECT NO. I-06-DOA-C-004



VICINITY MAP  
N.T.S.



LOCATION MAP  
N.T.S.

| DRAWING INDEX TABLE |   |
|---------------------|---|
| SHEET NO.           | DRAWING TITLE                             |
| 01                  | COVER SHEET                               |
| 02                  | AIRPORT DATA SHEET                        |
| 03                  | EXISTING AIRPORT LAYOUT PLAN              |
| 04                  | YEAR 2013/2025 FUTURE AIRPORT LAYOUT PLAN |
| 05                  | FUTURE TERMINAL AREA PLAN                 |
| 06                  | FUTURE AIRPORT AIRSPACE (PART 77) PLAN    |
| 07                  | RUNWAY 9L RPZ AND APPROACH PROFILE        |
| 08                  | RUNWAY 27R RPZ AND APPROACH PROFILE       |
| 09                  | RUNWAY 13 RPZ AND APPROACH PROFILE        |
| 10                  | RUNWAY 31 RPZ AND APPROACH PROFILE        |
| 11                  | RUNWAY 9R RPZ AND APPROACH PROFILE        |
| 12                  | RUNWAY 27L RPZ AND APPROACH PROFILE       |

**BOARD OF COUNTY COMMISSIONERS**

|                             |            |  |
|-----------------------------|------------|--|
| KAREN T. MARCUS             | DISTRICT 1 |  |
| VICE CHAIR JEFF KOONS       | DISTRICT 2 |  |
| ROBERT J. KANJIAN           | DISTRICT 3 |  |
| MARY McCARTY                | DISTRICT 4 |  |
| BURT AARONSON               | DISTRICT 5 |  |
| JESS R. SANTAMARIA          | DISTRICT 6 |  |
| CHAIRPERSON ADDIE L. GREENE | DISTRICT 7 |  |

**COUNTY ADMINISTRATOR**  
ROBERT WEISMAN

**DEPARTMENT OF AIRPORTS**  
BRUCE V. PELLY, DIRECTOR OF AIRPORTS  
JERRY L. ALLEN, DEPUTY DIRECTOR OF AIRPORTS  
GARY SYPEK, DIRECTOR OF PLANNING

| REVISIONS |          |     |                    |      |     |
|-----------|----------|-----|--------------------|------|-----|
| NO.       | DATE     | BY  | DESCRIPTION        | APPD | NO. |
| 1         | 11/14/07 | DCT | ORL - ADO COMMENTS | -    | -   |
|           |          |     |                    |      |     |
|           |          |     |                    |      |     |
|           |          |     |                    |      |     |
|           |          |     |                    |      |     |

**APPROVED BY**

FEDERAL AVIATION ADMINISTRATION      DATE: \_\_\_\_\_

PALM BEACH COUNTY      DATE: \_\_\_\_\_  
DEPARTMENT OF AIRPORTS

ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE FAA TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL FINAL LOCATIONS, HEIGHTS, AND EXTERIOR FINISH OF STRUCTURES WHICH COULD ADVERSELY AFFECT SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT. FAA CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS OR ADVERSE EFFECT ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENT AREAS.





**CONSTRUCTION NOTICE REQUIREMENT**  
 TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

| LEGEND   |                             |
|----------|-----------------------------|
| EXISTING | ITEM                        |
| ---      | AIRPORT PROPERTY LINE       |
| ---      | AIRPORT STRUCTURES          |
| ---      | ROADS                       |
| ---      | EXTENDED RUNWAY CENTERLINES |
| ---      | AIRPORT REFERENCE POINT     |
| ---      | RUNWAY SAFETY AREA          |
| ---      | OBJECT FREE AREA            |
| ---      | BUILDING RESTRICTION LINE   |
| ---      | RUNWAY PROTECTION ZONE      |
| ---      | RUNWAY VISIBILITY ZONE      |
| ---      | GLIDE SLOPE CRITICAL AREA   |
| ---      | RUNWAY SHOULDER             |
| ---      | PROPERTY TO BE ACQUIRED     |
| ---      | OBSTACLE FREE ZONE          |

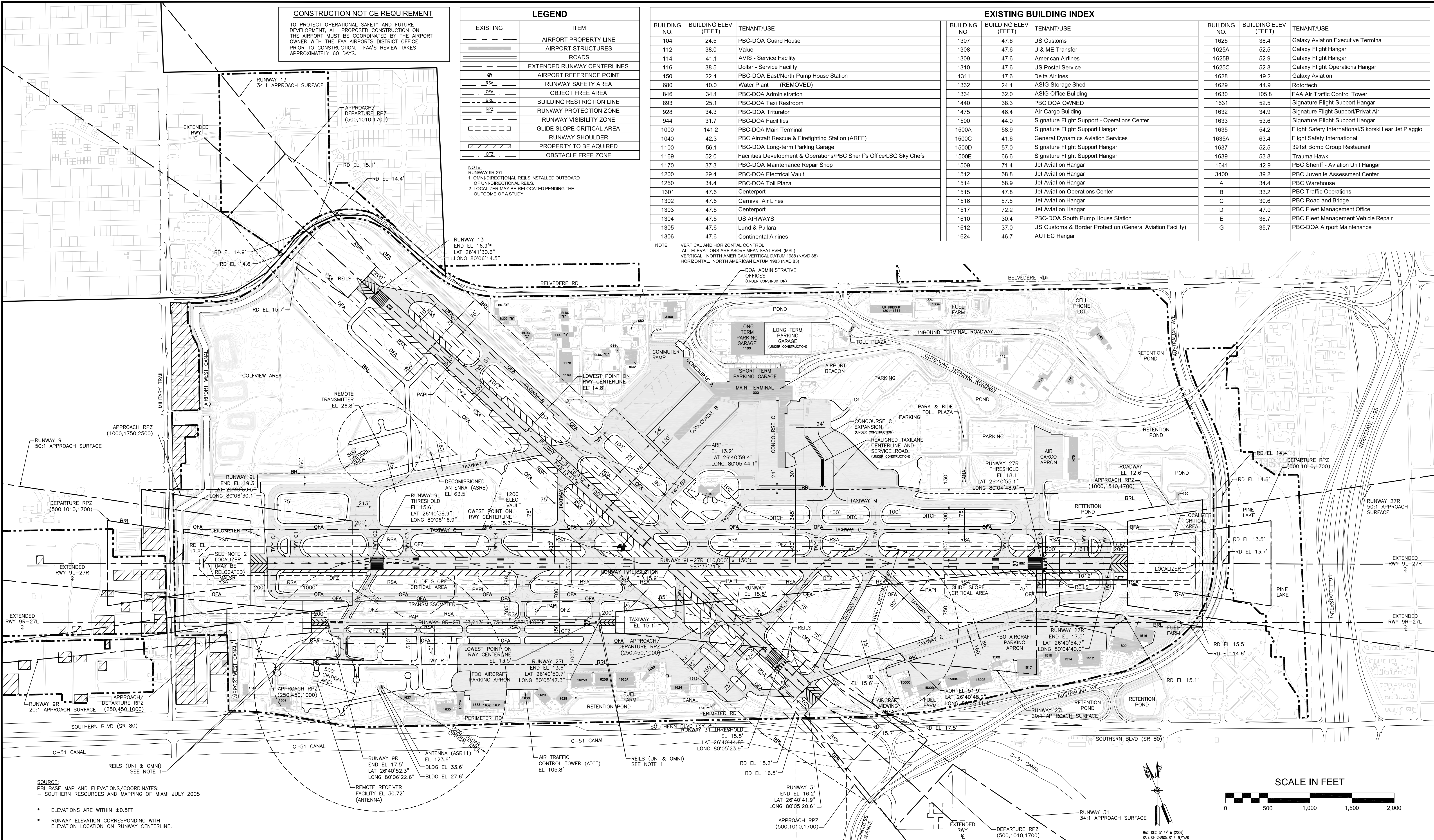
NOTE:  
 1. OMNI-DIRECTIONAL REELS INSTALLED OUTBOARD OF UNIDIRECTIONAL REELS.  
 2. LOCALIZER MAY BE RELOCATED PENDING THE OUTCOME OF A STUDY.

| BUILDING NO. | BUILDING ELEV (FEET) | TENANT/USE   |
|--------------|----------------------|--|
| 104          | 24.5                 | PBC-DOA Guard House  |
| 112          | 38.0                 | Value  |
| 114          | 41.1                 | AVIS - Service Facility  |
| 116          | 38.5                 | Dollar - Service Facility  |
| 150          | 22.4                 | PBC-DOA East/North Pump House Station                                  |
| 680          | 40.0                 | Water Plant (REMOVED)  |
| 846          | 34.1                 | PBC-DOA Administration   |
| 893          | 25.1                 | PBC-DOA Taxi Restroom  |
| 928          | 34.3                 | PBC-DOA Triturator   |
| 944          | 31.7                 | PBC-DOA Facilities   |
| 1000         | 141.2                | PBC-DOA Main Terminal  |
| 1040         | 42.3                 | PBC Aircraft Rescue & Firefighting Station (ARFF)                      |
| 1100         | 56.1                 | PBC-DOA Long-term Parking Garage                                       |
| 1169         | 52.0                 | Facilities Development & Operations/PBC Sheriff's Office/LSG Sky Chefs |
| 1170         | 37.3                 | PBC-DOA Maintenance Repair Shop  |
| 1200         | 29.4                 | PBC-DOA Electrical Vault   |
| 1250         | 34.4                 | PBC-DOA Toll Plaza   |
| 1301         | 47.6                 | Centerport   |
| 1302         | 47.6                 | Carnival Air Lines   |
| 1303         | 47.6                 | Centerport   |
| 1304         | 47.6                 | US AIRWAYS   |
| 1305         | 47.6                 | Lund & Pullara   |
| 1306         | 47.6                 | Continental Airlines   |

| BUILDING NO. | BUILDING ELEV (FEET) | TENANT/USE   |
|--------------|----------------------|--|
| 1307         | 47.6                 | US Customs   |
| 1308         | 47.6                 | U & ME Transfer  |
| 1309         | 47.6                 | American Airlines  |
| 1310         | 47.6                 | US Postal Service  |
| 1311         | 47.6                 | Delta Airlines   |
| 1332         | 24.4                 | ASIG Storage Shed  |
| 1334         | 32.0                 | ASIG Office Building                                       |
| 1440         | 38.3                 | PBC DOA OWNED  |
| 1475         | 46.4                 | Air Cargo Building   |
| 1500         | 44.0                 | Signature Flight Support - Operations Center               |
| 1500A        | 58.9                 | Signature Flight Support Hangar                            |
| 1500C        | 41.6                 | General Dynamics Aviation Services                         |
| 1500D        | 57.0                 | Signature Flight Support Hangar                            |
| 1500E        | 66.6                 | Signature Flight Support Hangar                            |
| 1509         | 71.4                 | Jet Aviation Hangar  |
| 1512         | 58.8                 | Jet Aviation Hangar  |
| 1514         | 58.9                 | Jet Aviation Hangar  |
| 1515         | 47.8                 | Jet Aviation Operations Center                             |
| 1516         | 57.5                 | Jet Aviation Hangar  |
| 1517         | 72.2                 | Jet Aviation Hangar  |
| 1610         | 30.4                 | PBC-DOA South Pump House Station                           |
| 1612         | 37.0                 | US Customs & Border Protection (General Aviation Facility) |
| 1624         | 46.7                 | AUTEC Hangar   |

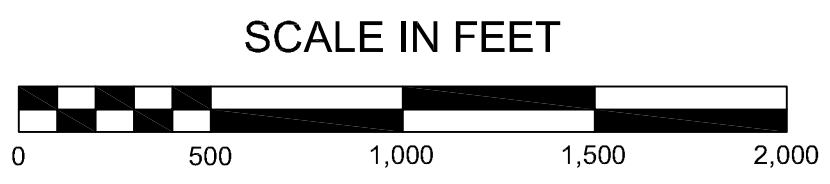
| BUILDING NO. | BUILDING ELEV (FEET) | TENANT/USE  |
|--------------|----------------------|---|
| 1625         | 38.4                 | Galaxy Aviation Executive Terminal                    |
| 1625A        | 52.5                 | Galaxy Flight Hangar                                  |
| 1625B        | 52.9                 | Galaxy Flight Hangar                                  |
| 1625C        | 52.8                 | Galaxy Flight Operations Hangar                       |
| 1628         | 49.2                 | Galaxy Aviation                                       |
| 1629         | 44.9                 | Rotortech   |
| 1630         | 105.8                | FAA Air Traffic Control Tower                         |
| 1631         | 52.5                 | Signature Flight Support Hangar                       |
| 1632         | 34.9                 | Signature Flight Support/Privat Air                   |
| 1633         | 53.6                 | Signature Flight Support Hangar                       |
| 1635         | 54.2                 | Flight Safety International/Sikorski Lear Jet Piaggio |
| 1635A        | 63.4                 | Flight Safety International                           |
| 1637         | 52.5                 | 391st Bomb Group Restaurant                           |
| 1639         | 53.8                 | Trauma Hawk   |
| 1641         | 42.9                 | PBC Sheriff - Aviation Unit Hangar                    |
| 3400         | 39.2                 | PBC Juvenile Assessment Center                        |
| A            | 34.4                 | PBC Warehouse   |
| B            | 33.2                 | PBC Traffic Operations                                |
| C            | 30.6                 | PBC Road and Bridge                                   |
| D            | 47.0                 | PBC Fleet Management Office                           |
| E            | 36.7                 | PBC Fleet Management Vehicle Repair                   |
| G            | 35.7                 | PBC-DOA Airport Maintenance                           |

NOTE: VERTICAL AND HORIZONTAL CONTROL  
 ALL ELEVATIONS ARE ABOVE MEAN SEA LEVEL (MSL)  
 VERTICAL: NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88)  
 HORIZONTAL: NORTH AMERICAN DATUM 1983 (NAD 83)



SOURCE:  
 FBI BASE MAP AND ELEVATIONS/COORDINATES:  
 - SOUTHERN RESOURCES AND MAPPING OF MIAMI JULY 2005

\* ELEVATIONS ARE WITHIN ±0.5 FT  
 \* RUNWAY ELEVATION CORRESPONDING WITH ELEVATION LOCATION ON RUNWAY CENTERLINE.



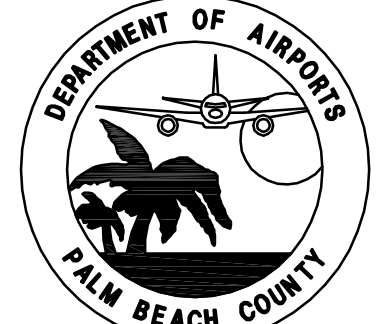
MAC DEC 5 47 W (2006)  
 RATE OF CHANGE 0' 4" W/YEAR

**CH2MHILL**

| REVISIONS |          |     |                    |       |
|-----------|----------|-----|--------------------|-------|
| NO.       | DATE     | BY  | DESCRIPTION        | APPD. |
| 1         | 11/14/07 | DCT | ORL - ADO COMMENTS | -     |

| APPROVALS                       |  |
|---------------------------------|--|
| Federal Aviation Administration | Palm Beach County Department of Airports |
| By: _____                       | By: _____                                |
| Title: _____                    | Title: _____                             |
| Date: _____                     | Date: _____                              |

|              |           |
|--------------|-----------|
| PROJECT MGR: | SCALE:    |
| PLANNER:     | AS SHOWN  |
| DRAWN BY:    | DATE:     |
| WPB          | JUNE 2007 |
| CHECKED BY:  | PIT       |



**PALM BEACH INTERNATIONAL AIRPORT**  
**EXISTING AIRPORT LAYOUT PLAN**

|                       |                   |
|-----------------------|-------------------|
| REVISION DATE         | NOVEMBER 14, 2007 |
| PRINT DATE            | JUNE 2007         |
| DEPT. OF AIRPORTS NO. | I-06-DOA-C-004    |
| SHEET NO.             | 3 of 12           |

**CONSTRUCTION NOTICE REQUIREMENT**  
 TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

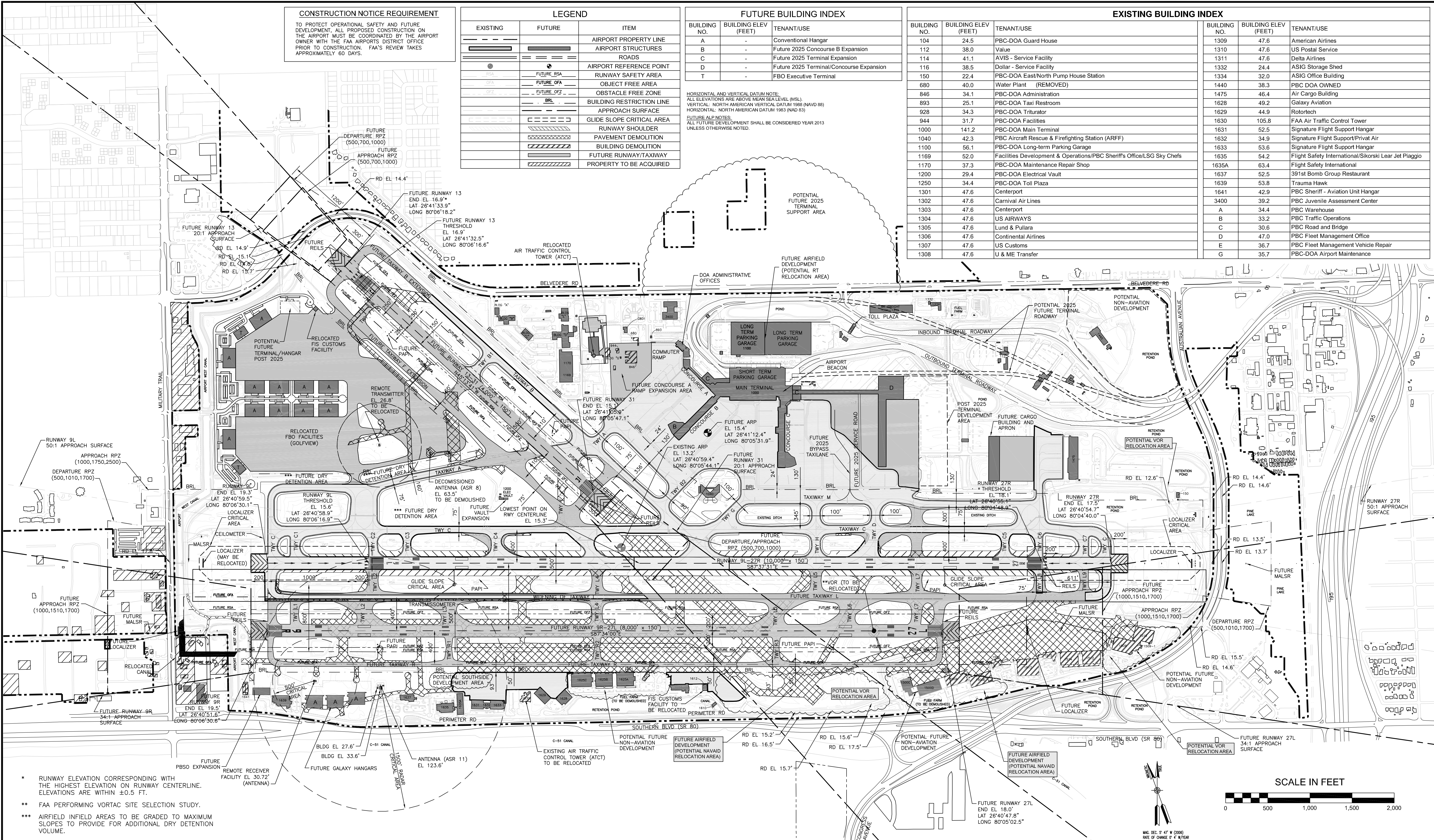
| LEGEND   |        |                           |
|----------|--------|---------------------------|
| EXISTING | FUTURE | ITEM                      |
| ---      | ---    | AIRPORT PROPERTY LINE     |
| ---      | ---    | AIRPORT STRUCTURES        |
| ---      | ---    | ROADS                     |
| ●        | ●      | AIRPORT REFERENCE POINT   |
| ---      | ---    | RUNWAY SAFETY AREA        |
| ---      | ---    | OBJECT FREE AREA          |
| ---      | ---    | OBSTACLE FREE ZONE        |
| ---      | ---    | BUILDING RESTRICTION LINE |
| ---      | ---    | APPROACH SURFACE          |
| ---      | ---    | GLIDE SLOPE CRITICAL AREA |
| ---      | ---    | RUNWAY SHOULDER           |
| ---      | ---    | PAVEMENT DEMOLITION       |
| ---      | ---    | BUILDING DEMOLITION       |
| ---      | ---    | FUTURE RUNWAY/TAXIWAY     |
| ---      | ---    | PROPERTY TO BE ACQUIRED   |

| FUTURE BUILDING INDEX |                      |  |
|-----------------------|----------------------|--|
| BUILDING NO.          | BUILDING ELEV (FEET) | TENANT/USE                               |
| A                     | -                    | Conventional Hangar                      |
| B                     | -                    | Future 2025 Concourse B Expansion        |
| C                     | -                    | Future 2025 Terminal Expansion           |
| D                     | -                    | Future 2025 Terminal/Concourse Expansion |
| T                     | -                    | FBO Executive Terminal                   |

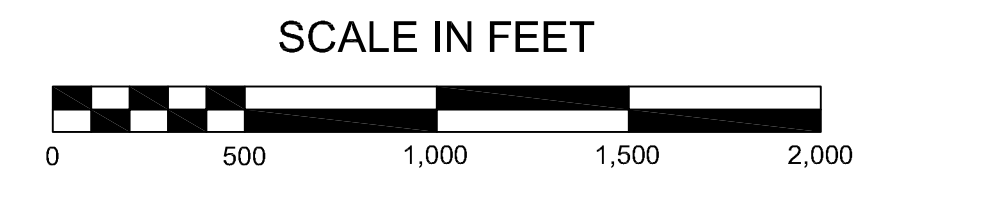
**HORIZONTAL AND VERTICAL DATUM NOTE:**  
 ALL ELEVATIONS ARE ABOVE MEAN SEA LEVEL (MSL).  
 VERTICAL: NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88)  
 HORIZONTAL: NORTH AMERICAN DATUM 1983 (NAD 83)  
 FUTURE ALP NOTES:  
 ALL FUTURE DEVELOPMENT SHALL BE CONSIDERED YEAR 2013 UNLESS OTHERWISE NOTED.

| EXISTING BUILDING INDEX |                      |  |
|-------------------------|----------------------|--|
| BUILDING NO.            | BUILDING ELEV (FEET) | TENANT/USE   |
| 104                     | 24.5                 | PBC-DOA Guard House  |
| 112                     | 38.0                 | Value  |
| 114                     | 41.1                 | AVIS - Service Facility  |
| 116                     | 38.5                 | Dollar - Service Facility  |
| 150                     | 22.4                 | PBC-DOA East/North Pump House Station                                  |
| 680                     | 40.0                 | Water Plant (REMOVED)  |
| 846                     | 34.1                 | PBC-DOA Administration   |
| 893                     | 25.1                 | PBC-DOA Taxi Restroom  |
| 928                     | 34.3                 | PBC-DOA Triturator   |
| 944                     | 31.7                 | PBC-DOA Facilities   |
| 1000                    | 141.2                | PBC-DOA Main Terminal  |
| 1040                    | 42.3                 | PBC Aircraft Rescue & Firefighting Station (ARFF)                      |
| 1100                    | 56.1                 | PBC-DOA Long-term Parking Garage                                       |
| 1169                    | 52.0                 | Facilities Development & Operations/PBC Sheriff's Office/LSG Sky Chefs |
| 1170                    | 37.3                 | PBC-DOA Maintenance Repair Shop  |
| 1200                    | 29.4                 | PBC-DOA Electrical Vault   |
| 1250                    | 34.4                 | PBC-DOA Toll Plaza   |
| 1301                    | 47.6                 | Centerport   |
| 1302                    | 47.6                 | Carnival Air Lines   |
| 1303                    | 47.6                 | Centerport   |
| 1304                    | 47.6                 | US AIRWAYS   |
| 1305                    | 47.6                 | Lund & Pullara   |
| 1306                    | 47.6                 | Continental Airlines   |
| 1307                    | 47.6                 | US Customs   |
| 1308                    | 47.6                 | U & ME Transfer  |

| BUILDING NO. | BUILDING ELEV (FEET) | TENANT/USE  |
|--------------|----------------------|---|
| 1309         | 47.6                 | American Airlines                                     |
| 1310         | 47.6                 | US Postal Service                                     |
| 1311         | 47.6                 | Delta Airlines  |
| 1332         | 24.4                 | ASIG Storage Shed                                     |
| 1334         | 32.0                 | ASIG Office Building                                  |
| 1440         | 38.3                 | PBC DOA OWNED   |
| 1475         | 46.4                 | Air Cargo Building                                    |
| 1628         | 49.2                 | Galaxy Aviation                                       |
| 1629         | 44.9                 | Rotortech   |
| 1630         | 105.8                | FAA Air Traffic Control Tower                         |
| 1631         | 52.5                 | Signature Flight Support Hangar                       |
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| 1633         | 53.6                 | Signature Flight Support Hangar                       |
| 1635         | 54.2                 | Flight Safety International/Sikorski Lear Jet Piaggio |
| 1635A        | 63.4                 | Flight Safety International                           |
| 1637         | 52.5                 | 391st Bomb Group Restaurant                           |
| 1639         | 53.8                 | Trauma Hawk   |
| 1641         | 42.9                 | PBC Sheriff - Aviation Unit Hangar                    |
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| B            | 33.2                 | PBC Traffic Operations                                |
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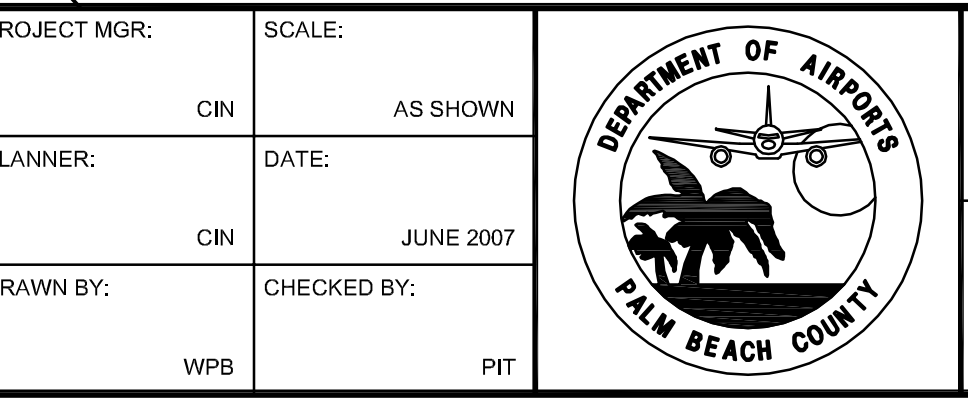
\* RUNWAY ELEVATION CORRESPONDING WITH THE HIGHEST ELEVATION ON RUNWAY CENTERLINE. ELEVATIONS ARE WITHIN ±0.5 FT.  
 \*\* FAA PERFORMING VORTAC SITE SELECTION STUDY.  
 \*\*\* AIRFIELD INFIELD AREAS TO BE GRADED TO MAXIMUM SLOPES TO PROVIDE FOR ADDITIONAL DRY DETENTION VOLUME.



| REVISIONS |          |     |                    |           |
|-----------|----------|-----|--------------------|-----------|
| NO.       | DATE     | BY  | DESCRIPTION        | APPD. NO. |
| 1         | 11/14/07 | DCT | ORL - ADO COMMENTS | -         |

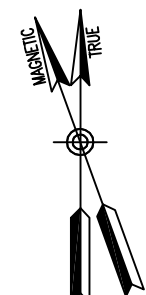
| APPROVALS                       |             |  |             |
|---------------------------------|-------------|--|-------------|
| Federal Aviation Administration |             | Palm Beach County Department of Airports |             |
| By: _____                       | Date: _____ | By: _____                                | Date: _____ |
| Title: _____                    | Date: _____ | Title: _____                             | Date: _____ |
| Case No: _____                  |             |  |             |

|                    |                   |
|--------------------|-------------------|
| PROJECT MGR: _____ | SCALE: AS SHOWN   |
| PLANNER: _____     | DATE: JUNE 2007   |
| DRAWN BY: _____    | CHECKED BY: _____ |
| WPB                | PIT               |



**PALM BEACH INTERNATIONAL AIRPORT**  
**YEAR 2013/2025 FUTURE AIRPORT LAYOUT PLAN**

|                       |                   |
|-----------------------|-------------------|
| REVISION DATE         | NOVEMBER 14, 2007 |
| PRINT DATE            | JUNE 2007         |
| DEPT. OF AIRPORTS NO. | I-06-DOA-C-004    |
| SHEET NO.             | 4 of 12           |



SCALE IN FEET



MAP DEC. 5' 47" W (2000)  
RATE OF CHANGE 1/4" W/100'

**CONSTRUCTION NOTICE REQUIREMENT**

TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

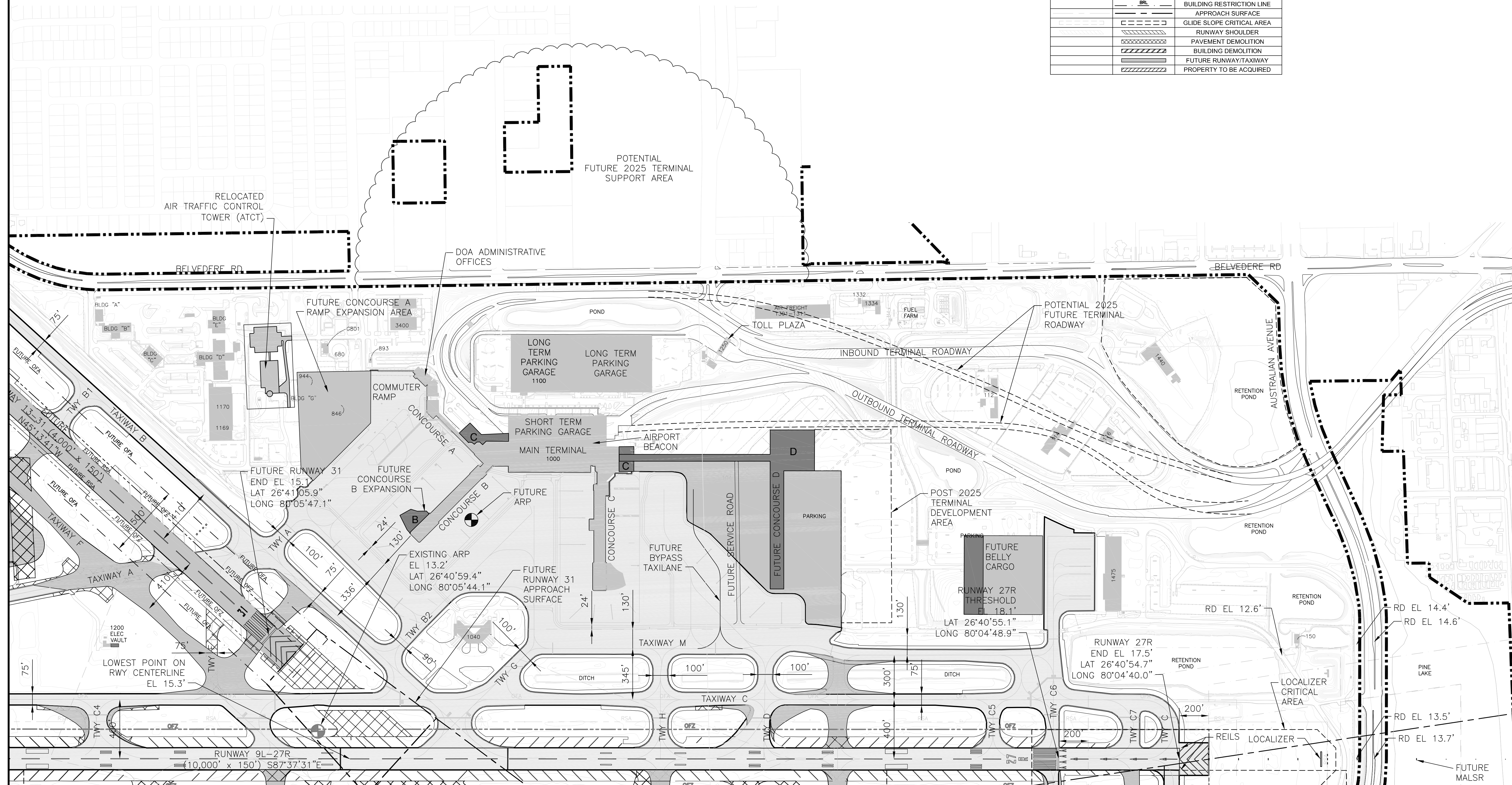
**LEGEND**

| EXISTING | FUTURE | ITEM                      |
|----------|--------|---------------------------|
| ---      | ---    | AIRPORT PROPERTY LINE     |
| ---      | ---    | AIRPORT STRUCTURES        |
| ---      | ---    | ROADS                     |
| ●        | ●      | AIRPORT REFERENCE POINT   |
| ---      | ---    | RUNWAY SAFETY AREA        |
| ---      | ---    | OBJECT FREE AREA          |
| ---      | ---    | OBSTACLE FREE ZONE        |
| ---      | ---    | BUILDING RESTRICTION LINE |
| ---      | ---    | APPROACH SURFACE          |
| ---      | ---    | GLIDE SLOPE CRITICAL AREA |
| ---      | ---    | RUNWAY SHOULDER           |
| ---      | ---    | PAVEMENT DEMOLITION       |
| ---      | ---    | BUILDING DEMOLITION       |
| ---      | ---    | FUTURE RUNWAY/TAXIWAY     |
| ---      | ---    | PROPERTY TO BE ACQUIRED   |

**FUTURE BUILDING INDEX**

| BUILDING NO. | BUILDING ELEV (FEET) | TENANT/USE                          |
|--------------|----------------------|-------------------------------------|
| B            | -                    | Future Concourse B Expansion        |
| C            | -                    | Future Terminal Expansion           |
| D            | -                    | Future Terminal/Concourse Expansion |

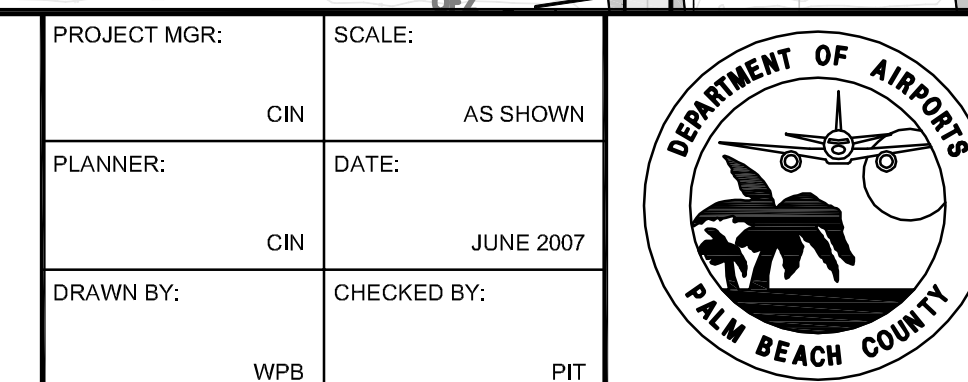
NOTE: ALL ELEVATIONS ARE ABOVE MEAN SEA LEVEL (MSL).  
VERTICAL: NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88)  
HORIZONTAL: NORTH AMERICAN DATUM 1983 (NAD 83)



| REVISIONS |      |    |             |           |
|-----------|------|----|-------------|-----------|
| NO.       | DATE | BY | DESCRIPTION | APPD. NO. |
|           |      |    |             |           |
|           |      |    |             |           |

| APPROVALS                                |  |
|--|--|
| Federal Aviation Administration          | Palm Beach County Department of Airports |
| By: _____<br>Title: _____<br>Date: _____ | By: _____<br>Title: _____<br>Date: _____ |

|                    |                   |
|--------------------|-------------------|
| PROJECT MGR: _____ | SCALE: AS SHOWN   |
| PLANNER: _____     | DATE: JUNE 2007   |
| DRAWN BY: _____    | CHECKED BY: _____ |
| WPB                | PIT               |



**PALM BEACH INTERNATIONAL AIRPORT**  
**FUTURE TERMINAL AREA PLAN**

|                       |                |
|-----------------------|----------------|
| REVISION DATE         |                |
| PRINT DATE            | JUNE 2007      |
| DEPT. OF AIRPORTS NO. | I-06-DOA-C-004 |
| SHEET NO.             | 5 of 12        |



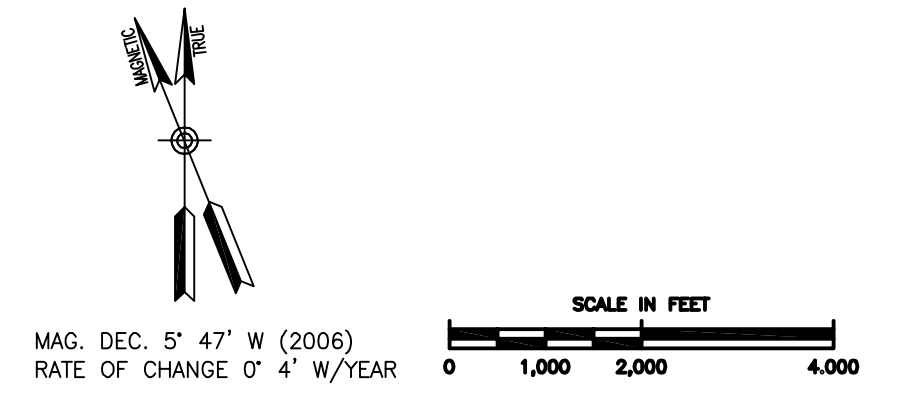
| PART 77 OBSTRUCTIONS |                           |                     |                           |                      |
|----------------------|---------------------------|---------------------|---------------------------|----------------------|
| NO.                  | DESCRIPTION               | TOP ELEVATION (MSL) | PART 77 PENETRATION (MSL) | PROPOSED DISPOSITION |
| 1                    | ROD ON OL GLIDE SLOPE     | 56.5                | 39.5                      | FIXED BY FUNCTION    |
| 2                    | OL ON LIGHTED WINDSOCK    | 32.0                | 15.0                      | FIXED BY FUNCTION    |
| 3                    | ROD ON OL TRANSMISSOMETER | 24.0                | 7.0                       | FIXED BY FUNCTION    |
| 4                    | OL ON LIGHTED WINDSOCK    | 37.5                | 20.5                      | FIXED BY FUNCTION    |
| 5                    | OL VORTAC                 | 44.0                | 27.0                      | RELOCATE             |
| 6                    | ANTENNA ON TOWER          | 156.3               | 21.7                      | REMOVE OR LOWER      |
| 7                    | ANTENNA ON OL BUILDING    | 173.5               | 4.5                       | FIXED BY FUNCTION    |
| 8                    | OL ANTENNA                | 182.5               | 13.5                      | FIXED BY FUNCTION    |
| 9                    | ANTENNA ON BUILDING       | 305.5               | 114.7                     | REMOVE OR LOWER      |
| 10                   | ROD ON OL BUILDING        | 313.5               | 52.5                      | FIXED BY FUNCTION    |
| 11                   | ANTENNA ON OL BUILDING    | 361.5               | 67.1                      | FIXED BY FUNCTION    |
| 12                   | OL ON FLOODLIGHT          | 118.0               | 14.1                      | FIXED BY FUNCTION    |
| 13                   | ANTENNA ON RTR TOWER      | 74.5                | 13.1                      | FIXED BY FUNCTION    |
| 14                   | ANTENNA ON OL TOWER       | 173.5               | 4.5                       | FIXED BY FUNCTION    |

OBSTRUCTION DATA SOURCE:  
SOUTHERN RESOURCE MAPPING 2005, INNER 10,000 FEET  
NOAA OBSTRUCTION CHART, DECEMBER 1991



Article 16, *Airport Regulations*, of the Palm Beach County Unified Land Development Code (ULDC) regulates permitted construction to promote the maximum safety of aircraft arriving at and departing from the publicly-owned airports within PBC; to promote the maximum safety of residents and property in areas surrounding PBC Airports; to promote the full utility of PBC Airports and public use airports; to provide structure height standards for use within airport primary, horizontal, conical, approach and transitional surfaces so as to encourage and promote the proper and sound development beneath said areas; and to provide administrative procedures for the efficient and uniform regulation of all development proposals within said zones.

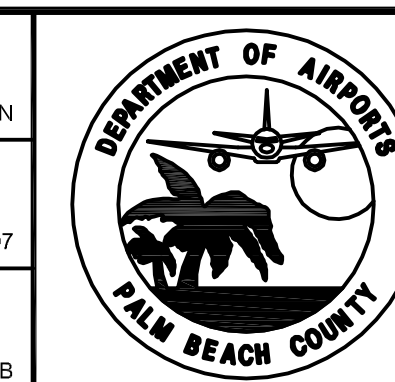
This Article is known and cited as "Airport Zoning Ordinance." Additional protections are currently under development by the Department of Airports for inclusion into Article 16.



| REVISIONS |          |     |                    |           |
|-----------|----------|-----|--------------------|-----------|
| NO.       | DATE     | BY  | DESCRIPTION        | APPD. NO. |
| 1         | 11/14/07 | DCT | ORL - ADO COMMENTS | -         |

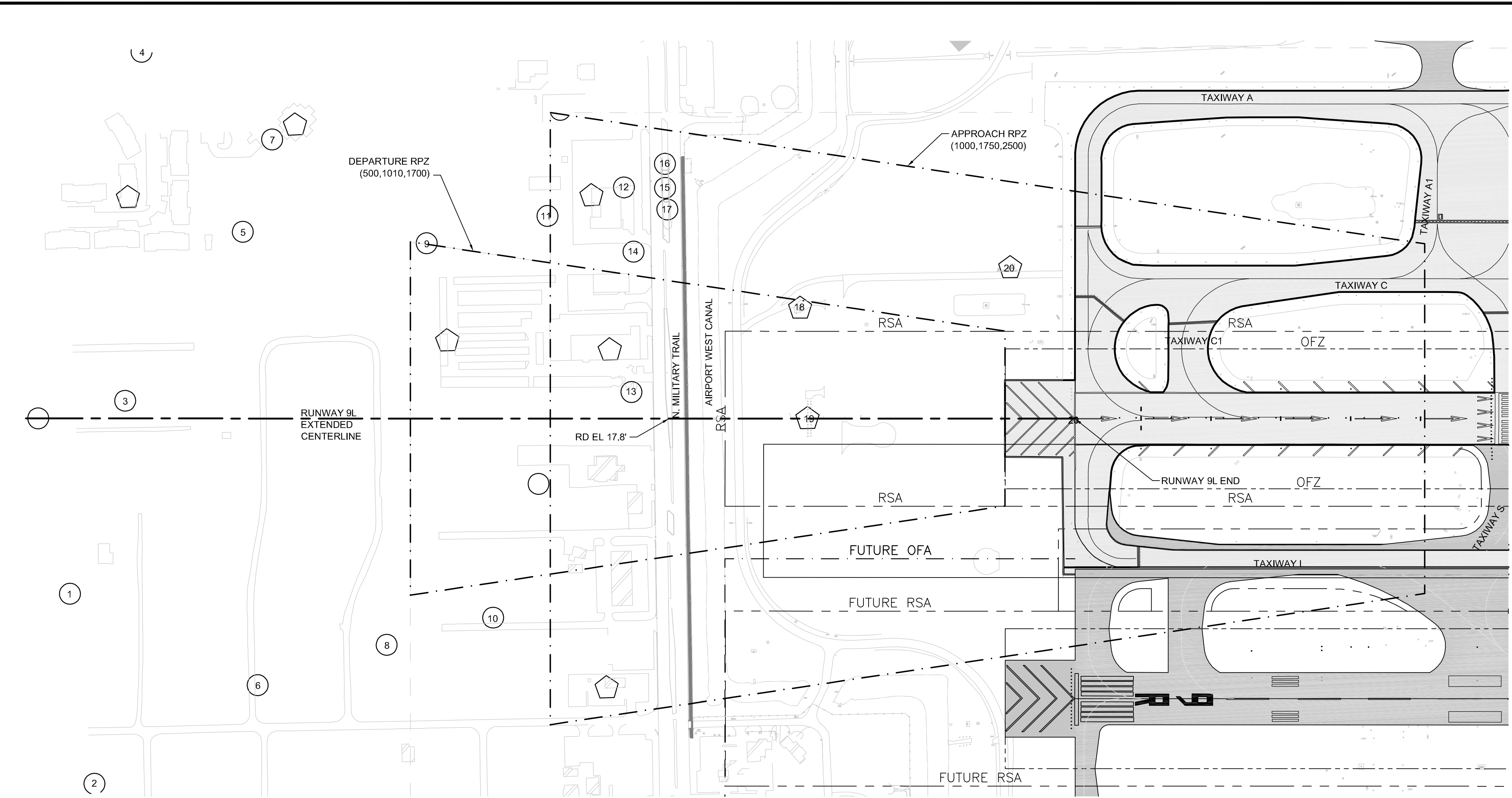
| APPROVALS                       |  |
|---------------------------------|--|
| Federal Aviation Administration | Palm Beach County Department of Airports |
| By: _____                       | By: _____                                |
| Title: _____ Date: _____        | Title: _____ Date: _____                 |
| Case No: _____                  |  |

|              |             |
|--------------|-------------|
| PROJECT MGR: | SCALE:      |
| CIN          | AS SHOWN    |
| PLANNER:     | DATE:       |
| CIN          | JUNE 2007   |
| DRAWN BY:    | CHECKED BY: |
| PIT          | WPB         |

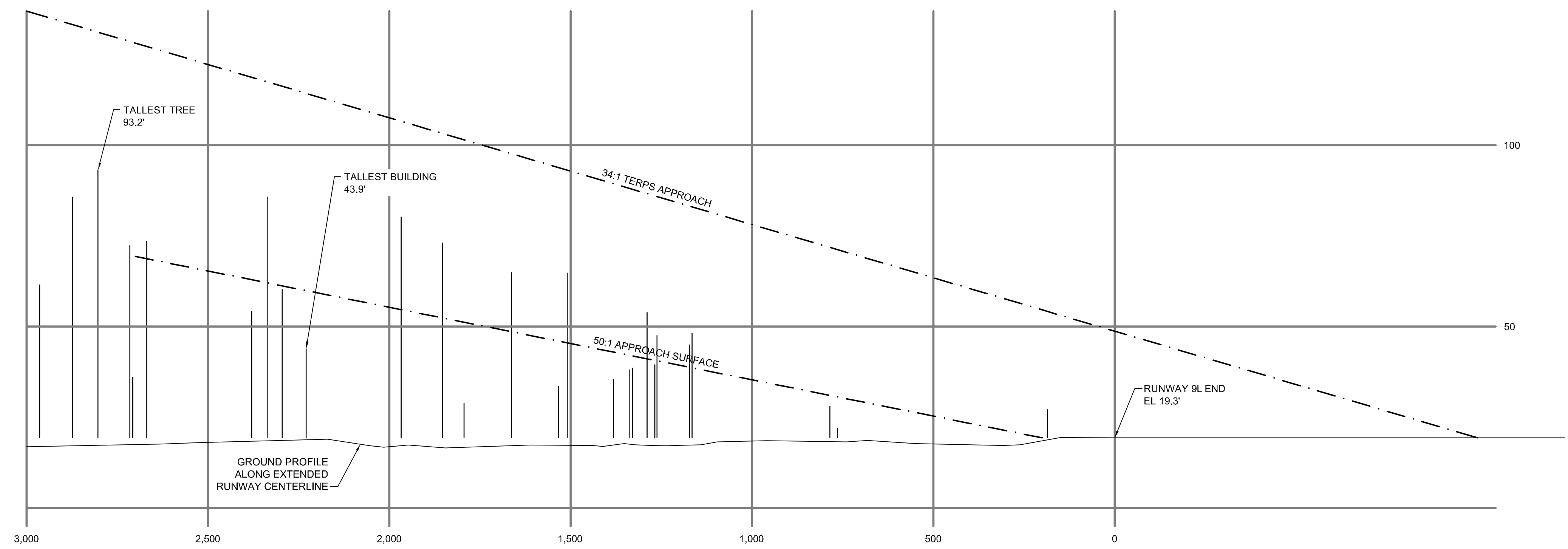
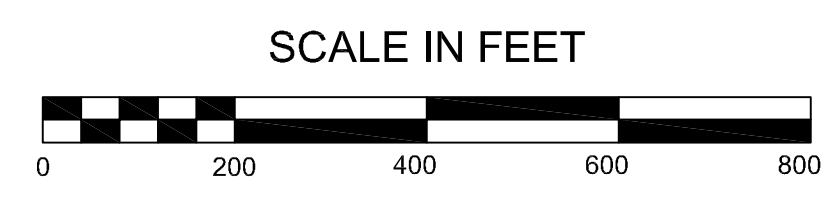
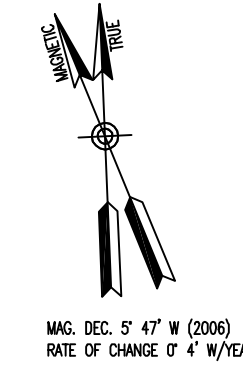


**PALM BEACH INTERNATIONAL AIRPORT**  
**FUTURE AIRPORT AIRSPACE**  
**(PART 77)**

|                       |                   |
|-----------------------|-------------------|
| REVISION DATE         | NOVEMBER 14, 2007 |
| PRINT DATE            | JUNE 2007         |
| DEPT. OF AIRPORTS NO. | I-06-DOA-C-004    |
| SHEET NO.             | 6 of 12           |



| LEGEND |             |
|--------|-------------|
| SYMBOL | DESCRIPTION |
|        | TREE        |
|        | STRUCTURE   |



| PART 77 OBSTRUCTIONS |                   |                     |                                   |                                     |                      |
|----------------------|-------------------|---------------------|-----------------------------------|-------------------------------------|----------------------|
| NO.                  | DESCRIPTION       | TOP ELEVATION (MSL) | IMAGINARY SURFACE (MSL) ELEVATION | IMAGINARY SURFACE PENETRATION (FT.) | PROPOSED DISPOSITION |
| 1                    | TREE              | 86                  | 73                                | +13                                 | REMOVE               |
| 2                    | TREE              | 93                  | 94                                | -1                                  | REMOVE               |
| 3                    | TREE              | 72                  | 70                                | +2                                  | REMOVE               |
| 4                    | TREE              | 73                  | 94                                | -21                                 | REMAIN               |
| 5                    | TREE              | 54                  | 63                                | -9                                  | REMOVE               |
| 6                    | TREE              | 86                  | 62                                | +24                                 | REMOVE               |
| 7                    | TREE              | 60                  | 61                                | -1                                  | REMOVE               |
| 8                    | TREE              | 80                  | 55                                | +25                                 | REMOVE               |
| 9                    | TREE              | 74                  | 52                                | +22                                 | REMOVE               |
| 10                   | TREE              | 65                  | 48                                | +17                                 | REMOVE               |
| 11                   | TREE              | 65                  | 45                                | +20                                 | REMOVE               |
| 12                   | TREE              | 54                  | 41                                | +13                                 | REMOVE               |
| 13                   | TREE              | 40                  | 41                                | -1                                  | REMOVE               |
| 14                   | TREE              | 48                  | 40                                | +8                                  | REMOVE               |
| 15                   | TREE              | 45                  | 41                                | +4                                  | REMOVE               |
| 16                   | TREE              | 42                  | 50                                | -8                                  | REMOVE               |
| 17                   | TREE              | 48                  | 38                                | +10                                 | REMOVE               |
| 18                   | EQUIPMENT SHELTER | 28                  | 32                                | -4                                  | FIXED BY FUNCTION    |
| 19                   | LOCALIZER ANTENNA | 22                  | 31                                | -9                                  | FIXED BY FUNCTION    |
| 20                   | STRUCTURE         | 22                  | 19                                | +3                                  | FIXED BY FUNCTION    |

SCALE:  
 1"=200' Horizontal  
 1"=20' Vertical

NOTE:  
 1. ALL ELEVATIONS ARE ABOVE MEAN SEA LEVEL (MSL).  
 2. TREES WITHIN 10 FEET OF IMAGINARY SURFACES WILL BE REMOVED.  
 3. REFER TO EXISTING AND FUTURE ALP SHEETS FOR ADDITIONAL OBSTRUCTION/STRUCTURE INFORMATION.



| REVISIONS |          |     |                    |       |     |
|-----------|----------|-----|--------------------|-------|-----|
| NO.       | DATE     | BY  | DESCRIPTION        | APPD. | NO. |
| 1         | 11/14/07 | DCT | ORL - ADO COMMENTS | -     | -   |

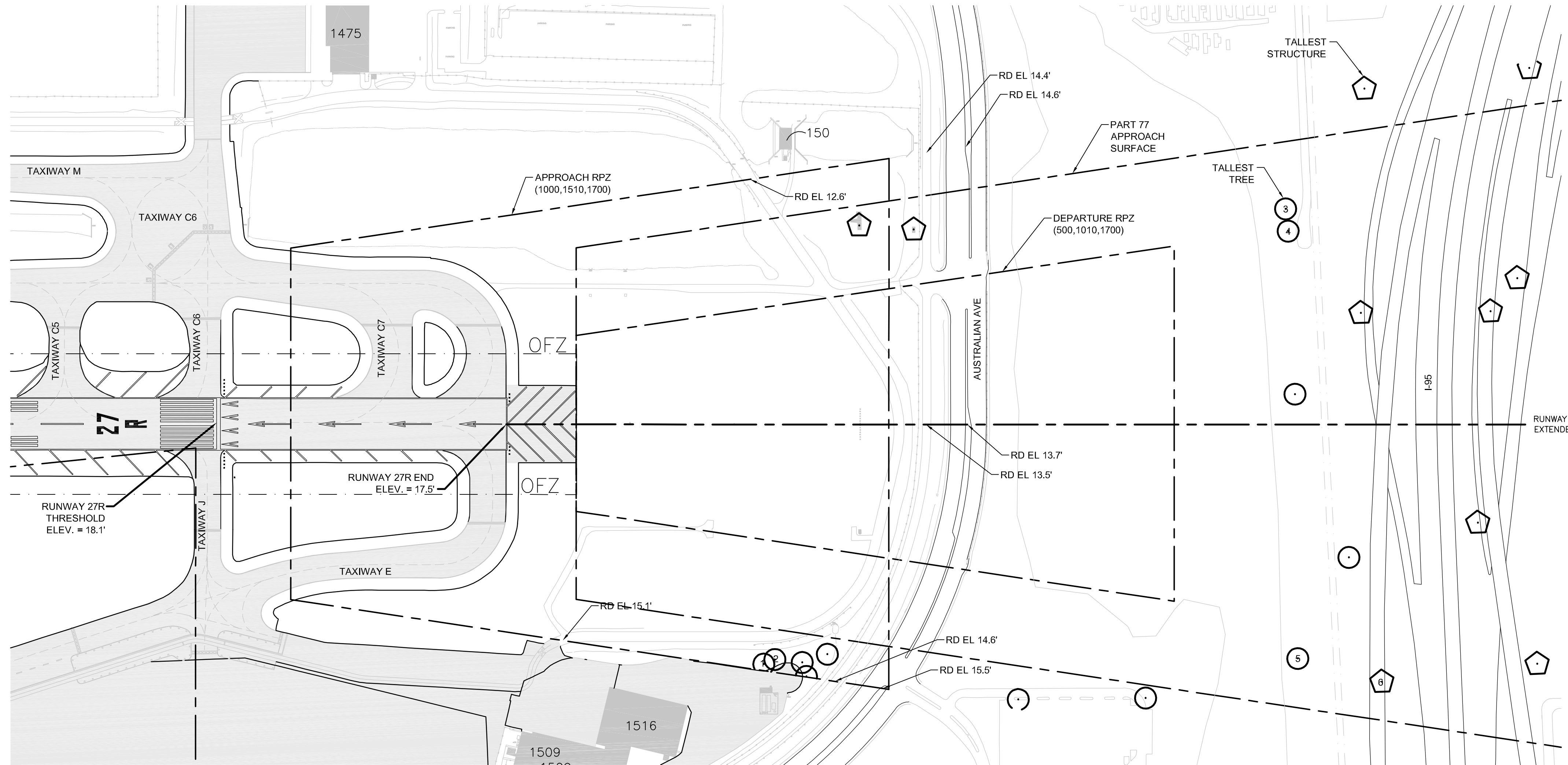
| APPROVALS                                |  |
|--|--|
| Federal Aviation Administration          | Palm Beach County Department of Airports |
| By: _____<br>Title: _____<br>Date: _____ | By: _____<br>Title: _____<br>Date: _____ |

|                    |                   |
|--------------------|-------------------|
| PROJECT MGR: _____ | SCALE: AS SHOWN   |
| PLANNER: _____     | DATE: JUNE 2007   |
| DRAWN BY: _____    | CHECKED BY: _____ |
| PIT                | PIT               |

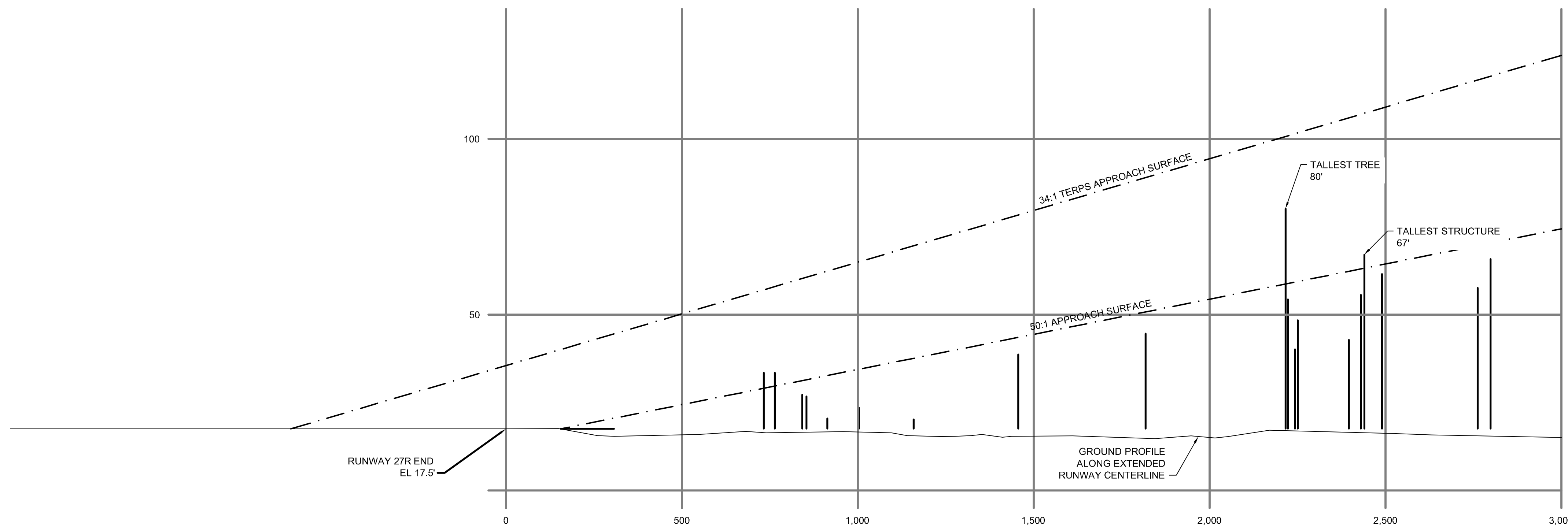
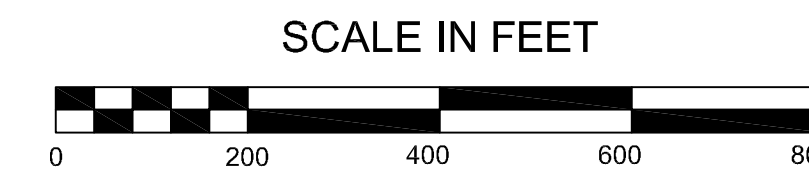
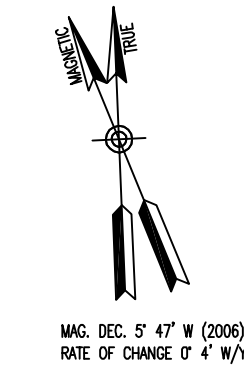


**PALM BEACH INTERNATIONAL AIRPORT**  
**RUNWAY 9L RPZ AND APPROACH PROFILE**

|                       |                   |
|-----------------------|-------------------|
| REVISION DATE         | NOVEMBER 14, 2007 |
| PRINT DATE            | JUNE 2007         |
| DEPT. OF AIRPORTS NO. | I-06-DOA-C-004    |
| SHEET NO.             | 7 of 12           |



| LEGEND |             |
|--------|-------------|
| SYMBOL | DESCRIPTION |
|        | TREE        |
|        | STRUCTURE   |



| PART 77 OBSTRUCTIONS |             |                     |                             |                           |                      |
|----------------------|-------------|---------------------|-----------------------------|---------------------------|----------------------|
| NO.                  | DESCRIPTION | TOP ELEVATION (MSL) | IMAGINARY SURFACE ELEVATION | PART 77 PENETRATION (MSL) | PROPOSED DISPOSITION |
| 1                    | TREE        | 34                  | 42                          | -8                        | REMOVE               |
| 2                    | TREE        | 34                  | 40                          | -6                        | REMOVE               |
| 3                    | TREE        | 80                  | 55                          | +25                       | REMOVE               |
| 4                    | TREE        | 54                  | 56                          | -2                        | REMOVE               |
| 5                    | TREE        | 48                  | 56                          | -8                        | REMOVE               |
| 6                    | STRUCTURE   | 61                  | 61                          | +0                        | FIXED BY FUNCTION    |

SCALE:  
 1"=200' Horizontal  
 1"=20' Vertical

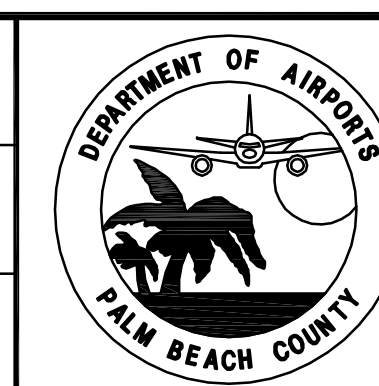
- NOTE:  
 1. ALL ELEVATIONS ARE ABOVE MEAN SEA LEVEL (MSL).  
 2. TREES WITHIN 10 FEET OF IMAGINARY SURFACES WILL BE REMOVED.  
 3. REFER TO EXISTING AND FUTURE ALP SHEETS FOR ADDITIONAL OBSTRUCTION/STRUCTURE INFORMATION.



| REVISIONS |          |     |                    |      |     |
|-----------|----------|-----|--------------------|------|-----|
| NO.       | DATE     | BY  | DESCRIPTION        | APPD | NO. |
| 1         | 11/14/07 | DCT | ORL - ADO COMMENTS | -    | -   |

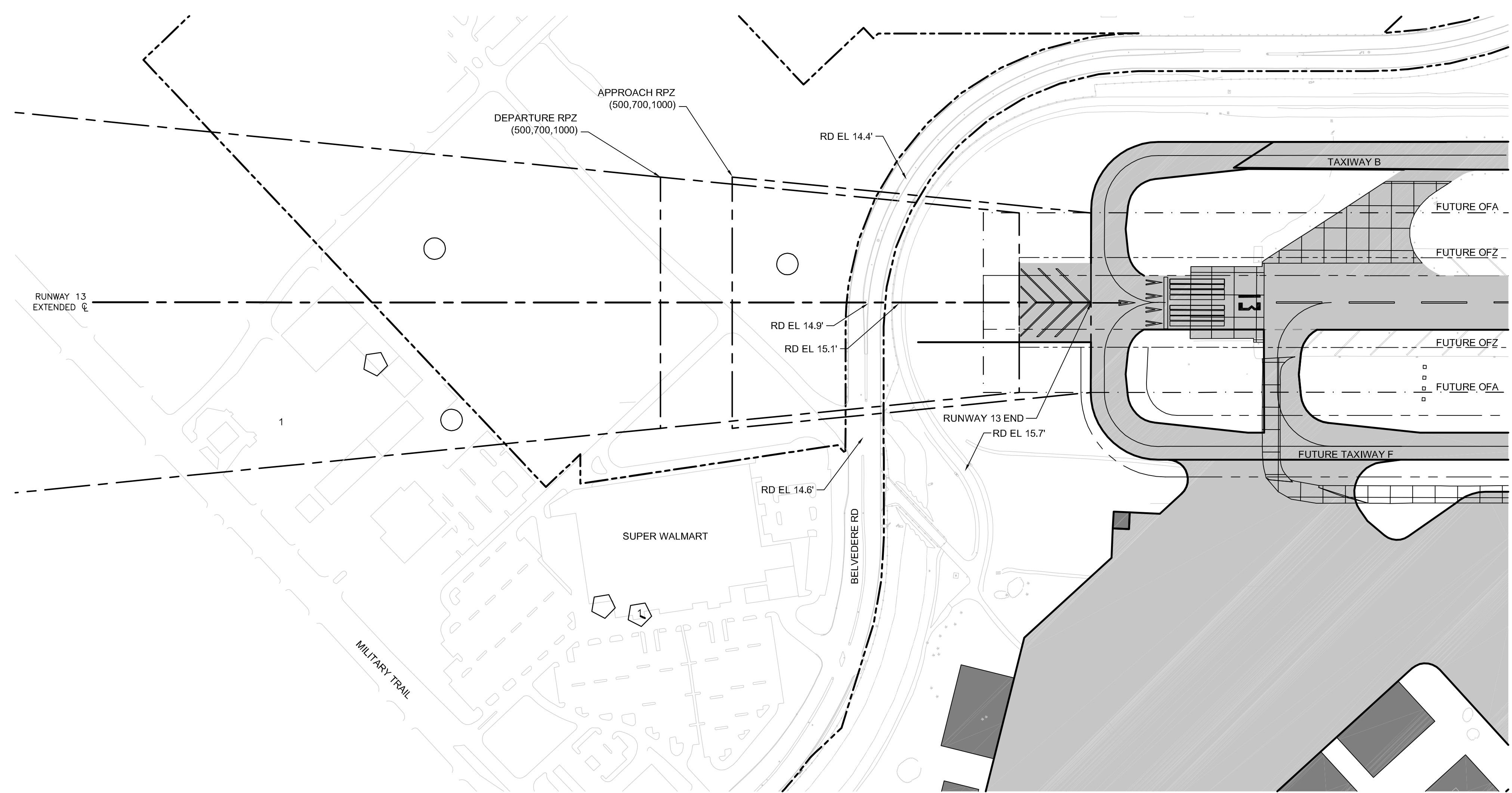
| APPROVALS                                |  |
|--|--|
| Federal Aviation Administration          | Palm Beach County Department of Airports |
| By: _____<br>Title: _____<br>Date: _____ | By: _____<br>Title: _____<br>Date: _____ |

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|--------------------|-------------------|
| PROJECT MGR: _____ | SCALE: AS SHOWN   |
| PLANNER: _____     | DATE: JUNE 2007   |
| DRAWN BY: _____    | CHECKED BY: _____ |
| PIT                | WBP               |

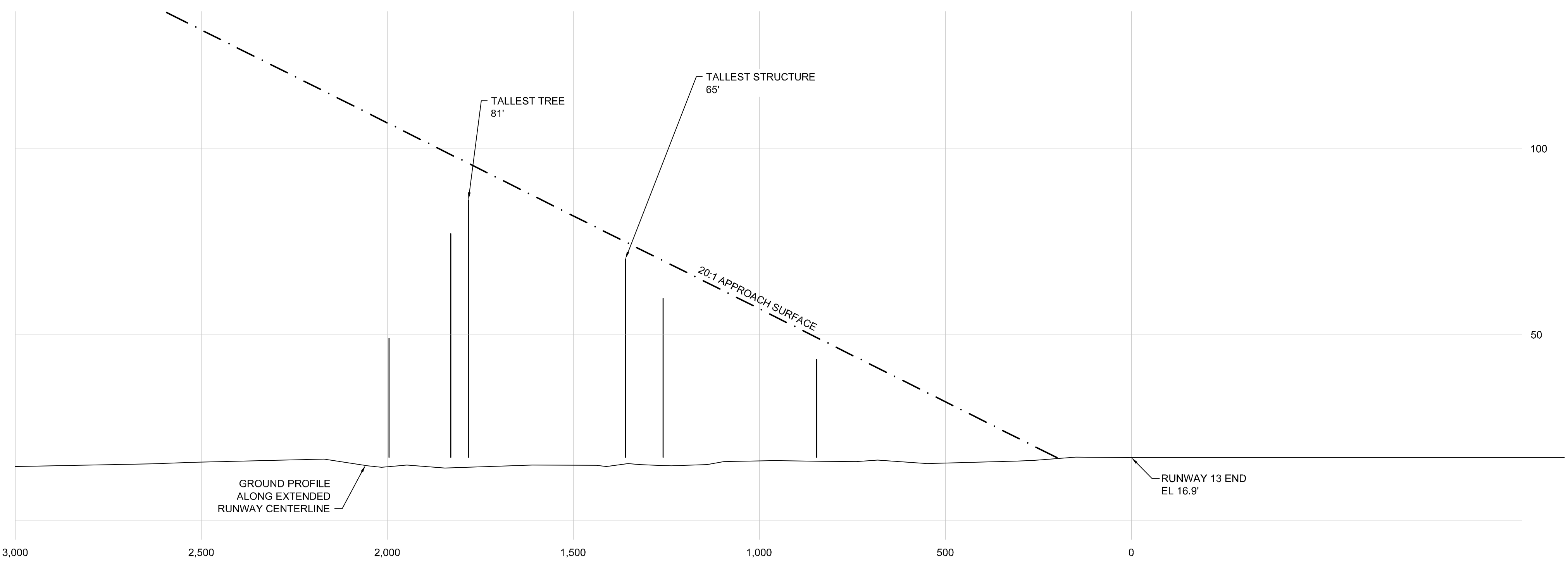
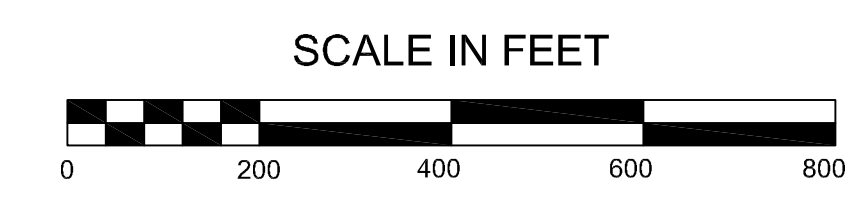
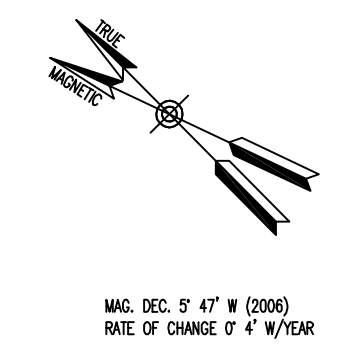


**PALM BEACH INTERNATIONAL AIRPORT**  
**RUNWAY 27R RPZ AND APPROACH PROFILE**

|                       |                   |
|-----------------------|-------------------|
| REVISION DATE         | NOVEMBER 14, 2007 |
| PRINT DATE            | JUNE 2007         |
| DEPT. OF AIRPORTS NO. | I-06-DOA-C-004    |
| SHEET NO.             | 8 of 12           |



| LEGEND |             |
|--------|-------------|
| SYMBOL | DESCRIPTION |
| ○      | TREE        |
| ◻      | STRUCTURE   |



| PART 77 OBSTRUCTIONS |             |                     |                                   |                            |                      |
|----------------------|-------------|---------------------|-----------------------------------|----------------------------|----------------------|
| NO.                  | DESCRIPTION | TOP ELEVATION (MSL) | IMAGINARY SURFACE ELEVATION (MSL) | PART 77 PENETRATION (FEET) | PROPOSED DISPOSITION |
| 1                    | WAL-MART    | 57                  | 57                                | 0                          | REMAIN               |

SCALE:  
 1"=200' Horizontal  
 1"=20' Vertical

NOTE:  
 1. ALL ELEVATIONS ARE ABOVE MEAN SEA LEVEL (MSL).  
 2. REFER TO EXISTING AND FUTURE ALP SHEETS FOR ADDITIONAL OBSTRUCTION/STRUCTURE INFORMATION.



| REVISIONS |          |     |                    |      |     |
|-----------|----------|-----|--------------------|------|-----|
| NO.       | DATE     | BY  | DESCRIPTION        | APPD | NO. |
| 1         | 11/14/07 | DCT | ORL - ADO COMMENTS | -    | -   |

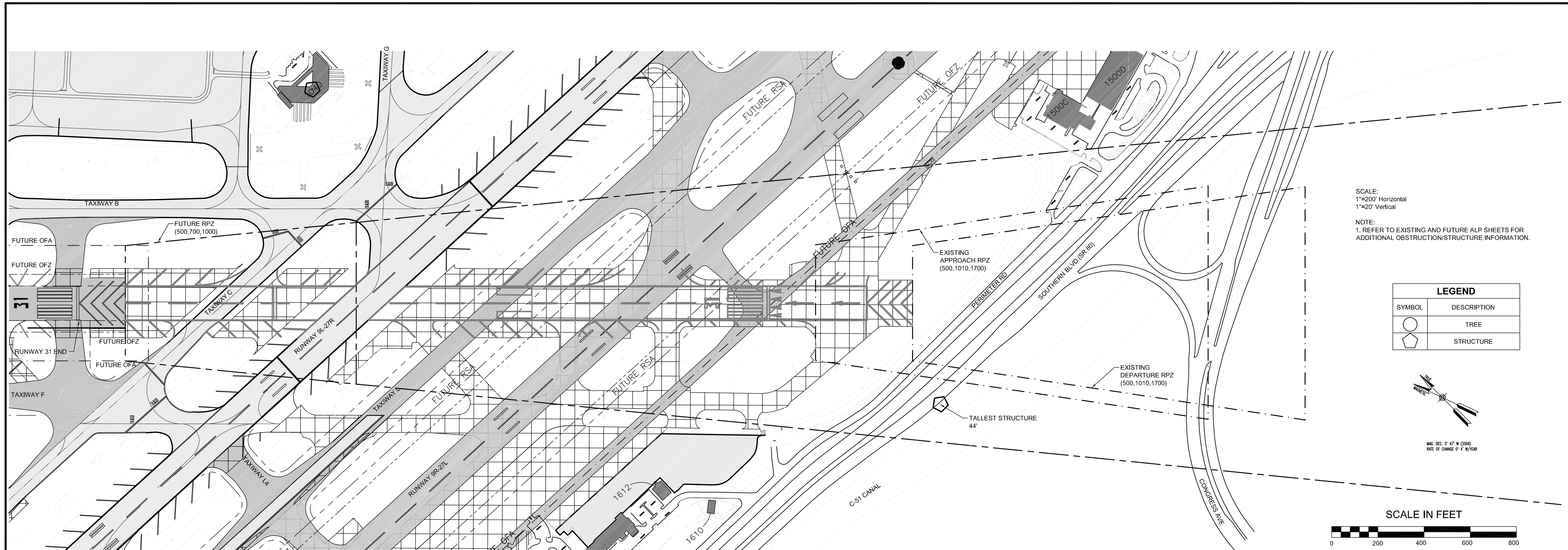
| APPROVALS                                |  |
|--|--|
| Federal Aviation Administration          | Palm Beach County Department of Airports |
| By: _____<br>Title: _____<br>Date: _____ | By: _____<br>Title: _____<br>Date: _____ |

|              |             |
|--------------|-------------|
| PROJECT MGR: | SCALE:      |
| CIN          | AS SHOWN    |
| PLANNER:     | DATE:       |
| CIN          | JUNE 2007   |
| DRAWN BY:    | CHECKED BY: |
| PIT          | PIT         |



**PALM BEACH INTERNATIONAL AIRPORT**  
**RUNWAY 13 RPZ AND APPROACH PROFILE**

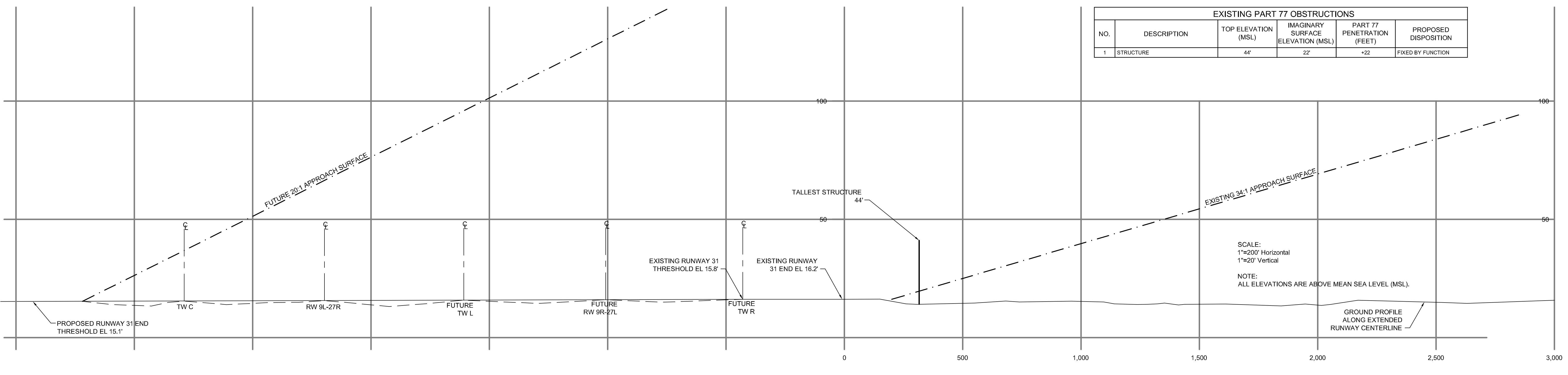
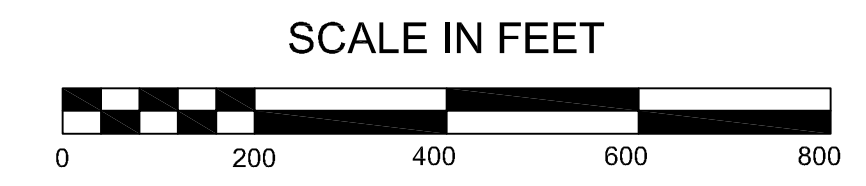
|                       |                   |
|-----------------------|-------------------|
| REVISION DATE         | NOVEMBER 14, 2007 |
| PRINT DATE            | JUNE 2007         |
| DEPT. OF AIRPORTS NO. | I-06-DOA-C-0004   |
| SHEET NO.             | 9 of 12           |



SCALE:  
 1"=200' Horizontal  
 1"=20' Vertical

NOTE:  
 1. REFER TO EXISTING AND FUTURE ALP SHEETS FOR  
 ADDITIONAL OBSTRUCTION/STRUCTURE INFORMATION.

| LEGEND |             |
|--------|-------------|
| SYMBOL | DESCRIPTION |
|        | TREE        |
|        | STRUCTURE   |



| EXISTING PART 77 OBSTRUCTIONS |             |                     |                                   |                            |                      |
|-------------------------------|-------------|---------------------|-----------------------------------|----------------------------|----------------------|
| NO.                           | DESCRIPTION | TOP ELEVATION (MSL) | IMAGINARY SURFACE ELEVATION (MSL) | PART 77 PENETRATION (FEET) | PROPOSED DISPOSITION |
| 1                             | STRUCTURE   | 44'                 | 22'                               | +22                        | FIXED BY FUNCTION    |

SCALE:  
 1"=200' Horizontal  
 1"=20' Vertical

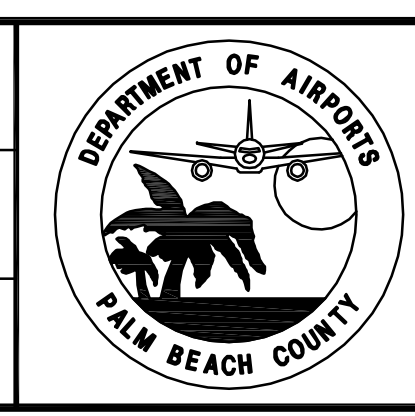
NOTE:  
 ALL ELEVATIONS ARE ABOVE MEAN SEA LEVEL (MSL).



| REVISIONS |          |     |                    |       |     |
|-----------|----------|-----|--------------------|-------|-----|
| NO.       | DATE     | BY  | DESCRIPTION        | APPD. | NO. |
| 1         | 11/14/07 | DCT | ORL - ADO COMMENTS | -     | -   |

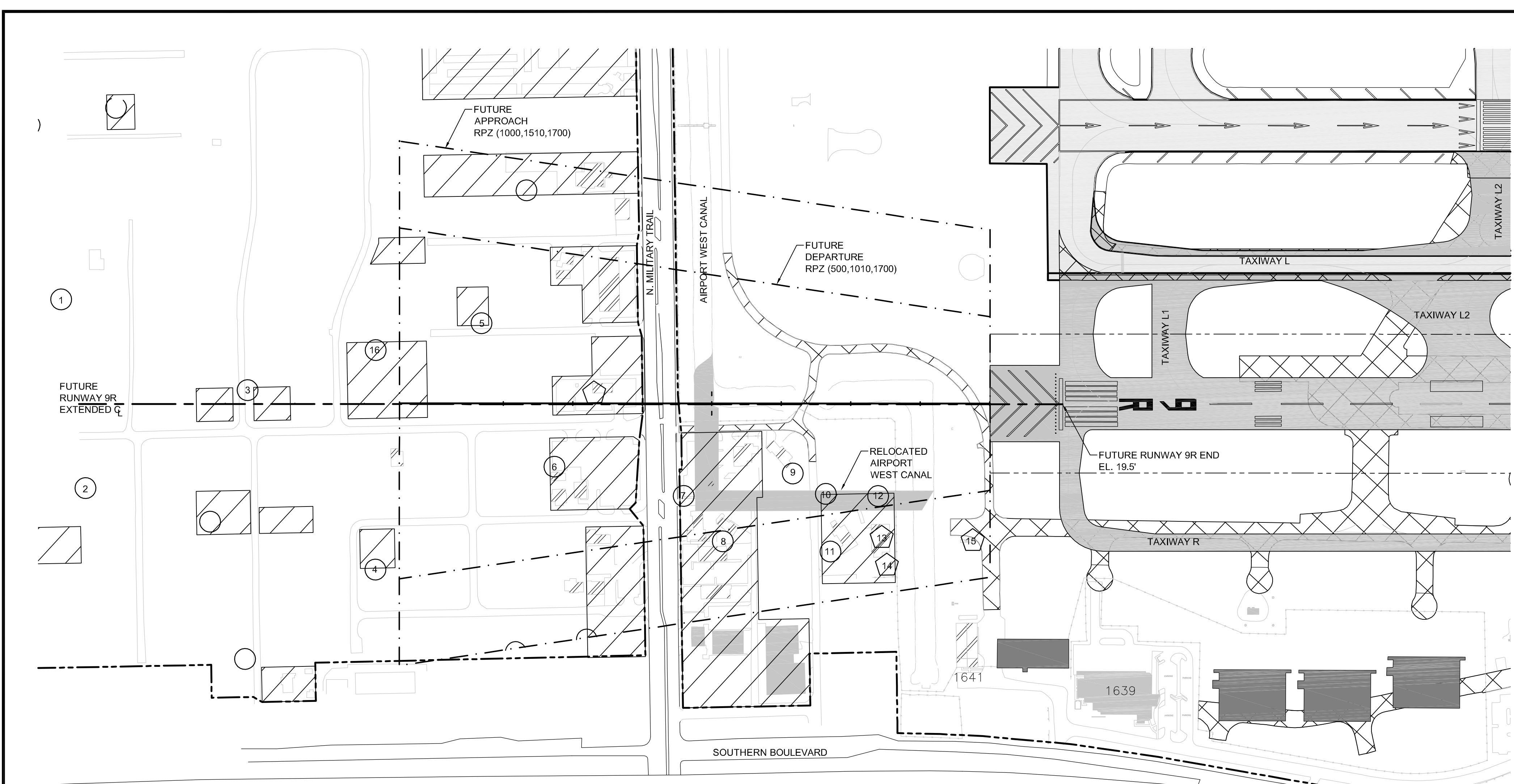
| APPROVALS                                |  |
|--|--|
| Federal Aviation Administration          | Palm Beach County Department of Airports |
| By: _____<br>Title: _____<br>Date: _____ | By: _____<br>Title: _____<br>Date: _____ |
| Case No: _____                           |  |

|              |             |
|--------------|-------------|
| PROJECT MGR: | SCALE:      |
| CIN          | AS SHOWN    |
| PLANNER:     | DATE:       |
| CIN          | JUNE 2007   |
| DRAWN BY:    | CHECKED BY: |
| WPB          | PIT         |

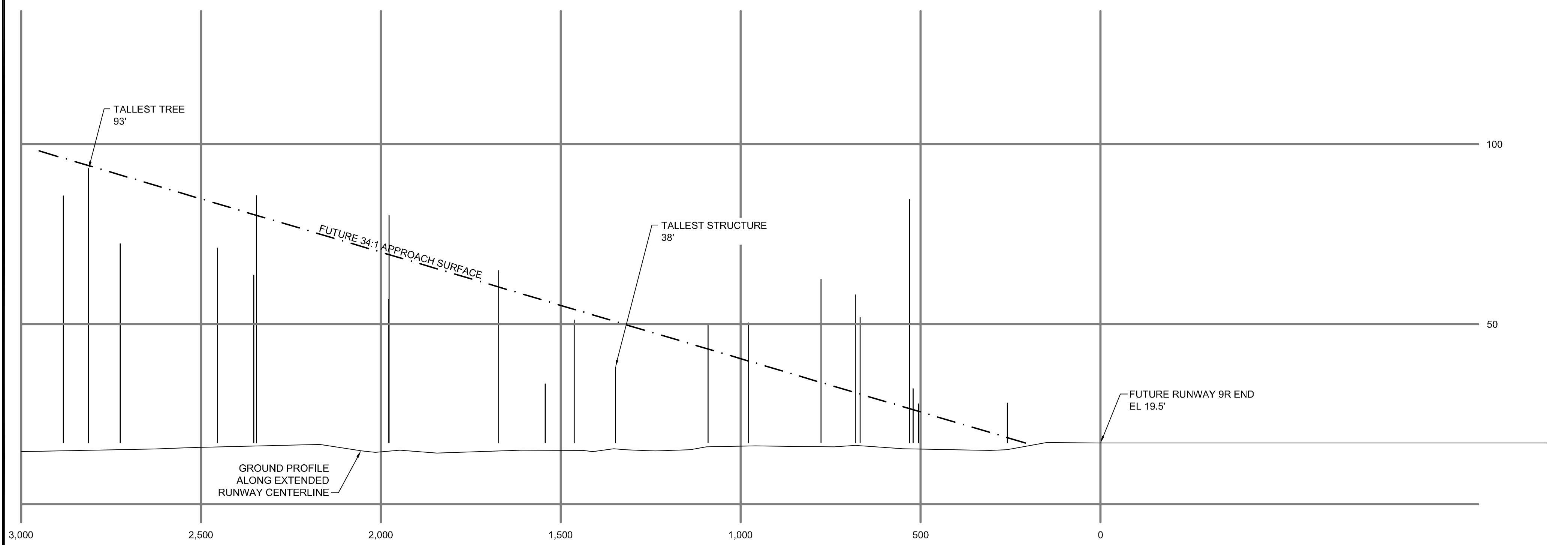
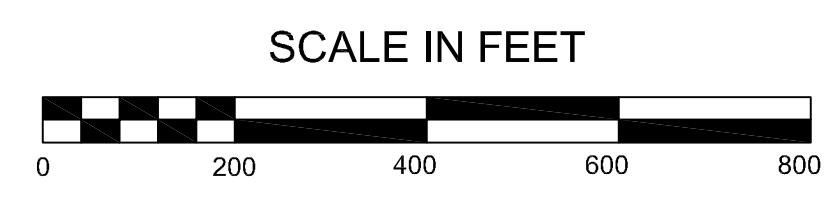
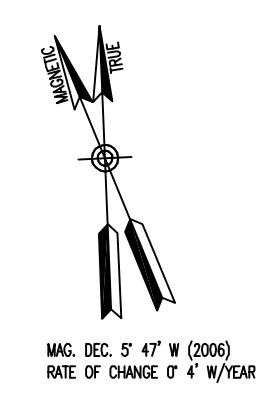


**PALM BEACH INTERNATIONAL AIRPORT**  
**RUNWAY 31 RPZ AND APPROACH PROFILE**

|                       |                   |
|-----------------------|-------------------|
| REVISION DATE         | NOVEMBER 14, 2007 |
| PRINT DATE            | JUNE 2007         |
| DEPT. OF AIRPORTS NO. | I-06-DOA-C-004    |
| SHEET NO.             | 10 of 12          |



| LEGEND |             |
|--------|-------------|
| SYMBOL | DESCRIPTION |
|        | TREE        |
|        | STRUCTURE   |



| PART 77 OBSTRUCTIONS |             |                     |                                   |                            |                      |
|----------------------|-------------|---------------------|-----------------------------------|----------------------------|----------------------|
| NO.                  | DESCRIPTION | TOP ELEVATION (MSL) | IMAGINARY SURFACE ELEVATION (MSL) | PART 77 PENETRATION (FEET) | PROPOSED DISPOSITION |
| 1                    | TREE        | 86                  | 65                                | +21                        | REMOVE               |
| 2                    | TREE        | 93                  | 85                                | +8                         | REMOVE               |
| 3                    | TREE        | 86                  | 62                                | +24                        | REMOVE               |
| 4                    | TREE        | 80                  | 70                                | +10                        | REMOVE               |
| 5                    | TREE        | 65                  | 50                                | +15                        | REMOVE               |
| 6                    | TREE        | 51                  | 55                                | -4                         | REMOVE               |
| 7                    | TREE        | 57                  | 44                                | +13                        | REMOVE               |
| 8                    | TREE        | 53                  | 45                                | +8                         | REMOVE               |
| 9                    | TREE        | 62                  | 35                                | +27                        | REMOVE               |
| 10                   | TREE        | 58                  | 30                                | +28                        | REMOVE               |
| 11                   | TREE        | 58                  | 45                                | +13                        | REMOVE               |
| 12                   | TREE        | 85                  | 30                                | +55                        | REMOVE               |
| 13                   | STRUCTURE   | 32                  | 40                                | -8                         | REMOVE               |
| 14                   | STRUCTURE   | 28                  | 45                                | -17                        | REMOVE               |
| 15                   | STRUCTURE   | 28                  | 40                                | -12                        | REMOVE               |
| 16                   | TREE        | 80                  | 55                                | +25                        | REMOVE               |

SCALE:  
 1"=200' Horizontal  
 1"=20' Vertical

NOTE:  
 1. ALL ELEVATIONS ARE ABOVE MEAN SEA LEVEL (MSL).  
 2. ALL STRUCTURES AND TREES WITHIN THE FUTURE 9R RPZ WILL BE DEMOLISHED.  
 3. REFER TO EXISTING AND FUTURE ALP SHEETS FOR ADDITIONAL OBSTRUCTION/STRUCTURE INFORMATION.



| REVISIONS |          |     |                    |           |
|-----------|----------|-----|--------------------|-----------|
| NO.       | DATE     | BY  | DESCRIPTION        | APPD. NO. |
| 1         | 11/14/07 | DCT | ORL - ADO COMMENTS | -         |

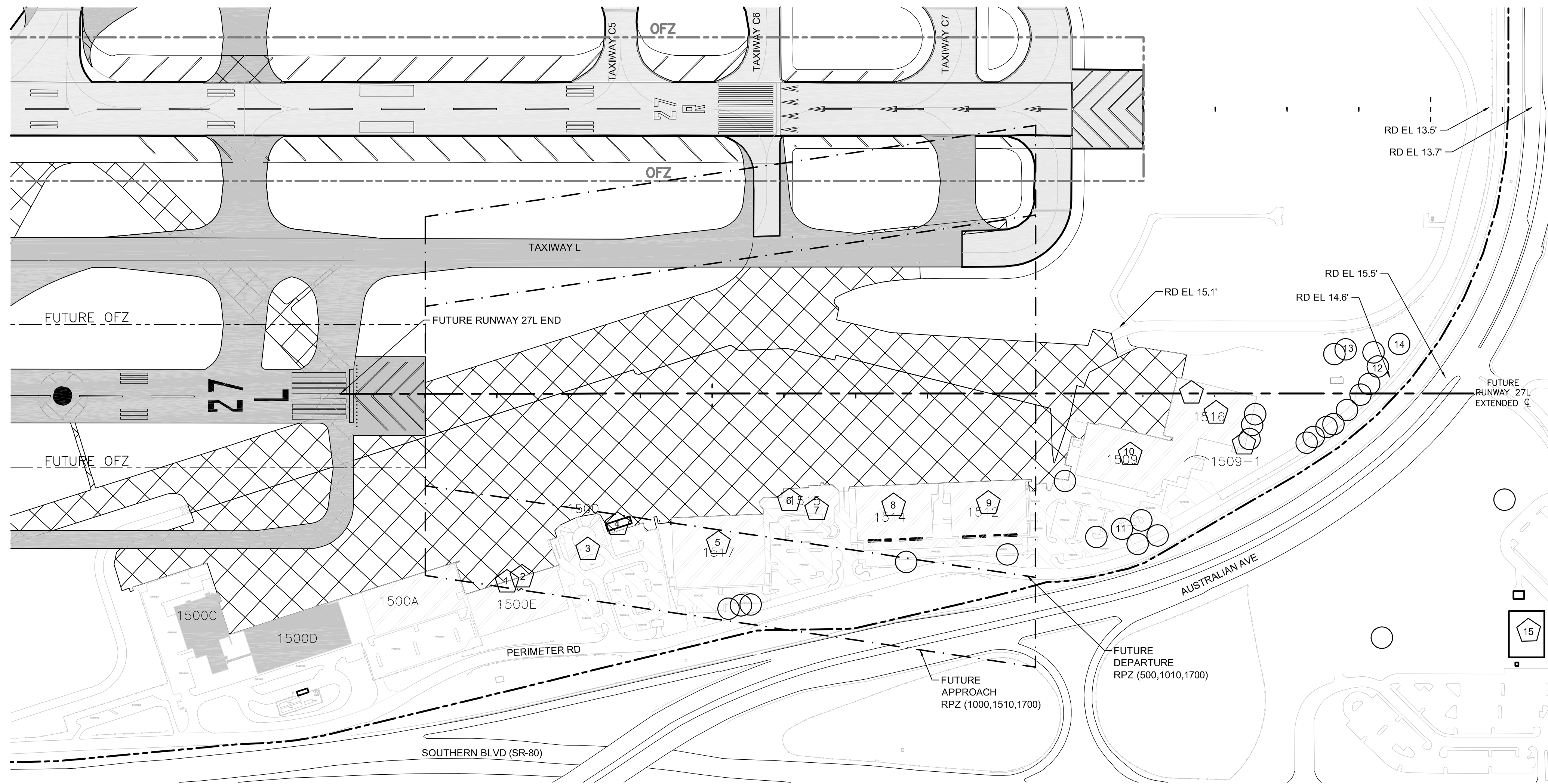
| APPROVALS                                |  |
|--|--|
| Federal Aviation Administration          | Palm Beach County Department of Airports |
| By: _____<br>Title: _____<br>Date: _____ | By: _____<br>Title: _____<br>Date: _____ |

|                    |                   |
|--------------------|-------------------|
| PROJECT MGR: _____ | SCALE: AS SHOWN   |
| PLANNER: _____     | DATE: JUNE 2007   |
| DRAWN BY: _____    | CHECKED BY: _____ |
| PIT                | WPB               |

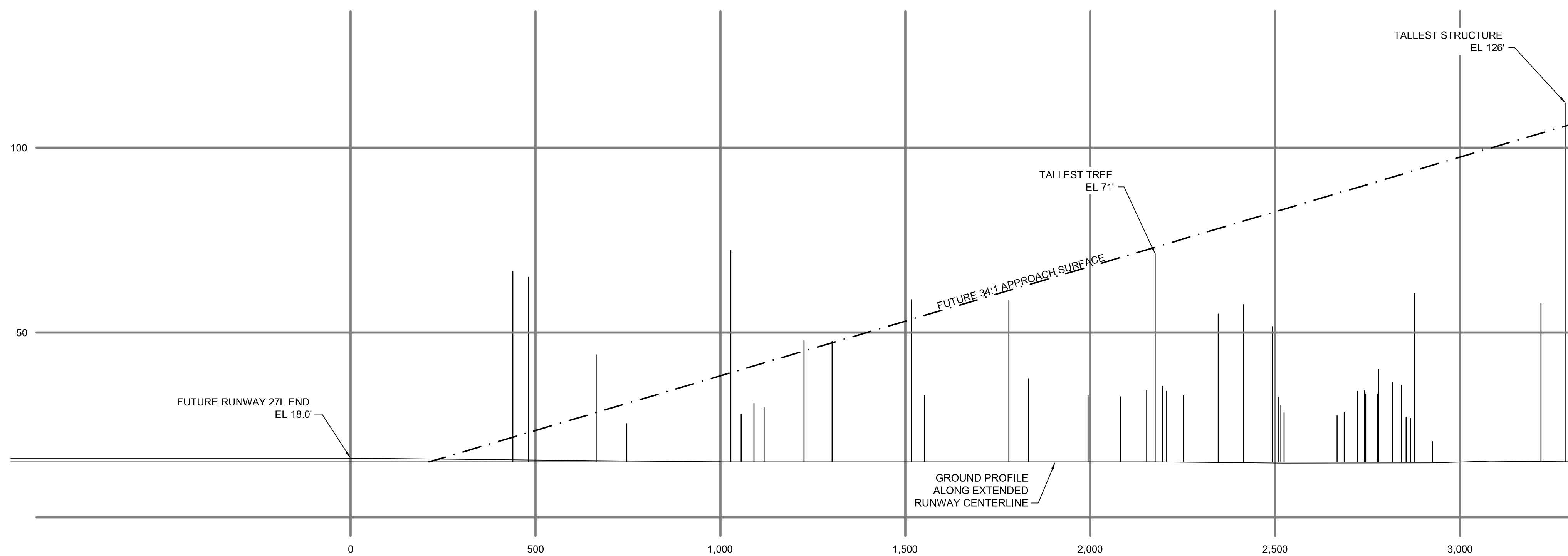
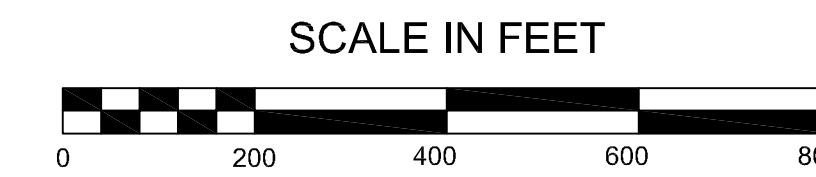
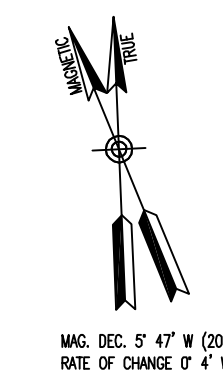


**PALM BEACH INTERNATIONAL AIRPORT**  
**FUTURE RUNWAY 9R RPZ AND APPROACH PROFILE**

|                       |                   |
|-----------------------|-------------------|
| REVISION DATE         | NOVEMBER 14, 2007 |
| PRINT DATE            | JUNE 2007         |
| DEPT. OF AIRPORTS NO. | I-06-DOA-C-004    |
| SHEET NO.             | 11 of 12          |



| LEGEND |             |
|--------|-------------|
| SYMBOL | DESCRIPTION |
|        | TREE        |
|        | STRUCTURE   |



| PART 77 OBSTRUCTIONS |             |                     |                                   |                            |                      |
|----------------------|-------------|---------------------|-----------------------------------|----------------------------|----------------------|
| NO.                  | DESCRIPTION | TOP ELEVATION (MSL) | IMAGINARY SURFACE ELEVATION (MSL) | PART 77 PENETRATION (FEET) | PROPOSED DISPOSITION |
| 1                    | STRUCTURE   | 67                  | 50                                | +17                        | REMOVE               |
| 2                    | STRUCTURE   | 67                  | 50                                | +17                        | REMOVE               |
| 3                    | STRUCTURE   | 44                  | 30                                | +14                        | REMOVE               |
| 4                    | STRUCTURE   | 25                  | 30                                | -5                         | REMOVE               |
| 5                    | STRUCTURE   | 73                  | 35                                | +38                        | REMOVE               |
| 6                    | STRUCTURE   | 48                  | 44                                | +4                         | REMOVE               |
| 7                    | STRUCTURE   | 48                  | 44                                | +4                         | REMOVE               |
| 8                    | STRUCTURE   | 59                  | 50                                | +9                         | REMOVE               |
| 9                    | STRUCTURE   | 59                  | 57                                | +2                         | REMOVE               |
| 10                   | STRUCTURE   | 72                  | 67                                | +5                         | REMOVE               |
| 11                   | TREE        | 71                  | 70                                | +1                         | REMOVE               |
| 12                   | TREE        | 60                  | 45                                | +15                        | REMOVE               |
| 13                   | TREE        | 37                  | 45                                | -8                         | REMOVE               |
| 14                   | TREE        | 20                  | 35                                | -15                        | REMOVE               |
| 15                   | STRUCTURE   | 126                 | 125                               | +1                         | REMAIN               |

SCALE:  
 1"=200' Horizontal  
 1"=20' Vertical

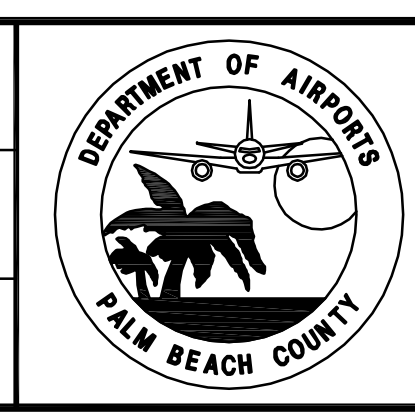
NOTE:  
 1. ALL ELEVATIONS ARE ABOVE MEAN SEA LEVEL (MSL).  
 2. ALL STRUCTURES AND TREES WITHIN THE FUTURE RUNWAY 27L RPZ WILL BE DEMOLISHED.  
 3. REFER TO EXISTING AND FUTURE ALP SHEETS FOR ADDITIONAL OBSTRUCTION/STRUCTURE INFORMATION.



| REVISIONS |          |     |                    |      |     |
|-----------|----------|-----|--------------------|------|-----|
| NO.       | DATE     | BY  | DESCRIPTION        | APPD | NO. |
| 1         | 11/14/07 | DCT | ORL - ADO COMMENTS | -    | -   |

| APPROVALS                       |  |
|---------------------------------|--|
| Federal Aviation Administration | Palm Beach County Department of Airports |
| By: _____                       | By: _____                                |
| Title: _____                    | Title: _____                             |
| Date: _____                     | Date: _____                              |
| Case No: _____                  |  |

|              |             |
|--------------|-------------|
| PROJECT MGR: | SCALE:      |
| CIN          | AS SHOWN    |
| PLANNER:     | DATE:       |
| CIN          | JUNE 2007   |
| DRAWN BY:    | CHECKED BY: |
| PIT          | WPB         |



**PALM BEACH INTERNATIONAL AIRPORT**  
**FUTURE RUNWAY 27L RPZ AND APPROACH PROFILE**

|                       |                   |
|-----------------------|-------------------|
| REVISION DATE         | NOVEMBER 14, 2007 |
| PRINT DATE            | JUNE 2007         |
| DEPT. OF AIRPORTS NO. | I-06-DOA-C-004    |
| SHEET NO.             | 12 of 12          |