TECHNICAL REPORT #7

Palm Beach International Airport
Airport Layout Plan

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Palm Beach International Airport

Prepared for

Palm Beach County Department of Airports

OCTOBER 2006

CH2MHILL
In Association with Ricondo & Associates, Inc.

Contents

SECTION 1

Airport Layout Plan Narrative

SECTION 1

Airport Layout Plan Narrative

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

U.S. Department of Transportation
Federal Aviation Administration
Southern Region – Airports Division
Effective Date: May 2004

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 Administratioin 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	Yes	No	Comments
Report Provided	(X)	( )	
Aeronautical Forecasts (Shown in Forecast)			
- 0-5 yrs., 6-10 yrs., 10-20 yrs	(X)	( )	2005-2010, 2011-2015, 2016-2025
-Total annual operations	(X)	( )	199, 108 (2004)
- Annual itinerant operations	(X)	( )	136, 625 (2004) - TAF
- Based aircraft	(X)	( )	129 (2004)
- Annual instrument approaches (if applicable)	(X)	( )	362, 972 (2004) - TAF
- Annual itinerant operations by critical aircraft	( )	(X)	
- Annual itinerant ops by more demanding aircraft	( )	(X)	
Proposed Development Justification	(X)	( )	Project Definition
Special Issues (MOS, etc.)	( )	(X)	
Development Schedule and Graphics	(X)	( )	Implementation Planning
Proper Agency Coordination (sponsor, local, state)	(X)	( )	Department of Airports

Airport Layout Drawing			
Proper Agency Approval (Sponsor, Local, State)	(X)	( )	Department of Airports
Sheet Size - 24"x36"/ 22" x 34"	(X)	( )	24 x 36
Scale 1"=200'-600'	(X)	( )	1" = 1000'
2'-10' Labeled Contours	(X)	( )	1 foot contours (not labeled) (Refer to Implementation Planning)
North Arrow			
- True & magnetic	(X)	( )	Magnetic 5d, 47' W
- Declination w/ annual rate of change	(X)	( )	5d, 47' W (2006) / 0d, 4' w / Year
Wind Rose			
- Source & time period	(X)	( )	National Climatic Data Center (1996-2005)
- MPH & knots	(X)	( )	10.5, 13, 16, 20
- 12 MPH individual & combined coverage	(X)	( )	Refer to Data Sheet 2 of 12
- 15 MPH individual & combined coverage	(X)	( )	Refer to Data Sheet 2 of 12
Airport Reference Point (ARP)			
- Existing w/ Lat./ Long. (NAD 83)	(X)	( )	26d, 40', 59.4" / 80d, 05', 44.1"
- Ultimate w/ Lat./ Long. (NAD 83)	(X)	( )	26d, 41', 12.4" / 80d, 05', 31.9"
Elevations (Existing & Ultimate)			
- Existing runway ends	(X)	( )	Refer to Data Sheet 2 of 12
- Displaced thresholds	(X)	( )	Refer to Data Sheet 2 of 12
- Ultimate runway ends	(X)	( )	Refer to Data Sheet 2 of 12
- Runway intersections	(X)	( )	No future runway instersections
- Runway high & low points	(X)	( )	Refer to Data Sheet 2 of 12
- Touchdown zone elevation (highest Rwy elevation in first 3,000' of any Rwy having published straight -in minima)	(X)	( )	Refer to Data Sheet 2 of 12
Drawing Lines			
- Existing property boundary	(X)	( )	Refer to Existing ALP 3 of 12
- Ultimate property boundary	(X)	( )	Refer to Future ALP 4 of 12
- 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	Comments
Runway Drawing Details (Existing & Ultimate)			
- 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 (used for instrument approach procedure)	(X)	( )	
Taxiway Details (Existing & Ultimate)			
- Taxiway widths	(X)	( )	
- Designations	(X)	( )	
- Separation dimensions to:			
Runway centerline(s)	(X)	( )	
Parallel taxiway(s)	(X)	( )	
Aircraft parking area(s)	(X)	( )	
Aircraft Parking Aprons			
- Existing & ultimate aprons shown	(X)	( )	
- Dimensions	(X)	( )	
- Tie-down layout/ locations	(X)	( )	
Runway Protection Zones (RPZs)			
- Existing & ultimate RPZs shown	(X)	( )	
- Dimensions	(X)	( )	
- Approach slope (20:1, 34:1, 50:1)	(X)	( )	
Title & Revision Blocks			
- 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)	( )	
Airport Data Block (Existing & Ultimate)			
- 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)	( )	Airplane Design Group (ADG)
- Identify GPS at airport	(X)	( )	

Airport Layout Drawing (Continued)

	Yes	No	Comments
Runway Data Block (Existing & Ultimate)			
- % 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)	( )	
Miscellaneous			
- 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)	( )	
Approach Plan View Details			
- 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)	( )	
Approach Profile View Details			
- 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

	Yes	No	Comments
Large-Scale Plan View for Each Runway End (up to 100' height above runway end)	(X)	( )	
Large-Scale Profile View for Each Runway End (up to 100' height above runway end)	(X)	( )	
Sheet Size	(X)	( )	
Scale 1"=200' Horizontal, 1"=20' Vertical	(X)	( )	
Title & Revision Blocks	(X)	( )	
Separate Approach Tables with Obstruction Data			
- 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)	( )	
Inner Approach Plan View Details			
- Aerial photo base map	(X)	( )	NOV. 2006 Planimetrics
- Obstructions numbered	(X)	( )	
- Property line depicted	(X)	( )	
- Identify by numbers all traverse ways w/ elevations & vertical clearances in approach (At approach edge & extended centerline)	(X)	( )	
- Depict existing & ultimate runway ends	(X)	( )	
- Ground contours shown	(X)	( )	
Inner Approach Profile View Details			
- 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)	( )	
Building Data Table (Existing & Ultimate)			
- Number facilities	(X)	( )	Refer to Existing/Future ALP Sheets
- Include top elevations	(X)	( )	
- Identify obstruction marking	(X)	( )	

Additional Comments:

Land Use Drawing (Existing & Ultimate)

	Yes	No	Comments
- 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:

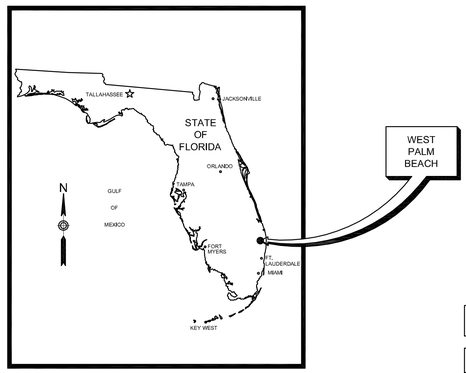
Airport Property Map (Existing & Ultimate)

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)	

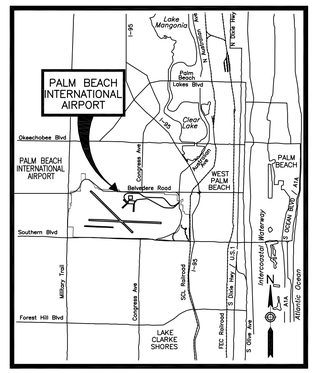
Additional Comments:

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.

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

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

REVISIONS					
NO.	DATE	BY	DESCRIPTION	APP'D	NO.
1	11/14/07	DCT	ORL - ADO COMMENTS	-	-

APPROVED BY

FEDERAL AVIATION ADMINISTRATION DATE:

PALM BEACH COUNTY
DEPARTMENT OF AIRPORTS DATE:

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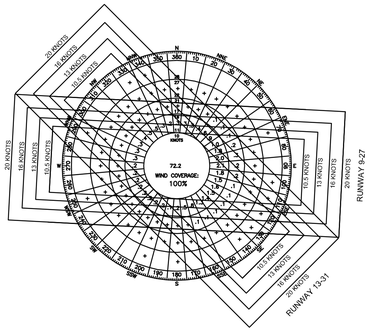
ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE FAA TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

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.

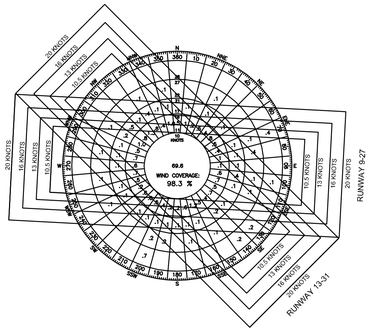
ALL WEATHER WIND ROSE



ALL WEATHER WIND ROSE TABLE

CROSSWIND COMPONENT	RUNWAY COVERAGE (PERCENT)		
	9L-27R	9R-27L	13-31
10.5 KTS	92.4	92.4	89.9
	ALL RUNWAYS 97.2		
13 KTS	96.7	96.7	95.0
	ALL RUNWAYS 99.0		
16 KTS	99.3	99.3	98.9
	ALL RUNWAYS 99.8		
20 KTS	99.9	99.9	99.8
	ALL RUNWAYS 100.0		

IFR WIND ROSE

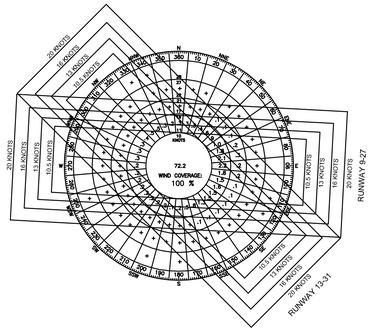


Ceiling Below 1000' and/or Visibility Below 3 Miles

IFR WIND ROSE TABLE

CROSSWIND COMPONENT	RUNWAY COVERAGE (PERCENT)		
	9L-27R	9R-27L	13-31
10.5 KTS	84.7	84.7	86.7
	ALL RUNWAYS 92.7		
13 KTS	90.2	90.2	90.9
	ALL RUNWAYS 95.5		
16 KTS	94.3	94.3	95.0
	ALL RUNWAYS 97.3		
20 KTS	96.1	96.1	97.0
	ALL RUNWAYS 98.3		

VFR WIND ROSE



Ceiling 1000' and above and/or Visibility 3 Miles and Above

VFR WIND ROSE TABLE

CROSSWIND COMPONENT	RUNWAY COVERAGE (PERCENT)		
	9L-27R	9R-27L	13-31
10.5 KTS	92.5	92.5	89.9
	ALL RUNWAYS 97.3		
13 KTS	96.7	96.7	95.1
	ALL RUNWAYS 99.0		
16 KTS	99.4	99.4	98.9
	ALL RUNWAYS 99.8		
20 KTS	99.9	99.9	99.8
	ALL RUNWAYS 100.0		

Station : 72230, Palm Beach International Airport, West Palm Beach, Florida

Period of Record : 1996 - 2005 (10 Year Annual Averaged Data)

Wind Data Source : NOAA-NCDC (National Climatic Data Center)

No. of Observations : 84,031

RUNWAY DATA TABLE

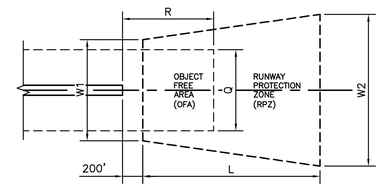
ITEM	9L		27R		9R			27L			13		31	
	Existing	Future	Existing	Future	Existing	Future	Ultimate	Existing	Future	Ultimate	Existing	Future	Existing	Future
Approach Visibility Minimums	1/2 MILE	-	3/4 MILE	-	V	3/4 MILE	1/2 MILE	V	3/4 MILE	1/2 MILE	1-1/4 MILE	V	1-1/4 MILE	V
Runway Length (Feet)	10,000'	-	10,000'	-	3,213'	8,000'	8,000'	3,213'	8,000'	8,000'	6,932'	4,000'	6,932'	4000'
Runway Width (Feet)	150'	-	150'	-	75'	150'	150'	75'	150'	150'	150'	150'	150'	150'
Runway End Elevation (MSL)	19.3'	-	17.5'	-	17.5'	19.5'	19.5'	13.6'	18.0'	19.5'	16.9'	16.9'	16.2'	15.1'
Runway Threshold Elevation (MSL)	15.6'	-	18.1'	-	17.5'	19.5'	19.5'	13.6'	15.0'	19.5'	16.9'	16.9'	15.8'	15.1'
Runway Touchdown Zone Elevation (MSL)	15.4'	-	18.0'	-	17.5'	19.5'	19.5'	13.5'	17.0'	19.5'	15.7'	16.9'	15.5'	15.1'
Highest Point on Runway Centerline (MSL)	19.3'	-	19.3'	-	17.5'	19.5'	19.5'	17.5'	19.5'	19.5'	16.9'	16.9'	16.9'	16.9'
Lowest Point on Runway Centerline (MSL)	15.3'	-	15.3'	-	13.5'	15.8'	15.8'	13.5'	15.8'	15.8'	14.8'	14.8'	14.8'	14.8'
Displaced Threshold	1200'	-	811'	-	NONE	-	-	NONE	-	-	NONE	200'	418'	-
Effective Gradient %	- .03	-	+ .03	-	- .1	- .05	- .05	+ .1	+ .05	- .05	- .01	- .01	+ .01	+ .01
Pavement Strength (x 1000 lb)	S-85, D-200 DT-400	- -	S-85, D-200 DT-400	- -	S-25	S-85, D-200 DT-400	S-85, D-200 DT-400	S-25	S-85, D-200 DT-400	S-85, D-200 DT-400	S-100, D-180 DT-325, DDT-400	- -	S-100, D-180 DT-325, DDT-400	- -
Runway Lighting	HIRL, TDZL	-	HIRL, TDZL	-	MIRL	HIRL	HIRL, TDZL	MIRL	HIRL	HIRL, TDZL	MIRL	MIRL	MIRL	MIRL
Runway Marking	P	-	P	-	V	NP	P	V	NP	P	NP	V	NP	V
Surface Composition	ASPH	-	ASPH	-	ASPH	ASPH	ASPH	ASPH	ASPH	ASPH	ASPH	ASPH	ASPH	ASPH
Navigational Aids	ILS/LOC VOR	-	ILS/LOC VOR	ILS/LOC VOR, RVR	NONE	LOC, VOR	ILS, LOC VOR	NONE	LOC, VOR	ILS, LOC VOR	VOR	NONE	VOR	NONE
Visual Aids	MALSR REIL, PAPI	- -	REIL PAPI	MALSR REIL, PAPI	REIL PAPI	MALSR REIL, PAPI	MALSR REIL, PAPI	REIL PAPI	MALSR REIL, PAPI	MALSR REIL, PAPI	REIL PAPI	REIL PAPI	REIL PAPI	REIL PAPI
Operational Role	AC	-	AC	-	GU	AC	AC	GU	AC	AC	T	GU	T	GU
Geodetic Azimuth	-	-	-	-	-	-	-	-	-	-	-		-	
Critical Wingspan Aircraft Design Group	ADG IV	-	ADG IV	-	ADG I	ADG IV	ADG IV	ADG I	ADG IV	ADG IV	ADG IV	ADG II	ADG IV	ADG II
Critical Aircraft Approach Catergory	CAT D	-	CAT D	-	CAT B	CAT D	CAT D	CAT B	CAT D	CAT D	CAT D	CAT B	CAT D	CAT B
Taxiway Edge Lighting	YES	-	YES	-	YES	-	-	YES	-	-	YES	YES	YES	YES
Taxiway Centerline and Edge Markings	YES	-	YES	-	YES	-	-	YES	-	-	YES	YES	YES	YES
Runway/Taxiway Signage (Complying With AC 150/5340-18C)	YES	-	YES	-	YES	-	-	YES	-	-	YES	YES	YES	YES

(-) No Anticipated Change
T - TRANSPORT
GU - GENERAL UTILITY
AC - AIR CARRIER
P - PRECISION
NP - NON PRECISION
V - VISUAL

DECLARED DISTANCES TABLE

DISTANCE DESCRIPTION	RUNWAY END AND DISTANCE						
	9L	27R	9R	27L	13	31	
Takeoff Run Available (TORA)	10,000'	10,000'	3,213'	3,213'	6,932'	6,932'	EXISTING
Takeoff Distance Available (TODA)	10,000'	10,000'	3,213'	3,213'	6,932'	6,932'	EXISTING
Accelerate-Stop Distance Available (ASDA)	10,000'	10,000'	3,213'	3,213'	6,000'	6,932'	EXISTING
Landing Distance Available (LDA)	8,800'	9,189'	3,213'	3,213'	6,000'	6,514'	EXISTING
Usable Stopway Length	-	-	-	-	-	-	EXISTING
Takeoff Run Available (TORA)	10,000'	10,000'	8,000'	8,000'	4,000'	4,000'	FUTURE
Takeoff Distance Available (TODA)	10,000'	10,000'	8,000'	8,000'	4,000'	4,000'	FUTURE
Accelerate-Stop Distance Available (ASDA)	10,000'	10,000'	8,000'	8,000'	4,000'	4,000'	FUTURE
Landing Distance Available (LDA)	8,800'	9,189'	8,000'	8,000'	3,800'	4,000'	FUTURE
Usable Stopway Length	-	-	-	-	-	-	FUTURE

APPROACH RPZ/OFA DETAILS



EXISTING APPROACH RPZ DATA

R/W	APPROACH CATEGORY	MINIMUM VISIBILITY	APPROACH RPZ		
			L	W1	W2
9L	D	1/2 MILE	2,500	1,000	1,750
27R	D	3/4 MILE	1,700	1,000	1,510
9R	B	VISUAL	1,000	250	450
27L	B	VISUAL	1,000	250	450
13	D	1-1/4 MILE	1,700	500	1,010
31	D	1-1/4 MILE	1,700	500	1,010

FUTURE APPROACH RPZ DATA

R/W	APPROACH CATEGORY	MINIMUM VISIBILITY	APPROACH RPZ		
			L	W1	W2
9L	D	1/2 MILE	2,500	1,000	1,750
27R	D	3/4 MILE	1,700	1,000	1,510
9R	D	3/4 MILE	1,700	1,000	1,510
27L	D	3/4 MILE	1,700	1,000	1,510
13	B	VISUAL	1,000	500	700
31	B	VISUAL	1,000	500	700

EXISTING DEPARTURE RPZ DATA

R/W	APPROACH CATEGORY	MINIMUM VISIBILITY	DEPARTURE RPZ		
			L	W1	W2
9L	D	-	1,700	500	1,010
27R	D	-	1,700	500	1,010
9R	B	-	1,000	250	450
27L	B	-	1,000	250	450
13	D	-	1,700	500	1,010
31	D	-	1,700	500	1,010

FUTURE DEPARTURE RPZ DATA

R/W	APPROACH CATEGORY	MINIMUM VISIBILITY	DEPARTURE RPZ		
			L	W1	W2
9L	D	-	1,700	500	1,010
27R	D	-	1,700	500	1,010
9R	D	-	1,700	500	1,010
27L	D	-	1,700	500	1,010
13	B	-	1,000	500	700
31	B	-	1,000	500	700

RUNWAY END COORDINATES (NAD 83)

RUNWAY	LATITUDE	LONGITUDE	NORTHING	EASTING	
9L	26° 40' 59.55"	80° 06' 30.13"	855035.51	947315.15	EXISTING
27R	26° 40' 54.74"	80° 04' 40.00"	854621.14	957307.11	EXISTING
9R	26° 40' 52.28"	80° 06' 22.64"	854306.15	947999.81	EXISTING
27L	26° 40' 50.73"	80° 05' 47.26"	854169.73	951209.91	EXISTING
13	26° 41' 30.59"	80° 06' 14.48"	858180.12	948712.58	EXISTING
31	26° 40' 41.91"	80° 05' 20.61"	853298.11	953633.61	EXISTING
9L	26° 40' 59.55"	80° 06' 30.13"	855035.51	947315.15	FUTURE
27R	26° 40' 54.74"	80° 04' 40.00"	854621.14	957307.11	FUTURE
9R	26° 40' 51.64"	80° 06' 30.56"	854236.19	947282.00	FUTURE
27L	26° 40' 47.79"	80° 05' 02.47"	853904.72	955275.13	FUTURE
13	26° 41' 33.94"	80° 06' 18.18"	858516.56	948374.09	FUTURE
31	26° 41' 05.85"	80° 05' 47.10"	855699.22	951213.54	FUTURE

AIRPORT DATA TABLE

ITEM		EXISTING	FUTURE
Airport Category		AIR CARRIER	-
Airport Reference Code		D-IV	-
Airport Reference Point (NAD 83)	Latitude	26° 40' 59.4"	26° 41' 12.4"
	Longitude	80° 05' 44.1"	80° 05' 31.9"
Airport Elevation (NGVD 88)		19'	-
Mean Maximum Temperature (Hottest Month)		90°	-
Combined Wind Coverage (All Weather)		100.0%	-
Owner		PALM BEACH COUNTY	-
Critical Design Aircraft - Runway 9L-27R		D-IV	-
Critical Design Aircraft - Runway 9R-27L		B-I	D-IV
Critical Design Aircraft - Runway 13-31		D-IV	B-II
Terminal Navigational Aids		VOR	-
Weather Aids		ASOS	-

(-) No Anticipated Change

REVISIONS

NO.	DATE	BY	DESCRIPTION	APP'D

APPROVALS

Federal Aviation Administration

By: _____

Title: _____ Date

Case No: _____

Palm Beach County Department of Airports

By: _____

Title: _____ Date

CH2MHILL

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

DEPARTMENT OF AIRPORTS PALM BEACH COUNTY

PALM BEACH INTERNATIONAL AIRPORT

AIRPORT DATA SHEET

REVISION DATE	
PRINT DATE	JUNE 2007
DEPT. OF AIRPORTS NO.	I-06-DOA-C-004
SHEET NO.	2 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

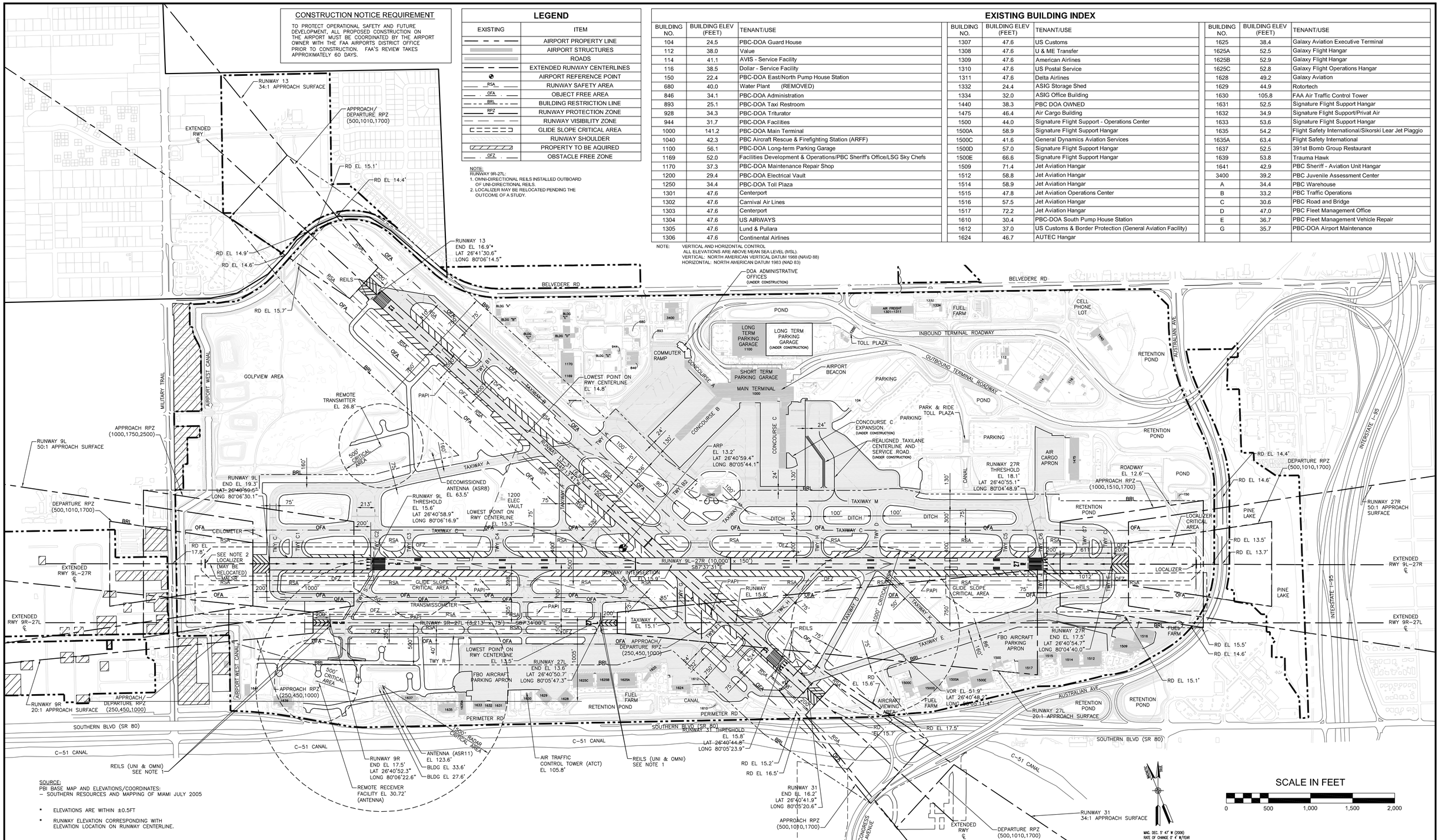
EXISTING	ITEM
	AIRPORT PROPERTY LINE
	AIRPORT STRUCTURES
	ROADS
	EXTENDED RUNWAY CENTERLINES
	AIRPORT REFERENCE POINT
RSA	RUNWAY SAFETY AREA
OFA	OBJECT FREE AREA
BRL	BUILDING RESTRICTION LINE
RPZ	RUNWAY PROTECTION ZONE
	RUNWAY VISIBILITY ZONE
	GLIDE SLOPE CRITICAL AREA
	RUNWAY SHOULDER
	PROPERTY TO BE AQUIRED
OFZ	OBSTACLE FREE ZONE

NOTE:
RUNWAY 9R-27L:
1. OMNI-DIRECTIONAL REILS INSTALLED OUTBOARD OF UNI-DIRECTIONAL REILS.
2. LOCALIZER MAY BE RELOCATED PENDING THE OUTCOME OF A STUDY.

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
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
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:
PBI BASE MAP AND ELEVATIONS/COORDINATES:
– SOUTHERN RESOURCES AND MAPPING OF MIAMI JULY 2005

* ELEVATIONS ARE WITHIN ±0.5FT

* RUNWAY ELEVATION CORRESPONDING WITH ELEVATION LOCATION ON RUNWAY CENTERLINE.

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REVISIONS

NO.	DATE	BY	DESCRIPTION	APP'D	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: CIN	SCALE: AS SHOWN
PLANNER: CIN	DATE: JUNE 2007
DRAWN BY: WPB	CHECKED BY: PIT

DEPARTMENT OF AIRPORTS PALM BEACH COUNTY

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

USER: HFLORES1 TAB: LAYOUT1 FILENAME: PBIMBA10.DWG PLOT DATE: 12-Nov-07 PLOT TIME: 1:10:02 PM

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
RSA	FUTURE_RSA	RUNWAY SAFETY AREA
OFA	FUTURE_OFA	OBJECT FREE AREA
OFZ	FUTURE_OFZ	OBSTACLE FREE ZONE
	BRL	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	BUILDING NO.	BUILDING ELEV (FEET)	TENANT/USE
104	24.5	PBC-DOA Guard House	1309	47.6	American Airlines
112	38.0	Value	1310	47.6	US Postal Service
114	41.1	AVIS - Service Facility	1311	47.6	Delta Airlines
116	38.5	Dollar - Service Facility	1332	24.4	ASIG Storage Shed
150	22.4	PBC-DOA East/North Pump House Station	1334	32.0	ASIG Office Building
680	40.0	Water Plant (REMOVED)	1440	38.3	PBC DOA OWNED
846	34.1	PBC-DOA Administration	1475	46.4	Air Cargo Building
893	25.1	PBC-DOA Taxi Restroom	1628	49.2	Galaxy Aviation
928	34.3	PBC-DOA Triturator	1629	44.9	Rotortech
944	31.7	PBC-DOA Facilities	1630	105.8	FAA Air Traffic Control Tower
1000	141.2	PBC-DOA Main Terminal	1631	52.5	Signature Flight Support Hangar
1040	42.3	PBC Aircraft Rescue & Firefighting Station (ARFF)	1632	34.9	Signature Flight Support/Privat Air
1100	56.1	PBC-DOA Long-term Parking Garage	1633	53.6	Signature Flight Support Hangar
1169	52.0	Facilities Development & Operations/PBC Sheriff's Office/LSG Sky Chefs	1635	54.2	Flight Safety International/Sikorski Lear Jet Piaggio
1170	37.3	PBC-DOA Maintenance Repair Shop	1635A	63.4	Flight Safety International
1200	29.4	PBC-DOA Electrical Vault	1637	52.5	391st Bomb Group Restaurant
1250	34.4	PBC-DOA Toll Plaza	1639	53.8	Trauma Hawk
1301	47.6	Centerport	1641	42.9	PBC Sheriff - Aviation Unit Hangar
1302	47.6	Carnival Air Lines	3400	39.2	PBC Juvenile Assessment Center
1303	47.6	Centerport	A	34.4	PBC Warehouse
1304	47.6	US AIRWAYS	B	33.2	PBC Traffic Operations
1305	47.6	Lund & Pullara	C	30.6	PBC Road and Bridge
1306	47.6	Continental Airlines	D	47.0	PBC Fleet Management Office
1307	47.6	US Customs	E	36.7	PBC Fleet Management Vehicle Repair
1308	47.6	U & ME Transfer	G	35.7	PBC-DOA Airport Maintenance

* 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.

SCALE IN FEET
0 500 1,000 1,500 2,000

MAG. DEC. 5° 47' W (2006)
RATE OF CHANGE: 0° 4' W/YEAR

REVISIONS

NO.	DATE	BY	DESCRIPTION	APP'D	NO.
1	11/14/07	DCT	ORL - ADO COMMENTS	-	-

APPROVALS

Federal Aviation Administration
By: _____
Title: _____ Date
Case No: _____

Palm Beach County Department of Airports
By: _____
Title: _____ Date

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

CH2MHILL

DEPARTMENT OF AIRPORTS PALM BEACH COUNTY

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

USER: HFLORES1 TAB: LAYOUT1 FILENAME: PBIMBA20.DWG PLOT DATE: 12-Nov-07 PLOT TIME: 1:19:01 PM

SCALE IN FEET

0 300 600 900 1200

MAG. DEC. 5° 47' W (2006)
RATE OF CHANGE: 0° 4' W/YEAR

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
RSA	FUTURE_RSA	RUNWAY SAFETY AREA
OFA	FUTURE_OFA	OBJECT FREE AREA
OFZ	FUTURE_OFZ	OBSTACLE FREE ZONE
	BRL	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)

POTENTIAL FUTURE 2025 TERMINAL SUPPORT AREA

RELOCATED AIR TRAFFIC CONTROL TOWER (ATCT)

DOA ADMINISTRATIVE OFFICES

BELVEDERE RD

FUTURE CONCOURSE A RAMP EXPANSION AREA

BLDG "A" BLDG "B" BLDG "C" BLDG "D" BLDG "E" BLDG "G"

3400 C801 680 893 944 846 1170 1169

POND

LONG TERM PARKING GARAGE 1100

LONG TERM PARKING GARAGE

AIR FREIGHT 1301 1311 1332 1334

FUEL FARM

TOLL PLAZA

INBOUND TERMINAL ROADWAY

POTENTIAL 2025 FUTURE TERMINAL ROADWAY

1440 112

AUSTRALIAN AVENUE

RETENTION POND

OUTBOUND TERMINAL ROADWAY

SHORT TERM PARKING GARAGE

MAIN TERMINAL 1000

AIRPORT BEACON

CONCOURSE A CONCOURSE B CONCOURSE C CONCOURSE D

FUTURE RUNWAY 31 END EL 15.1' LAT 26°41'05.9" LONG 80°05'47.1"

FUTURE CONCOURSE B EXPANSION

FUTURE ARP

EXISTING ARP EL 13.2' LAT 26°40'59.4" LONG 80°05'44.1"

FUTURE RUNWAY 31 APPROACH SURFACE

FUTURE BYPASS TAXILANE

FUTURE SERVICE ROAD

FUTURE CONCOURSE D

PARKING

POST 2025 TERMINAL DEVELOPMENT AREA

FUTURE BELLY CARGO

RUNWAY 27R THRESHOLD EL 18.1' LAT 26°40'55.1" LONG 80°04'48.9"

RUNWAY 27R END EL 17.5' LAT 26°40'54.7" LONG 80°04'40.0"

RD EL 12.6'

RD EL 14.4'

RD EL 14.6'

RD EL 13.5'

RD EL 13.7'

PINE LAKE

LOCALIZER CRITICAL AREA

LOCALIZER

REILS

FUTURE MALSR

TAXIWAY A TAXIWAY B TAXIWAY C TAXIWAY F TAXIWAY M

TWY A TWY B TWY B1 TWY B2 TWY C4 TWY C5 TWY C6 TWY C7 TWY D TWY G TWY H

RUNWAY 9L-27R (10,000' x 150') S87°37'31"E

RUNWAY 13-31 (4,000' x 150') N45°13'41"W

FUTURE OFA FUTURE RSA FUTURE OFZ

1200 ELEC VAULT

LOWEST POINT ON RWY CENTERLINE EL 15.3'

DITCH

OFA RSA OFZ

REVISIONS

NO.	DATE	BY	DESCRIPTION	APP'D	NO.

APPROVALS

Federal Aviation Administration	Palm Beach County Department of Airports
By:	By:
Title: / Date	Title: / Date
Case No:	

CH2MHILL

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

DEPARTMENT OF AIRPORTS PALM BEACH COUNTY

PALM BEACH INTERNATIONAL AIRPORT

FUTURE TERMINAL AREA PLAN

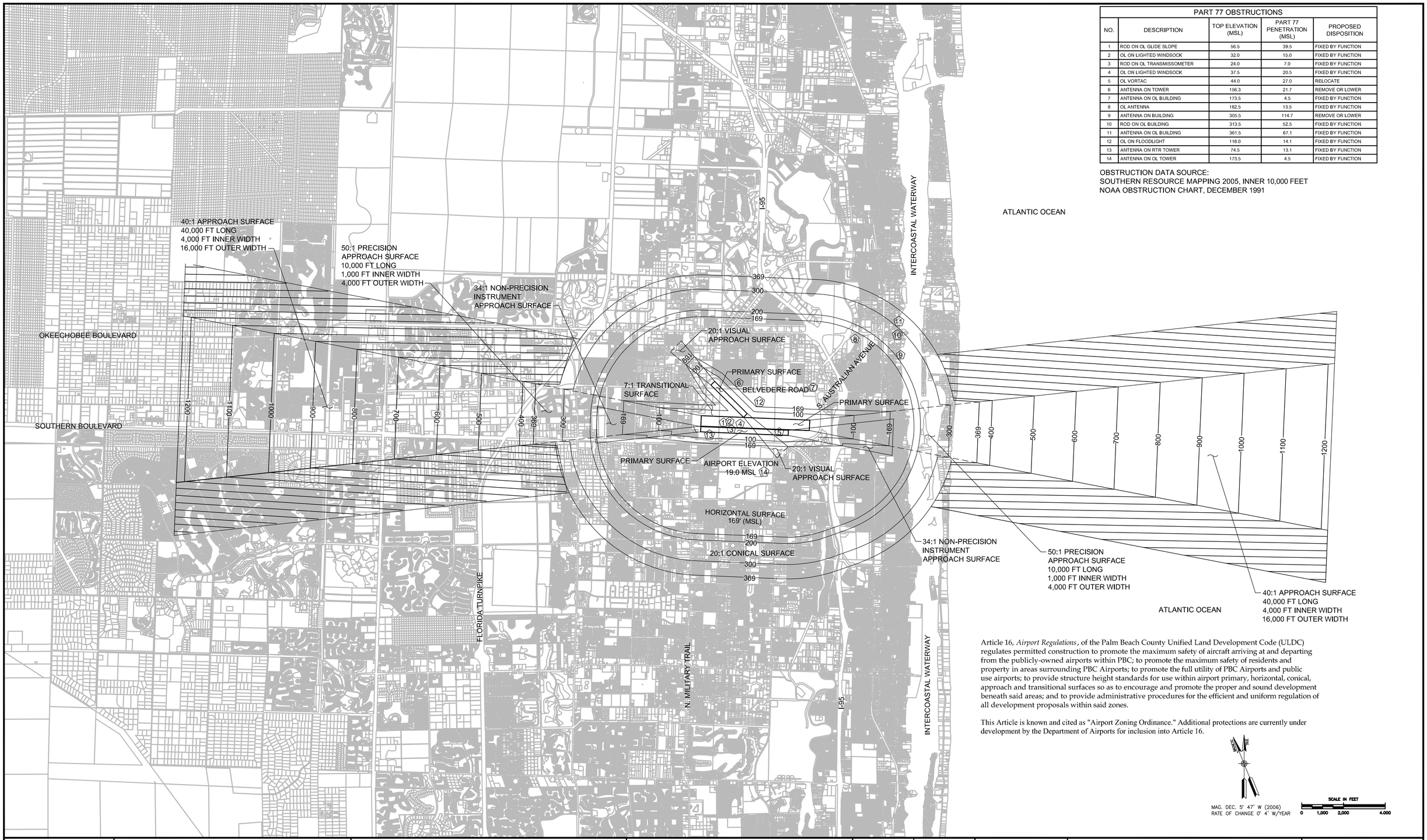
REVISION DATE	
PRINT DATE	JUNE 2007
DEPT. OF AIRPORTS NO.	I-06-DOA-C-004
SHEET NO.	5 of 12

USER: HFLORES1 TAB: LAYOUT1

FILENAME: PBIMBE00.DWG PLOT DATE: 19-Jun-07 PLOT TIME: 9:17:45 AM

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.

MAG. DEC. 5° 47' W (2006)
RATE OF CHANGE 0° 4' W/YEAR

SCALE IN FEET
0 1,000 2,000 4,000

CH2MHILL

REVISIONS

NO.	DATE	BY	DESCRIPTION	APP'D	NO.
1	11/14/07	DCT	ORL - ADO COMMENTS	-	-

APPROVALS

Federal Aviation Administration
By: _____
Title: _____ Date
Case No: _____

Palm Beach County Department of Airports
By: _____
Title: _____ Date

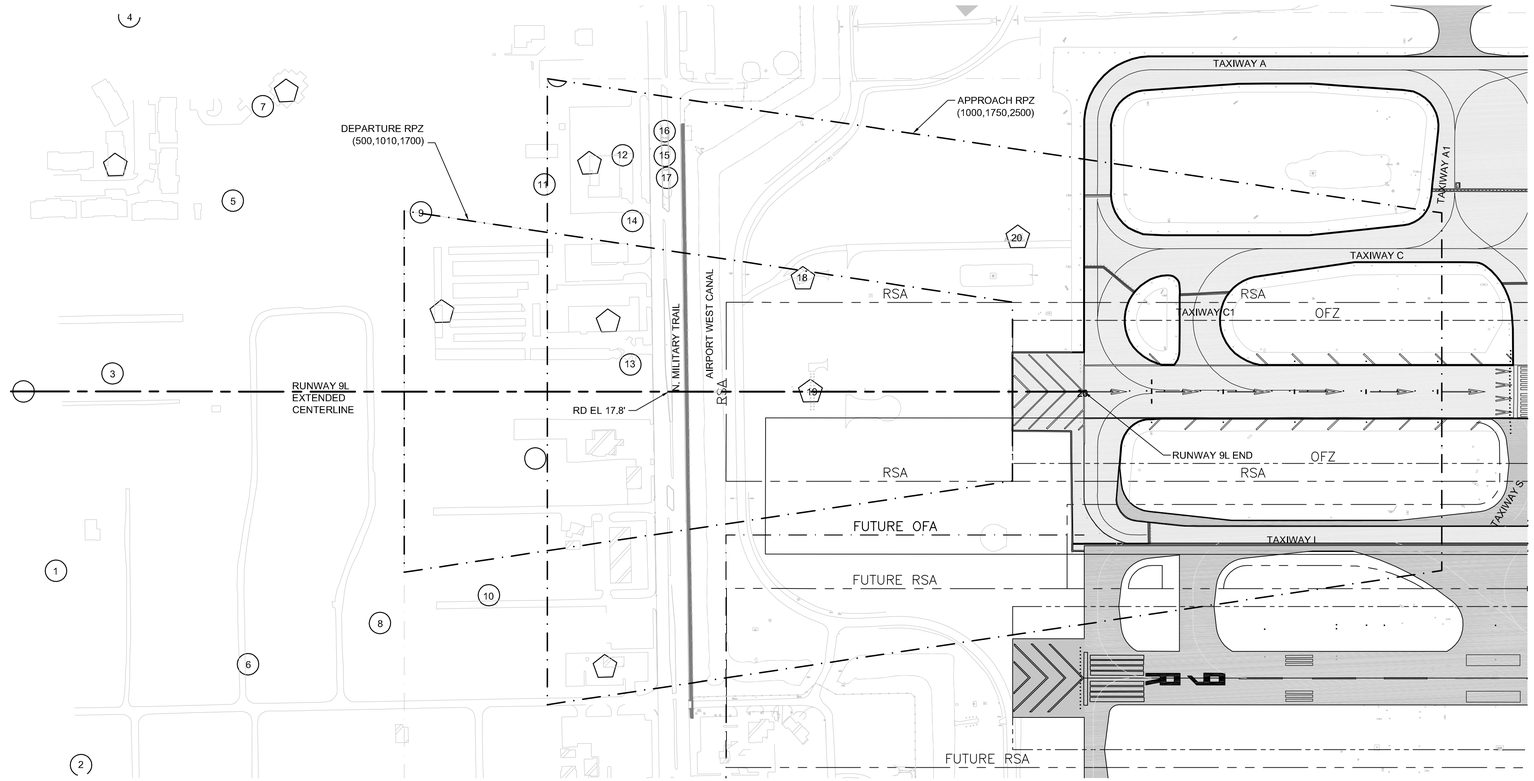
PROJECT MGR: CIN	SCALE: AS SHOWN
PLANNER: CIN	DATE: JUNE 2007
DRAWN BY: PIT	CHECKED BY: WPB

DEPARTMENT OF AIRPORTS PALM BEACH COUNTY

PALM BEACH INTERNATIONAL AIRPORT

FUTURE AIRPORT AIRSPACE (PART 77)

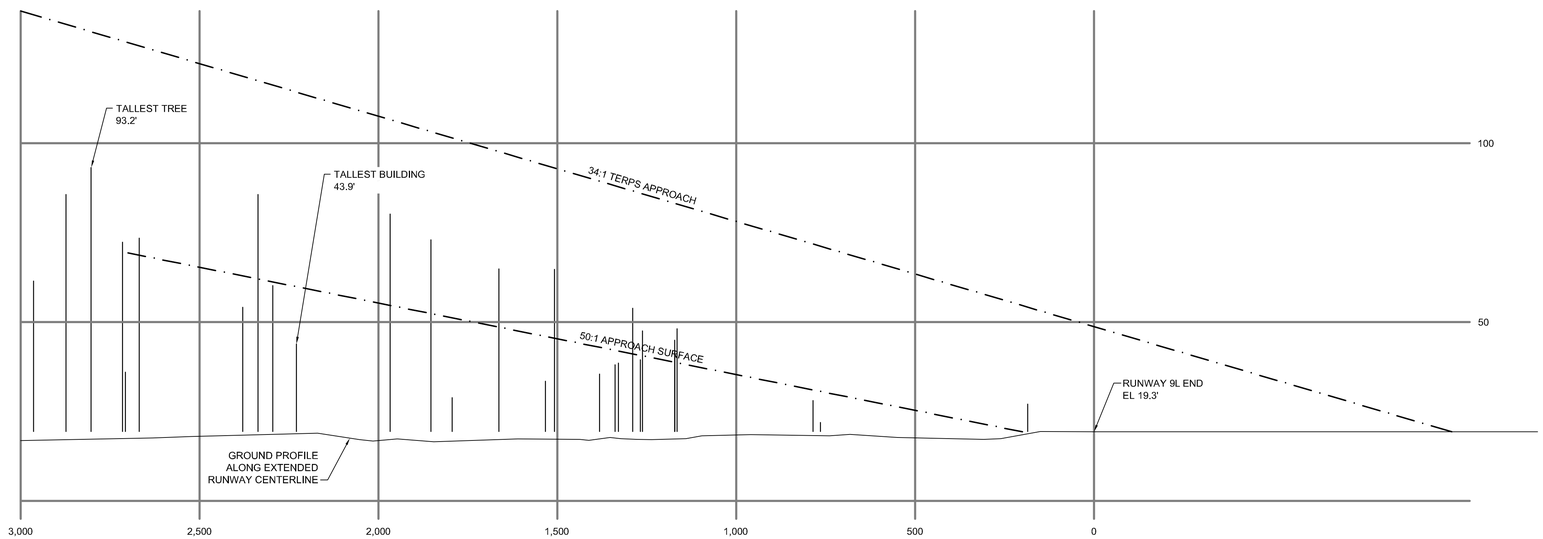
REVISION DATE	NOVEMBER 14, 2007
PRINT DATE	JUNE 2007
DEPT. OF AIRPORTS NO.	I-06-DOA-C-004
SHEET NO.	6 of 12



LEGEND	
SYMBOL	DESCRIPTION
○	TREE
⬠	STRUCTURE

SCALE IN FEET

0 200 400 600 800



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.

CH2MHILL

REVISIONS					
NO.	DATE	BY	DESCRIPTION	APP'D	NO.
1	11/14/07	DCT	ORL - ADO COMMENTS	-	-

APPROVALS

Federal Aviation Administration

By: _____

Title: _____ Date

Case No: _____

Palm Beach County Department of Airports

By: _____

Title: _____ Date

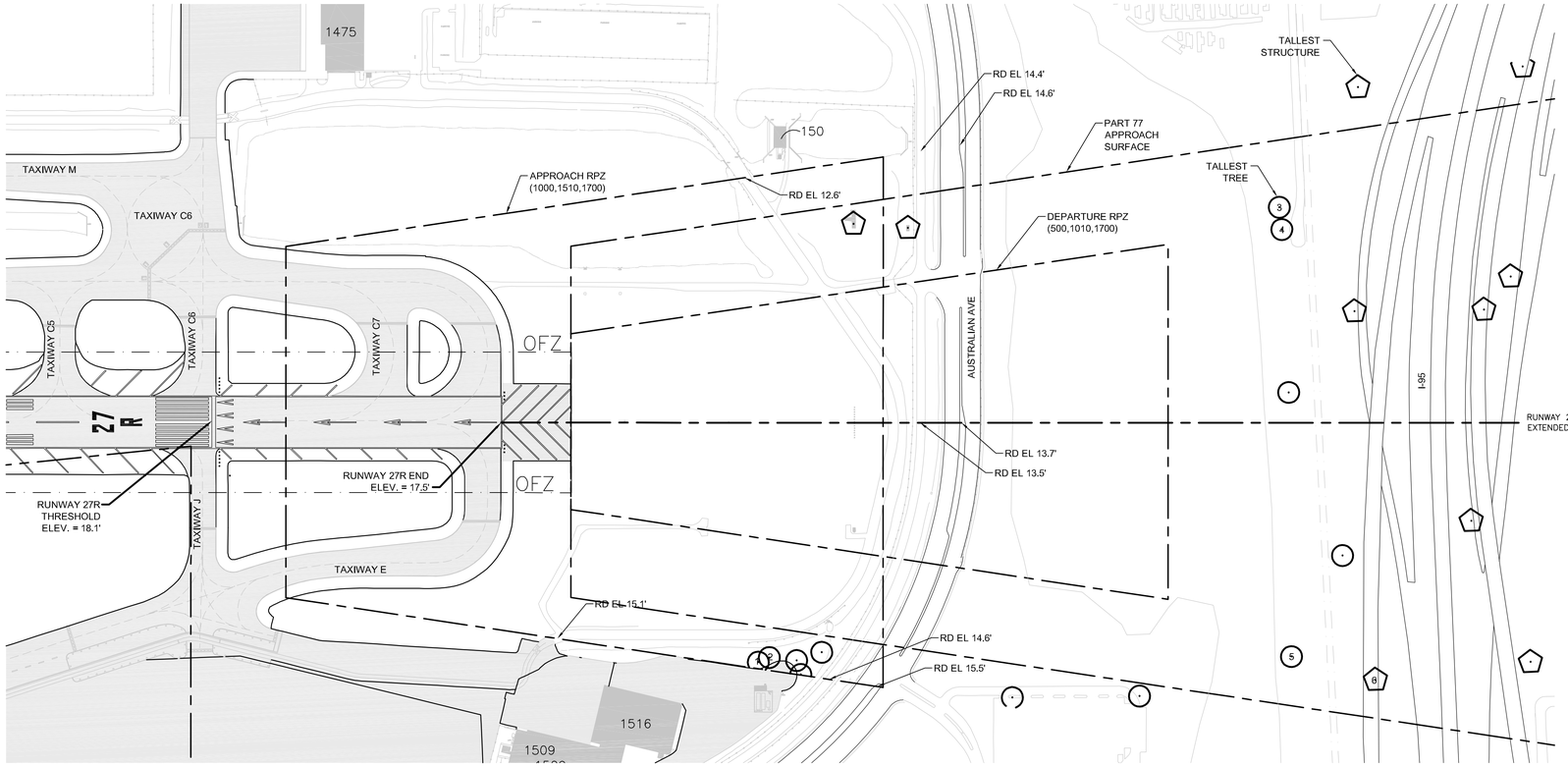
PROJECT MGR: CIN	SCALE: AS SHOWN
PLANNER: CIN	DATE: JUNE 2007
DRAWN BY: PIT	CHECKED BY: PIT

DEPARTMENT OF AIRPORTS
PALM BEACH COUNTY

PALM BEACH INTERNATIONAL AIRPORT

RUNWAY 9L RPZ AND APPROACH PROFILE

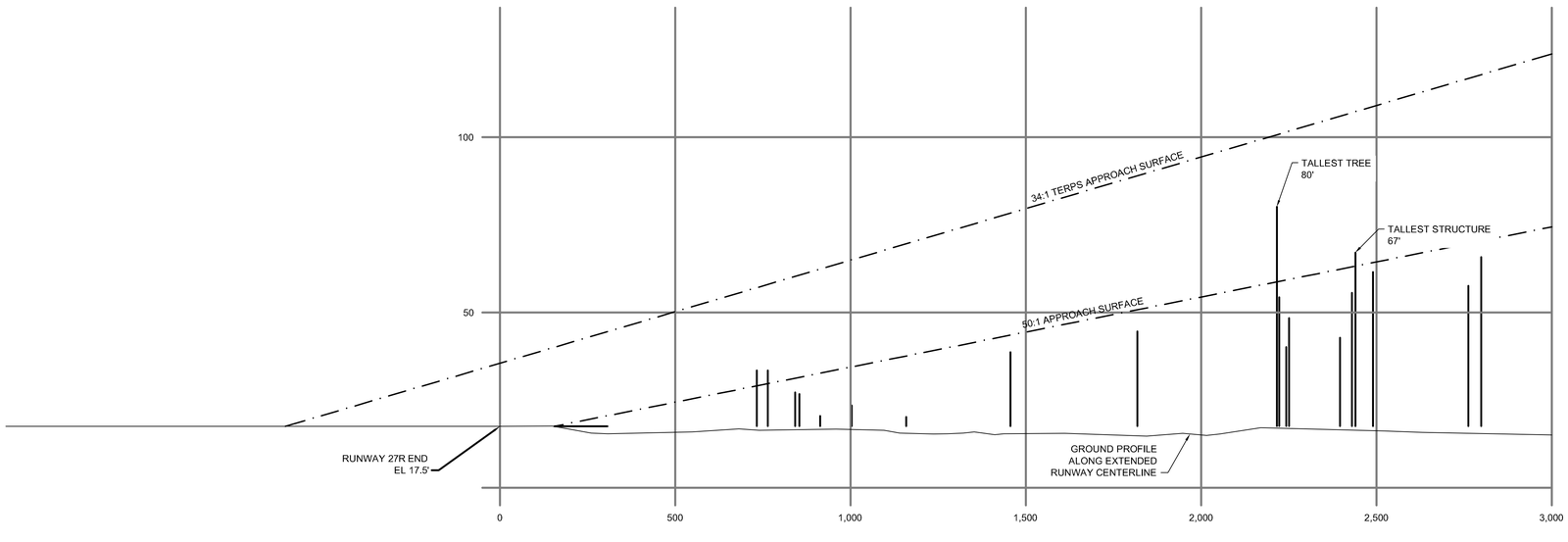
REVISION DATE	NOVEMBER 14, 2007
PRINT DATE	JUNE 2007
DEPT. OF AIRPORTS NO.	I-06-DOA-C-004
SHEET NO.	7 of 12



LEGEND	
SYMBOL	DESCRIPTION
○	TREE
⬠	STRUCTURE

SCALE IN FEET

0 200 400 600 800



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.

CH2MHILL

REVISIONS

NO.	DATE	BY	DESCRIPTION	APP'D	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: _____	

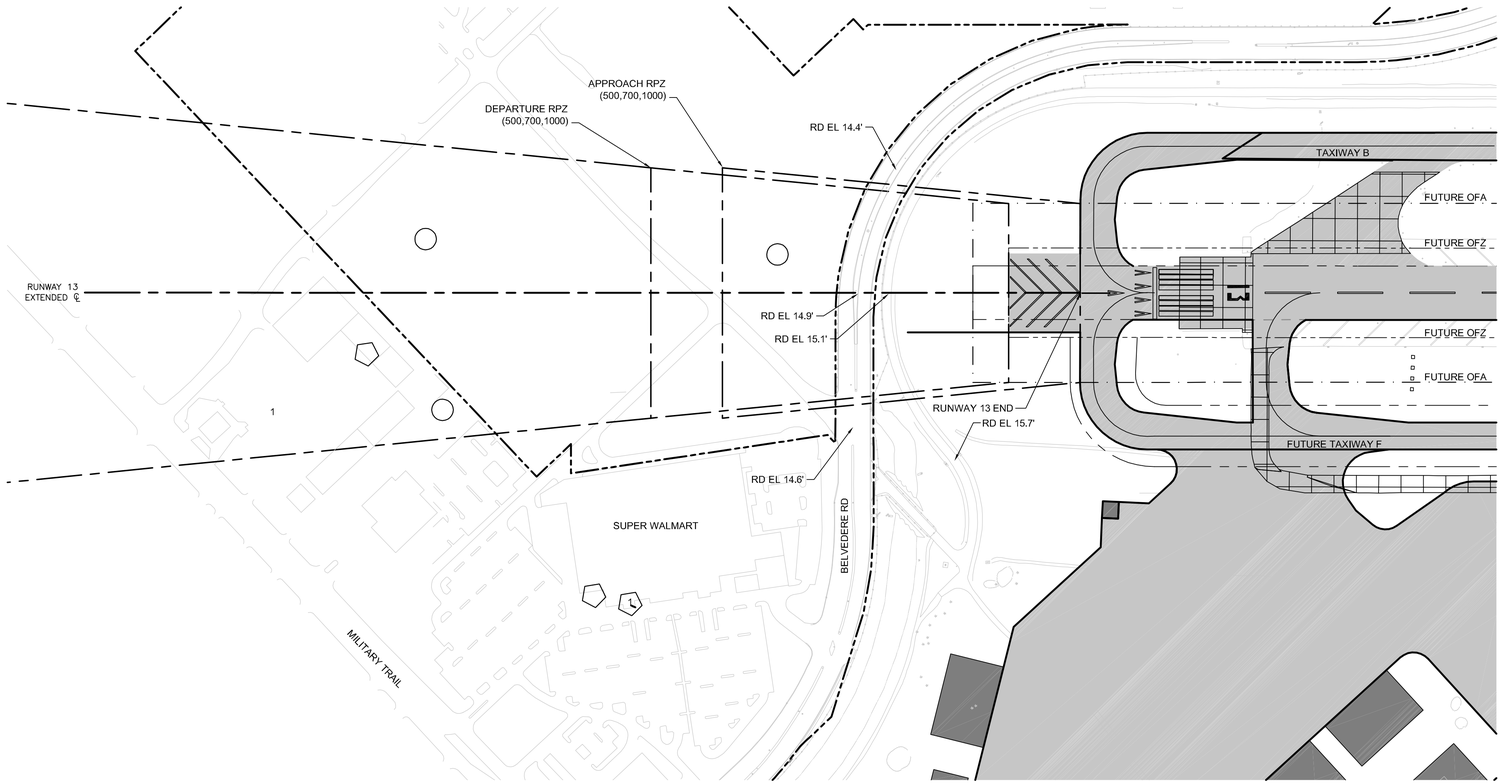
PROJECT MGR: CIN	SCALE: AS SHOWN
PLANNER: CIN	DATE: JUNE 2007
DRAWN BY: PIT	CHECKED BY: WPB

DEPARTMENT OF AIRPORTS PALM BEACH COUNTY

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

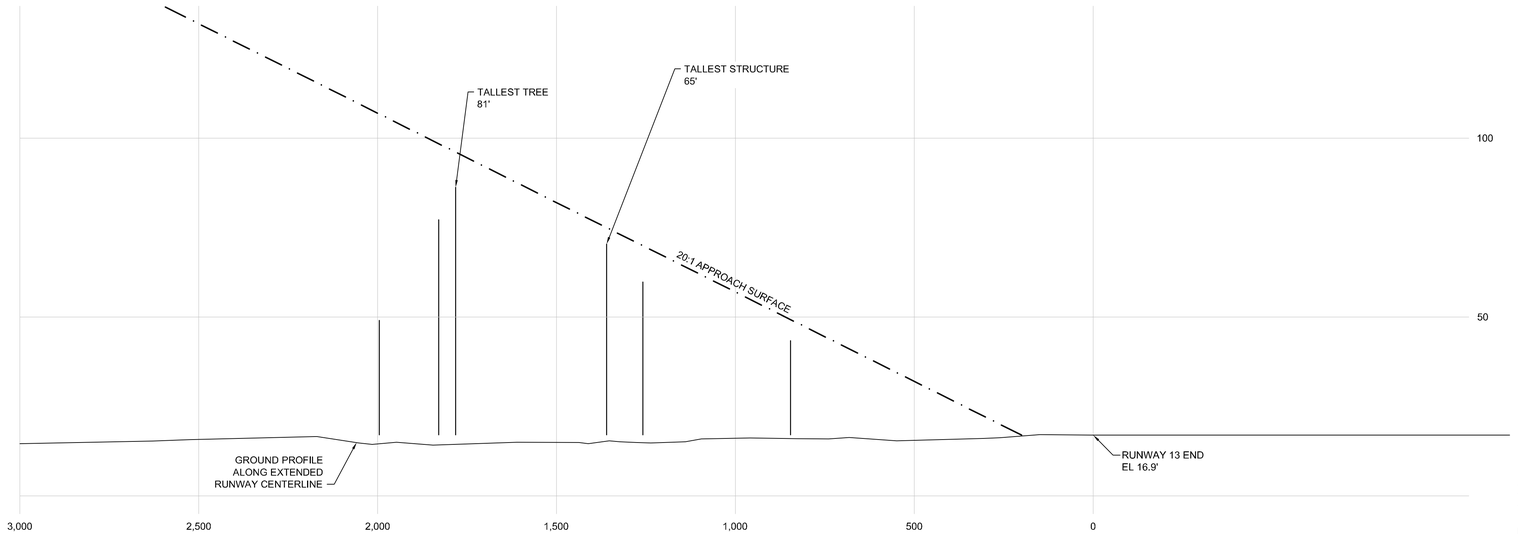


LEGEND	
SYMBOL	DESCRIPTION
○	TREE
⬠	STRUCTURE

MAG. DEC. 5° 47' W (2006)
RATE OF CHANGE 0° 4' W/YEAR

SCALE IN FEET

0 200 400 600 800



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.

CH2MHILL

REVISIONS					
NO.	DATE	BY	DESCRIPTION	APP'D	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: CIN	SCALE: AS SHOWN
PLANNER: CIN	DATE: JUNE 2007
DRAWN BY: PIT	CHECKED BY: PIT

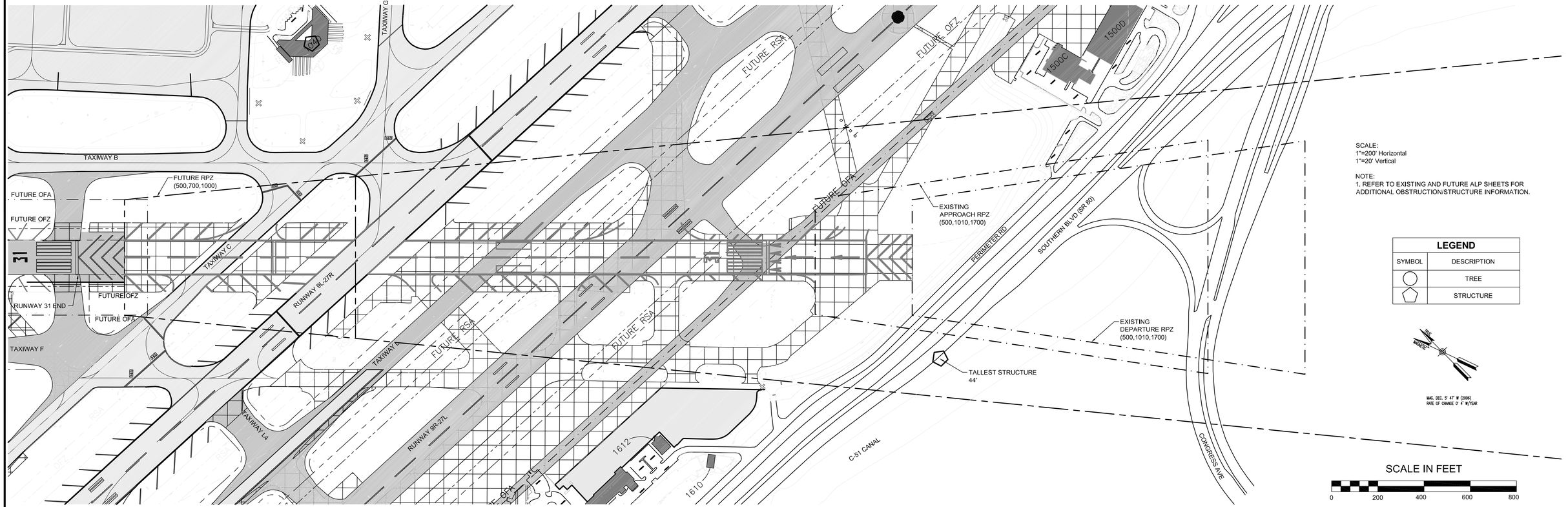
PALM BEACH INTERNATIONAL AIRPORT

RUNWAY 13 RPZ AND APPROACH PROFILE

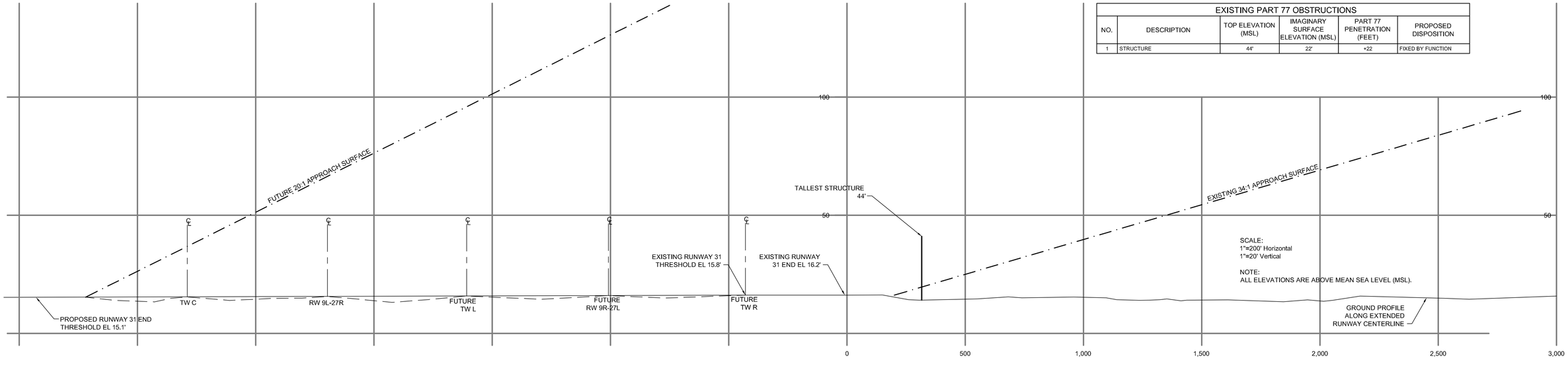
REVISION DATE	NOVEMBER 14, 2007
PRINT DATE	JUNE 2007
DEPT. OF AIRPORTS NO.	I-06-DOA-C-0004
SHEET NO.	9 of 12

USER: HFLORES1 TAB: LAYOUT1

FILENAME: PBIMBD20.DWG PLOT DATE: 12-Nov-07 PLOT TIME: 1:53:41 PM



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



CH2MHILL

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

APPROVALS

Federal Aviation Administration

By: _____

Title: _____ Date

Case No: _____

Palm Beach County Department of Airports

By: _____

Title: _____ Date

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

DEPARTMENT OF AIRPORTS
PALM BEACH COUNTY

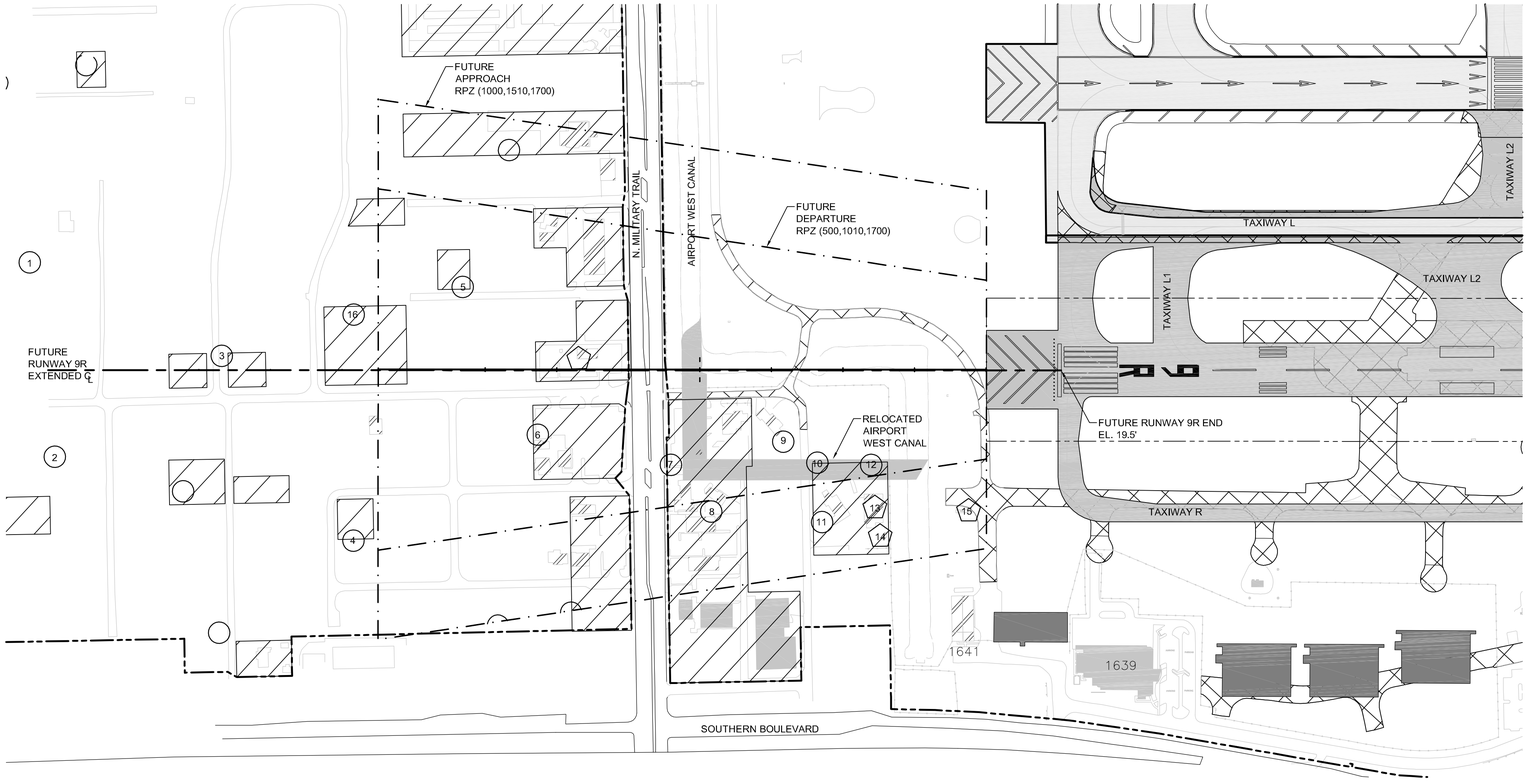
PALM BEACH INTERNATIONAL AIRPORT

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

USER: HFLORES1 TAB: LAYOUT1

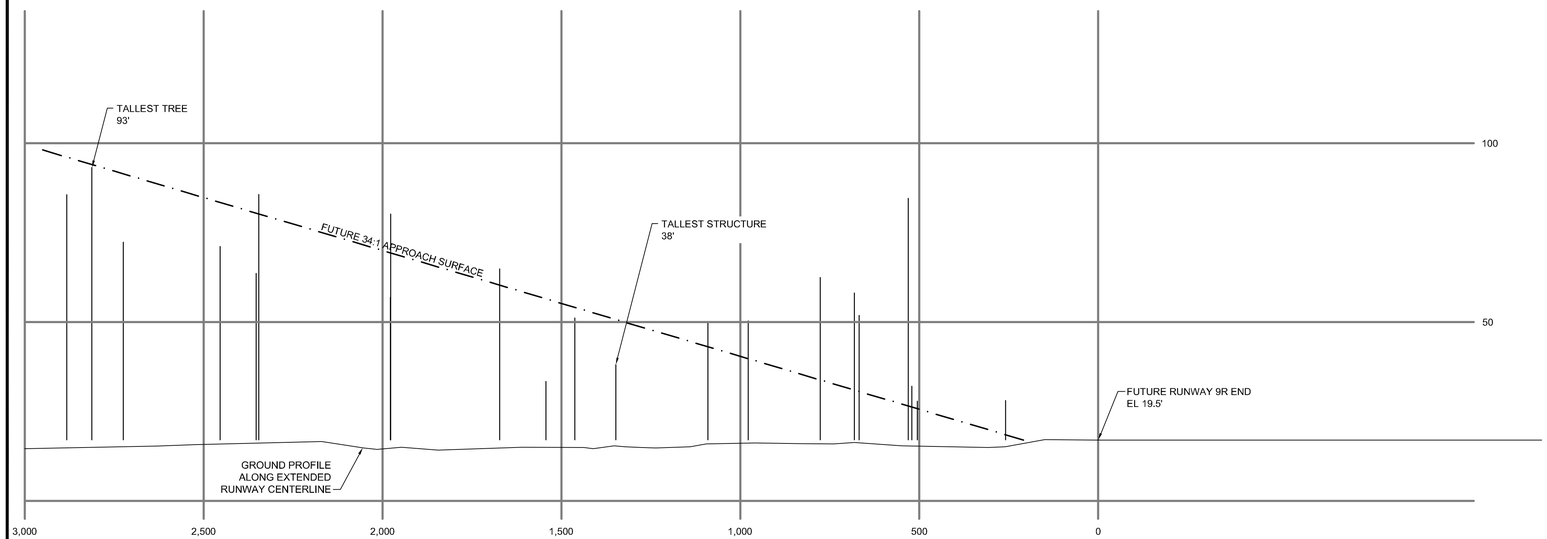
FILENAME: PBIMBD30.DWG PLOT DATE: 12-Nov-07 PLOT TIME: 1:55:22 PM



LEGEND	
SYMBOL	DESCRIPTION
○	TREE
⬠	STRUCTURE

SCALE IN FEET

0 200 400 600 800



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.

CH2MHILL

REVISIONS					
NO.	DATE	BY	DESCRIPTION	APP'D	NO.
1	11/14/07	DCT	ORL - ADO COMMENTS	-	-

APPROVALS

Federal Aviation Administration

By: _____

Title: _____ Date

Case No: _____

Palm Beach County Department of Airports

By: _____

Title: _____ Date

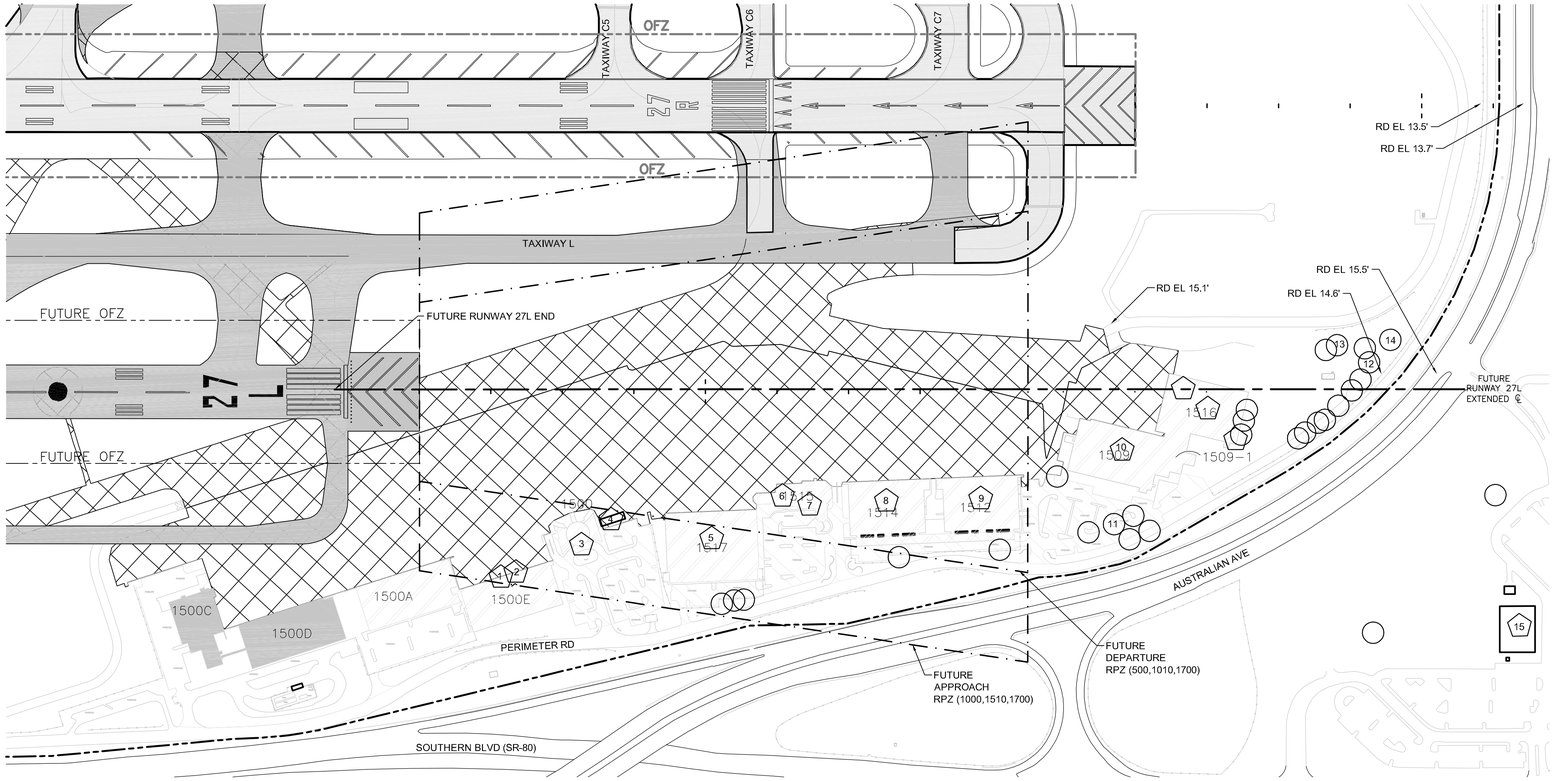
PROJECT MGR: CIN	SCALE: AS SHOWN
PLANNER: CIN	DATE: JUNE 2007
DRAWN BY: PIT	CHECKED BY: WPB

DEPARTMENT OF AIRPORTS PALM BEACH COUNTY

PALM BEACH INTERNATIONAL AIRPORT

FUTURE RUNWAY 9R RPZ AND APPROACH PROFILE

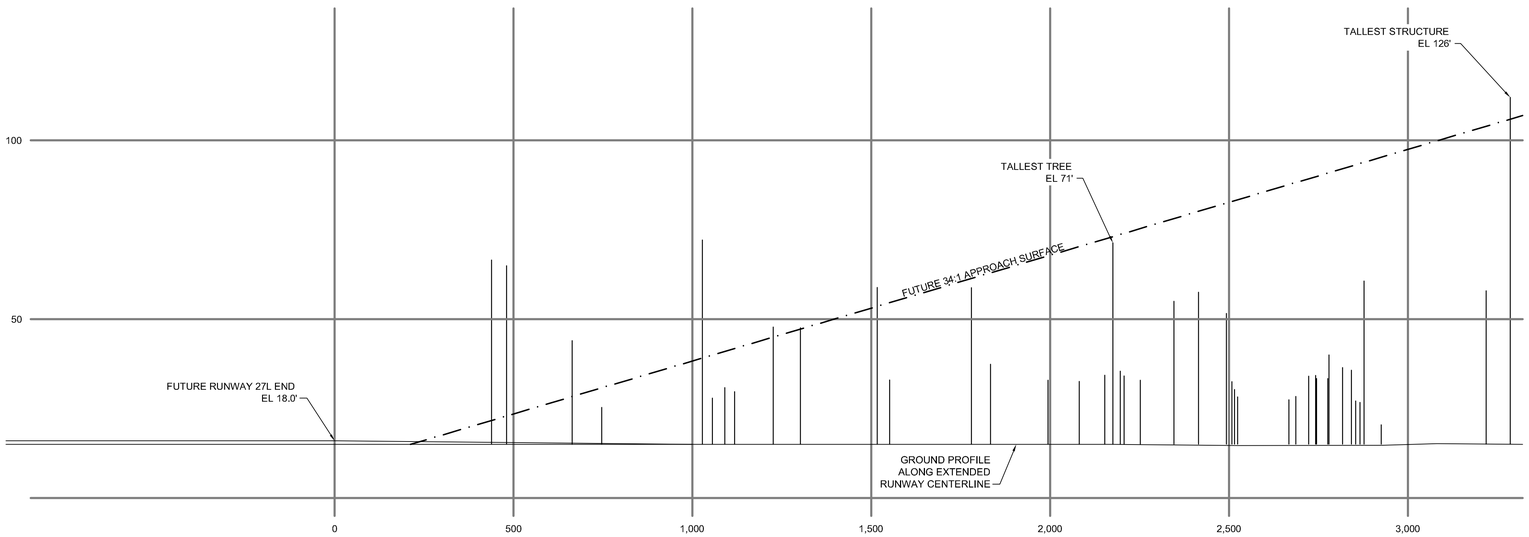
REVISION DATE	NOVEMBER 14, 2007
PRINT DATE	JUNE 2007
DEPT. OF AIRPORTS NO.	I-06-DOA-C-004
SHEET NO.	11 of 12



LEGEND	
SYMBOL	DESCRIPTION
○	TREE
⬠	STRUCTURE

SCALE IN FEET

0 200 400 600 800



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.

CH2MHILL

REVISIONS					
NO.	DATE	BY	DESCRIPTION	APP'D	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: CIN	SCALE: AS SHOWN
PLANNER: CIN	DATE: JUNE 2007
DRAWN BY: PIT	CHECKED BY: WPB

DEPARTMENT OF AIRPORTS PALM BEACH COUNTY

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