Chapter 6: Airport Plans

The Airport Plans package provides the drawings needed to present the recommendations made in this Master Plan Update. Drawings comprising this package include:

- Cover Sheet
- Airport Layout Plan (ALP)
- Airport Data Summary
- General Aviation Area Drawing
- Inner Portion of the Approach Surface Drawings
- Airport Airspace Plan
- On-Airport Land Use Plan
- Off-Airport Community Compatibility Plan
- Airport Access Plan
- Airport Property Map

These drawings are presented in half-size, 11-inch 17 -inch format at the end of this chapter. Full size drawings (22" x 34") have been provided as a separate package. Subsequent sections provide brief descriptions of their elements.

6.1 Cover Sheet

The Cover Sheet lists the contents of the drawing set and identifies the airport owner and the parties responsible for preparing the plans. Location and vicinity maps indicate the location of the airport.

6.2 Airport Layout Plan (ALP)

The ALP depicts existing facilities and future improvements recommended as a result of this Master Plan Update. The ALP was developed in accordance with FAA AC 150/5070-6B Change 1, Airport Master Plans and the FAA's Airport Layout Plan Drawing Set Checklist. Modifications to FAA standards are shown as applicable. Guidelines from the Florida Department of Transportation (FDOT) Guidebook for Airport Master Planning and FDOT Procedure No. 725-040-100-e, Airport Master Plans were also considered.

The ALP reflects recommendations presented in this Master Plan Update through planning year 2026 for Pompano Beach Air Park including airfield improvements, such as new taxiways and the provision of a helipad, and areas to be reserved for future landside development including hangars and ramp. Notable projects include extensions of Runway 15-33 and 10-28, ultimate closure of Runway 6-24, taxiway construction to correct nonstandard separations from the runway system, potential expansion of hangar areas, and construction of a new air traffic control tower (ATCT). Final location of a control tower would be subject to a tower siting study.

6.3 Airport Data Summary

The Airport Data Table includes information related to the overall airport such as elevations, airport reference point (ARP) coordinates, mean maximum daily temperature in the hottest month, and airport reference code (ARC). The ARC, described more full in Chapter II of this report, refers to the FAA system for relating airport design criteria to operational and physical characteristics of aircraft using and anticipated to use the airport.

The Runway Data Table presents information for each runway such as runway end coordinates, approach category, runway bearing, dimensions, surface and pavement strength, instrumentation, lighting and marking, approach aids, and safety area dimensions. The wind roses indicate runway wind coverage for All-Weather conditions and under Instrument Flight Rules.

6.4 General Aviation Area Drawing

The General Aviation Area Drawing provides a large-scale depiction of existing building and apron areas on the airport as well as areas reserved for future landside facilities including space reserved for aircraft apron and hangar development. Areas identified for future aviation-related development include lands to the north and east of the airfield. Such development would require construction of a new north side parallel taxiway for Runway 15-33.

6.5 Airport Airspace Plan

Federal Aviation Regulations (FAR) Part 77 identifies and defines imaginary surfaces intended to protect airspace in the vicinity of airports. Penetration of these surfaces by an object or structure can result in an obstruction affecting navigable airspace. The Airport Airspace Plan depicts the FAR Part 77 imaginary surfaces for Pompano Beach Air Park.

The surfaces shown in the Airspace Plan include:

- Primary Surface
- Approach Surfaces
- Horizontal Surface
- Transitional Surfaces
- Conical Surface

These are discussed in more detail below.

6.5.1 Primary Surface

The primary surface is longitudinally centered on each runway. When a runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of the runway. The widths of primary surfaces applicable to PMP's runways are 500 feet for Runways 15-33 and 6-24 and 250 feet for Runway 10-28.

6.5.2 Approach Surfaces

The approach surfaces are longitudinally centered on the extended runway centerlines and extend outward and upward from each end of the primary surface. The slopes and dimensions of these surfaces are determined for each runway end based on the type of approach to be provided. The ultimate development scenario at PMP anticipates nonprecision approaches for both ends of Runway 15-33 and visual approaches for both ends of Runway 10-28. Runway 6-24 currently has nonprecision approaches to both ends, but this runway is to be closed as part of the ultimate development plan.

Table 6.1 summarizes the dimensions of the approach surfaces for Runways 15-33 and 10-28 under ultimate levels of development.

Table 6.1
Approach Surface Dimensions by Runway End

	Runway 15	Runway 33	Runway 10	Runway 28
Inner Width	500	500	250	250
Outer Width	3,500	3,500	1,250	1,250
Length beyond Primary Surface	10,000	10,000	5,000	5,000

6.5.3 Horizontal Surface

The horizontal surface is a horizontal plane 150 feet above the established airport elevation. At PMP, the airport elevation is 19 feet above mean sea level (MSL); therefore, the horizontal surface's elevation is 169 feet. In plan view, the dimensions of the horizontal surface are established by striking arcs from a point at the intersection of the extended runway centerlines and the lines designating the end of the primary surface for each runway; the arcs are then connected by lines tangent to these arcs. The radii of the arcs are 5,000 feet for all visual runways and 10,000 for all other runways.

6.5.4 Transitional Surfaces

The transitional surfaces are inclined planes with slopes of 7:1; they extend outward and upward from the primary and approach surfaces. They terminate at the point where they intersect with the horizontal surface or any other surface where more critical restrictions are applicable.

6.5.5 Conical Surface

The conical surface is an inclined plane extending outward and upward from the outer boundary of the horizontal surface at a slope of 20:1; it extends for a horizontal distance of 4,000 feet. The top of the conical surface is at a height of 369 feet above the airport elevation.

6.6 Inner Portion of the Approach Surface Drawings

These drawings provide plan and profile view depictions of the existing and ultimate approach

areas and detailed looks at the physical features near each runway's extended centerline. These include topography, roads, obstructions, and incompatible objects in these critical areas. A table summarizes the existing penetrations to the inner approach surfaces and their proposed disposition.

6.7 On-Airport Land Use Plan

The On-Airport Land Use Plan depicts the existing and ultimate land uses on the airport. The plan provides guidelines for on-airport land uses in order to ensure compatibility with existing and future airport operations. The on-airport land use plan also provides a general roadmap to follow as development options arise.

6.8 Off-Airport Community Compatibility Plan

The Off-Airport Community Compatibility Plan illustrates the boundaries of the airport property, land use as designated by the controlling jurisdiction, and noise contours for the last year of the planning period. Noise contours represented include the 75, 70, and 65 DNL contours.

As indicated in the Environmental Review, the 65 DNL contours for both the existing and ultimate cases do not extend into the residential areas or other areas of incompatible land use.

6.9 Airport Access Plan

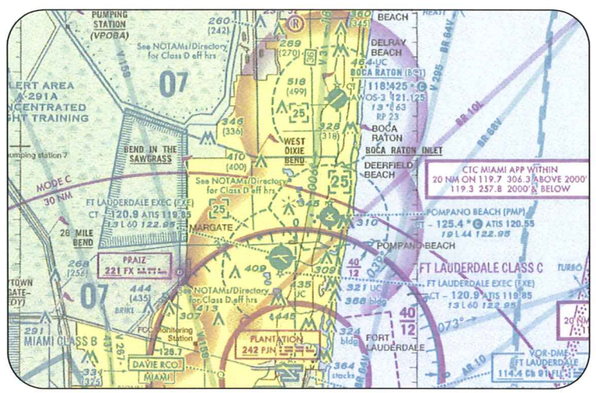
The Access Development Plan depicts the current and proposed roadways and other transportation improvements necessary to support existing and future traffic levels.

6.10 Airport Property Map

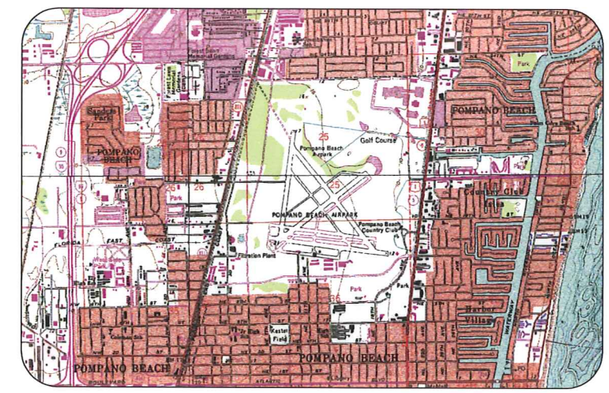
The Airport Property Map identifies land comprising the airport and provides details concerning the way the various parcels of land were acquired or disposed of in past years. Based upon existing printed sources, documents concerning land acquisitions are identified as well as means used to acquire the property.

POMPANO BEACH AIR PARK
MASTER PLAN UPDATE
CITY OF POMPANO BEACH, FLORIDA

FEBRUARY 2009



VICINITY MAP



LOCATION MAP

INDEX

	COVER SHEET
2 OF 12	AIRPORT LAYOUT PLAN
3 OF 12	AIRPORT DATA SUMMARY
4 OF 12	GENERAL AVIATION AREA DRAWING
5 OF 12	AIRPORT AIRSPACE PLAN
6 OF 12	INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 6-24
7 OF 12	INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 10-28
8 OF 12	INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 15-33
9 OF 12	ON-AIRPORT LAND USE PLAN
10 OF 12	OFF-AIRPORT/COMMUNITY COMPATIBILITY PLAN
11 OF 12	AIRPORT ACCESS PLAN
12 OF 12	AIRPORT PROPERTY MAP

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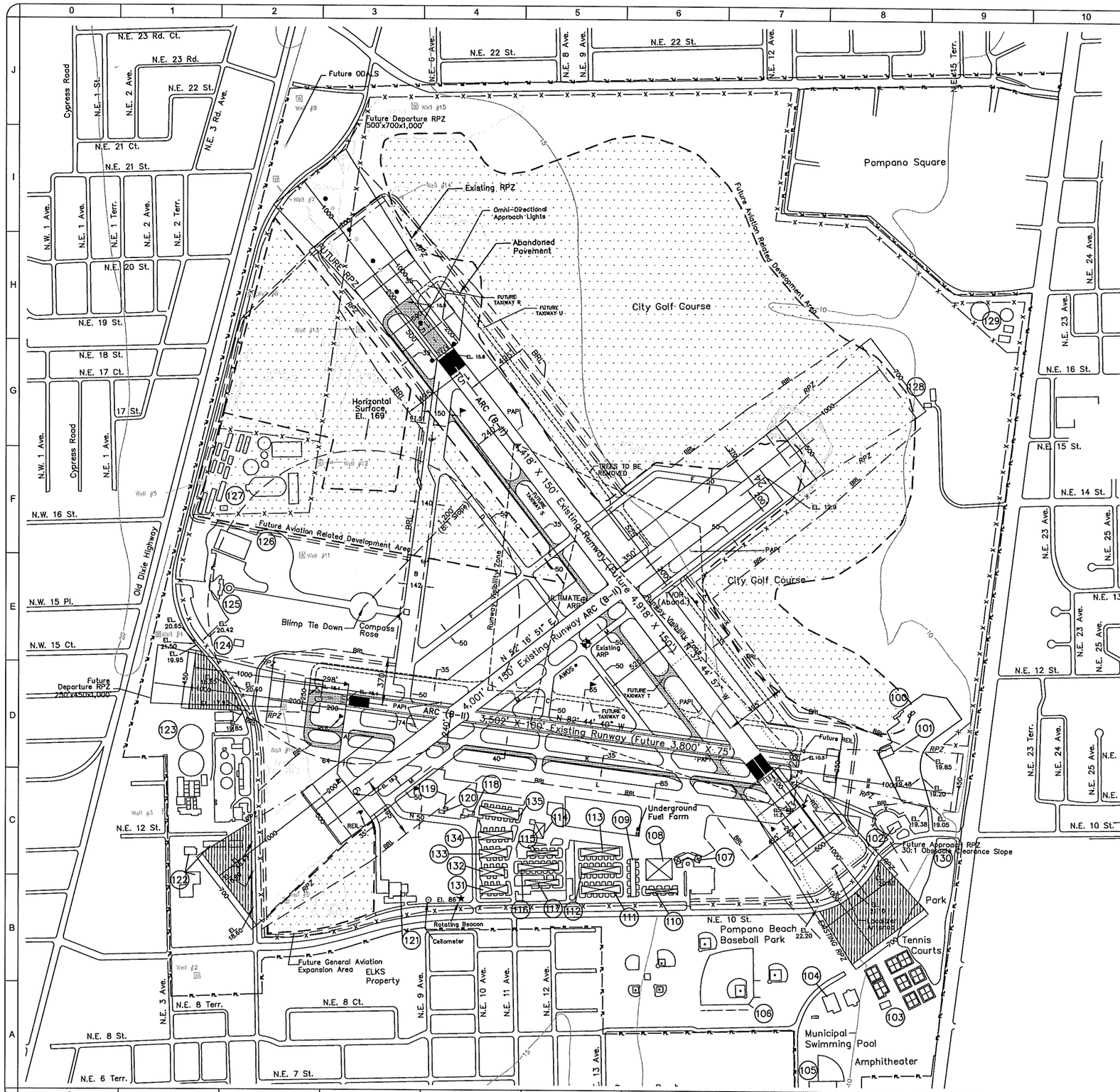

EXISTING AIR PARK FACILITIES

Nº	FACILITY	TOP ELEV.(MSL)
100	Golf Course Club House	37
101	Golf Cart Shed	23
102	Fire House #3	46
103	Tennis Court Complex	–
104	Municipal Swimming Pool Building	–
105	Recreation Center & Amphitheater	–
106	Municipal Baseball Park Offices	–
107	Anthony Aviation	55
108	Maintenance Building	50
109	10–Unit T–Hangar Building	29
110	8–Unit T–Hangar Building	29
111	12–Unit T–Hangar Building	30
112	12–Unit T–Hangar Building	30
113	12–Unit T–Hangar Building	30
114	Anthony Aviation	39
115	8–Unit T–Hangar Building	32
116	14–Unit T–Hangar Building	33
117	5–Unit T–Hangar Building	35
118	Administration Building and ATCT	31/73
119	Transformer Vault	28
120	Storage Building	30
121	American Flyers	52
122	Public Work Administration & Complex	35
123	City Water Plant & Facilities	65
124	Goodyear Maintenance Building	31
125	Goodyear Offices	33
126	Goodyear Blimp Hangar	109
127	Sand and Spurs Riding Stables	35
128	Golf Course Maintenance Buildings	–
129	Effluent Treatment Plant	51
130	Localizer Building	51
131	8–Unit T–Hangar Building	–
132	8–Unit T–Hangar Building	–
133	8–Unit T–Hangar Building	–
134	10–Unit T–Hangar Building	–
135	12–Unit T–Hangar Building	–

MN TN
VAR. 5.8° W.
4° W ANNUAL RATE OF CHANGE

OCTOBER 2007 MAGNETIC DECLINATION
SOURCE: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA), OCTOBER 2007

400' 0 400' 800'

LEGEND

EXISTING	FUTURE	ULTIMATE	DESCRIPTION
	NOT SHOWN		AIRPORT REFERENCE POINT
PL			PROPERTY LINE
BRL	(BRL)		BUILDING RESTRICTION LINE
APRL	(APRL)		AIRCRAFT PARKING RESTRICT. LINE
15	SAME		CONTOUR LINES
× 20.0			SURFACE ELEVATION
			PAVED SURFACES
x			FENCE
			RUNWAY PROTECTION ZONE (RPZ)
			RUNWAY SAFETY AREA
			BUILDING
			HANGAR
	SAME		THRESHOLD LIGHTS
	SAME		WINDSOCK
	SAME		REIL
	SAME		PAPI
	SAME		ODALS
NONE	MOOS 1		MODIFICATION TO STANDARDS
			TO BE CLEARED AND GRADED
NONE			AVIGATION EASEMENT
NONE			FUTURE IMPROVEMENTS
NONE			FUTURE AVIATION DEVELOPMENT AREA

CONSTRUCTION NOTICE REQUIREMENT

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

FAA DISCLAIMER

THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

APPROVALS

FEDERAL AVIATION ADMINISTRATION

BY: _____

TITLE: _____ DATE: _____

FLORIDA DEPARTMENT OF TRANSPORTATION

BY: _____

TITLE: _____ DATE: _____

CITY OF POMPANO

BY: _____

TITLE: _____ DATE: _____

REVISION	DATE

Pompano Beach Air Park
1001 Northeast 10th Street
Pompano Beach, Florida 33060
Phone: 954/786/4135

Hanson No. 00X0000
Filename
Scale 1"=400'
Date 02/04/2009
LAYOUT RA/JJ
DRAWN RA/JJ
REVIEWED MF/MC

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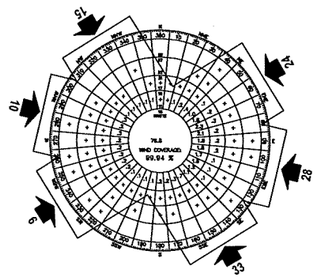
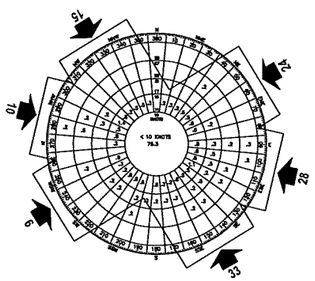
AIRPORT LAYOUT PLAN



All-Weather Windrose Coverage %

RUNWAY	10.5 Knots	13 Knots	16 Knots	20 Knots
06–24	92.48%	96.50%	99.49%	99.93%
10–28	96.22%	98.68%	99.80%	99.96%
15–33	86.86%	92.84%	98.45%	99.74%
Combined	99.92%	99.98%	100%	100%

SOURCE: National Climatic Data Center, Asheville, North Carolina
STATION: FXE ASOS
STATION NO: 72203
PERIOD: 1998–2007
TOTAL NO. OF OBSERVATIONS: 73,000



IFR Windrose Coverage %

RUNWAY	10.5 Knots	13 Knots	16 Knots	20 Knots
06–24	87.05%	91.71%	96.91%	99.17%
10–28	92.14%	95.59%	98.19%	99.50%
15–33	88.46%	93.25%	97.11%	98.69%
Combined*	96.30%	98.53%	99.55%	99.85%

SOURCE: National Climatic Data Center, Asheville, North Carolina
STATION: FXE ASOS
STATION NO: 72203
PERIOD: 1998–2007
TOTAL NO. OF OBSERVATIONS: 73,000

NOTE: * Runways 10–28 and 15–33 only.

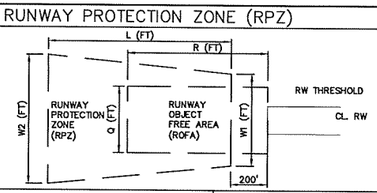
AIRPORT DATA

ITEM	EXISTING	FUTURE	ULTIMATE
AIRPORT ELEVATION (MSL) (NGVD 88)	19'	SAME	SAME
AIRPORT REFERENCE POINT (ARP) (NAD 83/99):			
LATITUDE	26°14'49.7" N.	26°14'50" N.	26°14'53" N.
LONGITUDE	80°06'39.8" W.	80°06'41" W.	80°6'40" W.
MEAN MAXIMUM TEMPERATURE	91.0° F	91.0° F	91.0° F
AIRPORT REFERENCE CODE (ARC):			
RUNWAY 6–24	B–II	SAME	RUNWAY CLOSED
RUNWAY 10–28	B–II	SAME	SAME
RUNWAY 15–33	B–II	SAME	SAME
DESIGN AIRCRAFT:			
RUNWAY 6–24	GROUP II	SAME	RUNWAY CLOSED
RUNWAY 10–28	GROUP II	SAME	SAME
RUNWAY 15–33	GROUP II	SAME	SAME
AIRPORT GPS	–	–	–
AIRPORT ACREAGE:			
FEE SIMPLE	939± AC.	939.0 AC. ±	939.0 AC. ±
EASEMENTS	NONE	NONE	NONE

MODIFICATIONS TO FAA DESIGN STANDARDS

NO.	DATE GRANTED	DESCRIPTION	CURRENT STATUS
1	NOT APPLICABLE	RUNWAY 6–24 TO PARALLEL TO TAXIWAY M CENTERLINE TO CENTERLINE IS 200 FEET. FAA DESIGN STANDARDS REQUIRE A CENTERLINE TO CENTERLINE OF 240 FEET FOR AN ARC B–II RUNWAY.	RUNWAY 6–24 WILL BE CLOSED IN THE FUTURE. THEREFORE THERE IS NO PROPOSED ACTION TO RELOCATE TAXIWAY M WHICH PROVIDES ACCESS TO RUNWAY 6–24.

RUNWAY PROTECTION ZONE (RPZ)



	RUNWAY	APPROACH VISIBILITY MINIMUMS	FACILITIES EXPECTED TO SERVE	RPZ			ROFA	
				L (FT)	W1 (FT)	W2 (FT)	Q	R
EXISTING	RW 6	VISUAL AND NOT LOWER THAN 1 MILE	AIRCRFT APPROACH CATEGORIES A & B	1,000'	500'	700'	500'	300'
	RW 24	VISUAL AND NOT LOWER THAN 1 MILE	AIRCRFT APPROACH CATEGORIES A & B	1,000'	500'	700'	500'	300'
	RW 10	VISUAL AND NOT LOWER THAN 1 MILE	SMALL AIRCRAFT EXCLUSIVELY	1,000'	250'	450'	500'	300'
	RW 28	VISUAL AND NOT LOWER THAN 1 MILE	SMALL AIRCRAFT EXCLUSIVELY	1,000'	250'	450'	500'	300'
	RW 15	VISUAL AND NOT LOWER THAN 1 MILE	AIRCRFT APPROACH CATEGORIES A & B	1,000'	500'	700'	500'	300'
	RW 33	VISUAL AND NOT LOWER THAN 1 MILE	AIRCRFT APPROACH CATEGORIES A & B	1,000'	500'	700'	500'	300'
FUTURE	RW 6	VISUAL AND NOT LOWER THAN 1 MILE	AIRCRFT APPROACH CATEGORIES A & B	1,000'	500'	700'	500'	300'
	RW 24	VISUAL AND NOT LOWER THAN 1 MILE	AIRCRFT APPROACH CATEGORIES A & B	1,000'	500'	700'	500'	300'
	RW 10	VISUAL AND NOT LOWER THAN 1 MILE	SMALL AIRCRAFT EXCLUSIVELY	1,000'	250'	450'	500'	300'
	RW 28	VISUAL AND NOT LOWER THAN 1 MILE	SMALL AIRCRAFT EXCLUSIVELY	1,000'	250'	450'	500'	300'
	RW 15	VISUAL AND NOT LOWER THAN 1 MILE	AIRCRFT APPROACH CATEGORIES A & B	1,000'	500'	700'	500'	300'
	RW 33	VISUAL AND NOT LOWER THAN 1 MILE	AIRCRFT APPROACH CATEGORIES A & B	1,000'	500'	700'	500'	300'
ULTIMATE	RW 6	RUNWAY CLOSED	RUNWAY CLOSED	NA	NA	NA	NA	NA
	RW 24	RUNWAY CLOSED	RUNWAY CLOSED	NA	NA	NA	NA	NA
	RW 10	VISUAL AND NOT LOWER THAN 1 MILE	SMALL AIRCRAFT EXCLUSIVELY	1,000'	250'	450'	500'	300'
	RW 28	VISUAL AND NOT LOWER THAN 1 MILE	SMALL AIRCRAFT EXCLUSIVELY	1,000'	250'	450'	500'	300'
	RW 15	VISUAL AND NOT LOWER THAN 1 MILE	AIRCRFT APPROACH CATEGORIES A & B	1,000'	500'	700'	500'	300'
	RW 33	VISUAL AND NOT LOWER THAN 1 MILE	AIRCRFT APPROACH CATEGORIES A & B	1,000'	500'	700'	500'	300'

DECLARED DISTANCES – FUTURE RUNWAY 15–33

OPERATION	RUNWAY 15	RUNWAY 33
TAKEOFF RUN AVAILABLE (TORA)	4,918'	4,918'
TAKEOFF DISTANCE AVAILABLE (TODA)	4,918'	4,918'
ACCELERATE–STOP DISTANCE AVAILABLE (ASDA)	4,918'	4,918'
LANDING DISTANCE AVAILABLE (LDA)	4,418'	4,578'

DECLARED DISTANCES – FUTURE RUNWAY 10–28

OPERATION	RUNWAY 10	RUNWAY 28
TAKEOFF RUN AVAILABLE (TORA)	3,800'	3,800'
TAKEOFF DISTANCE AVAILABLE (TODA)	3,800'	3,800'
ACCELERATE–STOP DISTANCE AVAILABLE (ASDA)	3,800'	3,800'
LANDING DISTANCE AVAILABLE (LDA)	3,500'	3,800'

RUNWAY DATA

ITEM	RUNWAY 6–24						RUNWAY 10–28						RUNWAY 15–33					
	EXISTING		FUTURE		ULTIMATE		EXISTING		FUTURE		ULTIMATE		EXISTING		FUTURE		ULTIMATE	
PERCENT EFFECTIVE GRADIENT	0.16%		0.16%		RWY CLOSED		0.23%		0.20%		0.20%		0.10%		0.09%		0.09%	
AIRPORT REFERENCE CODE	B–II		B–II		RWY CLOSED		B–II		SAME		SAME		B–II		SAME		SAME	
RUNWAY LENGTH AND WIDTH	4,001' X 150'		4,001' X 150'		RWY CLOSED		3502' X 100'		3800' X 75'		3800' X 75'		4418' X 150'		4918' X 150'		4918' X 150'	
RUNWAY SURFACE TYPE	ASPHALT		ASPHALT		RWY CLOSED		ASPHALT		SAME		SAME		ASPHALT		SAME		SAME	
RUNWAY STRENGTH	SW–20,000		SW–20,000		RWY CLOSED		SW–26,000		SAME		SAME		SW–30,000		SAME		SAME	
	RW 6	RW 24	RW 6	RW 24	RW 6	RW 24	RW 10	RW 28	RW 10	RW 28	RW 10	RW 28	RW 15	RW 33	RW 15	RW 33	RW 15	RW 33
FAR PART 77 APPROACH CATEGORY	NPI	NPI	NPI	NPI	RWY CLOSED	RWY CLOSED	VISUAL	VISUAL	SAME	SAME	SAME	SAME	NPI	NPI	SAME	SAME	SAME	SAME
TYPE INSTRUMENT APPROACH	GPS	GPS	GPS	GPS	RWY CLOSED	RWY CLOSED	NONE	NONE	SAME	SAME	SAME	SAME	LOC/GPS	GPS	SAME	SAME	SAME	SAME
APPROACH SLOPE	34:1	34:1	34:1	34:1	RWY CLOSED	RWY CLOSED	20:1	20:1	SAME	SAME	SAME	SAME	34:1	34:1	SAME	30:1	SAME	30:1
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL	RWY CLOSED	RWY CLOSED	MIRL	MIRL	SAME	SAME	SAME	SAME	MIRL	MIRL	SAME	SAME	SAME	SAME
RUNWAY MARKING	VISUAL	VISUAL	VISUAL	VISUAL	RWY CLOSED	RWY CLOSED	VISUAL	VISUAL	SAME	SAME	SAME	SAME	NPI	NPI	SAME	SAME	SAME	SAME
NAVIGATIONAL & VISUAL AIDS	PAPI, REIL	PAPI	PAPI, REIL	PAPI	RWY CLOSED	RWY CLOSED	PAPI, REIL	PAPI	SAME	SAME	SAME	SAME	ODALS, PAPI, LOCALIZER	PAPI, REIL	SAME	SAME	SAME	SAME
RUNWAY SAFETY AREA DIMENSIONS	150' X 300'	150' X 300'	150' X 300'	150' X 300'	RWY CLOSED	RWY CLOSED	120' X 240'	120' X 240'	150' X 300'	150' X 300'	150' X 300'	150' X 300'	150' X 300'	150' X 300'	SAME	SAME	SAME	SAME
RUNWAY END COORDINATES (NAD 1983)	LAT 26°14'38.29"N LON 80°06'59.57"W	LAT 26°15'02.32"N LON 80°06'24.64"W	LAT 26°14'38"N LON 80°07'00"W	LAT 26°15'02"N LON 80°06'25"W	RWY CLOSED	RWY CLOSED	LAT 26°14'45.38"N LON 80°06'59.8"W	LAT 26°14'40.77"N LON 80°06'21.70"W	LAT 26°14'45"N LON 80°07'03"W	SAME	LAT 26°14'45"N LON 80°07'03"W	SAME	LAT 26°15'11.73"N LON 80°06'51.88"W	LAT 26°14'36.94"N LON 80°06'22.26"W	LAT 26°15'15"N LON 80°06'55"W	SAME	LAT 26°15'15"N LON 80°06'55"W	SAME
RUNWAY ELEVATION	19.3	12.9	19.3	12.9	RWY CLOSED	RWY CLOSED	18.4	10.5	SAME	SAME	SAME	SAME	15.8	11.2	SAME	SAME	SAME	SAME
RUNWAY AZIMUTH (TRUE)	52.62	232.62	52.62	232.62	RWY CLOSED	RWY CLOSED	97.62	277.62	SAME	SAME	SAME	SAME	142.62	322.62	SAME	SAME	SAME	SAME
TORA	NONE	NONE	NONE	NONE	RWY CLOSED	RWY CLOSED	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
TODA	NONE	NONE	NONE	NONE	RWY CLOSED	RWY CLOSED	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
ASDA	NONE	NONE	NONE	NONE	RWY CLOSED	RWY CLOSED	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
LDA	NONE	NONE	NONE	NONE	RWY CLOSED	RWY CLOSED	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

NOTE: Runway 6-24 shall remain open until such time that a need arises for developable property or maintenance costs exceed runway use benefit.

REVISION | DATE

Pompano Beach Air Park
1001 Northeast 10th Street
Pompano Beach, Florida 33060
Phone: 954.786.4135

Hanson No. 00X0000
Filename
Scale NTS
Date 2/4/2009
LAYOUT RA/UJ
DRAWN RA/UJ
REVIEWED MF/MC

In Association With:
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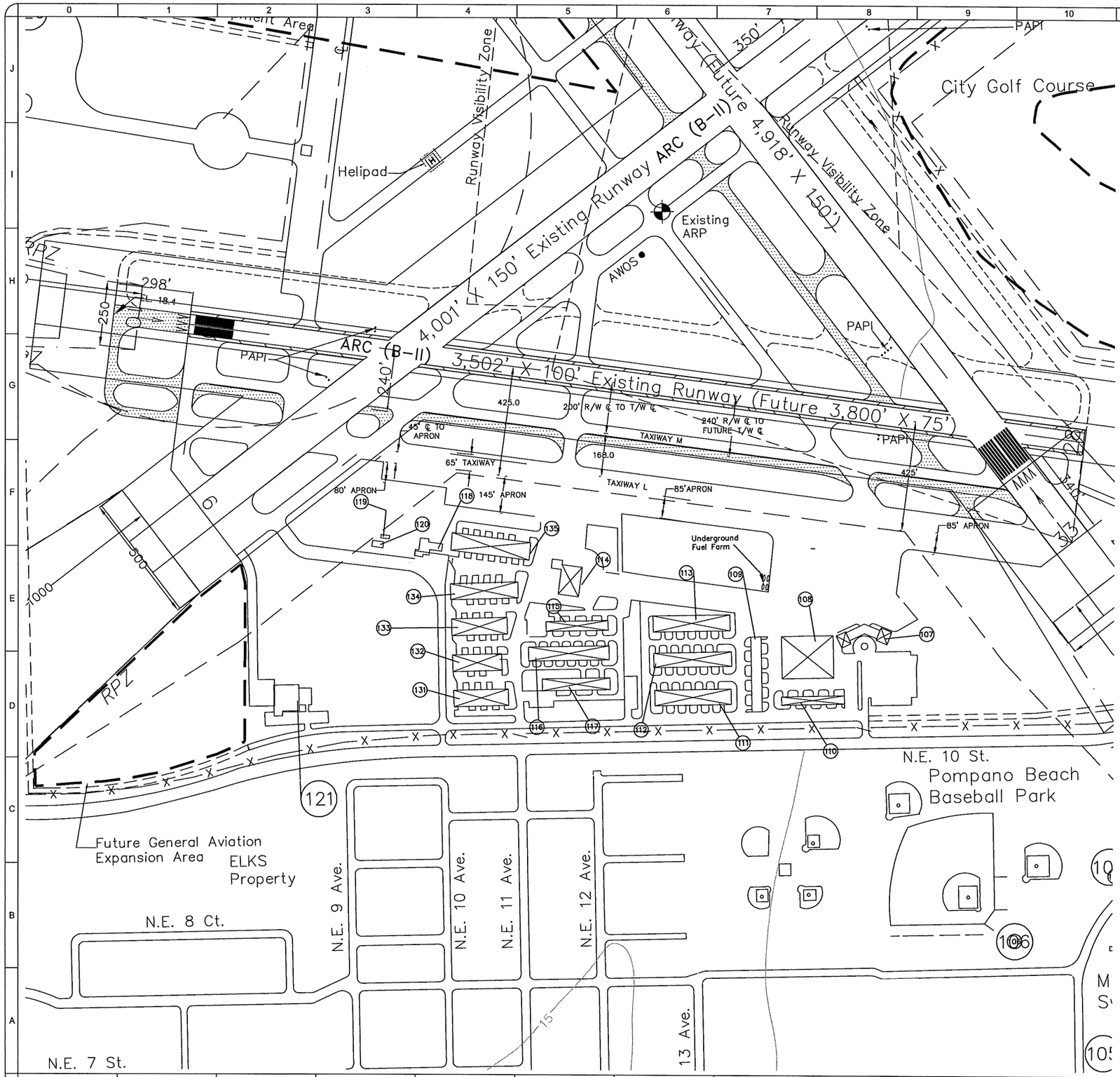
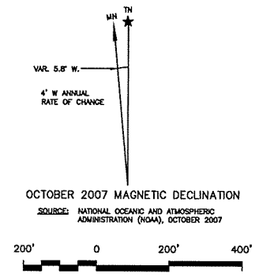
1601 Belvedere Road, Suite 303 South
West Palm Beach, Florida 33406-1558

AIRPORT DATA SUMMARY





EXISTING AIR PARK FACILITIES		
NO	FACILITY	TOP ELEV.(MSL)
100	Golf Course Club House	37
101	Golf Cart Shed	23
102	Fire House #3	46
103	Tennis Court Complex	–
104	Municipal Swimming Pool Building	–
105	Recreation Center & Amphitheater	–
106	Municipal Baseball Park Offices	–
107	Anthony Aviation	55
108	Maintenance Building	50
109	10–Unit T–Hangar Building	29
110	8–Unit T–Hangar Building	29
111	12–Unit T–Hangar Building	30
112	12–Unit T–Hangar Building	30
113	12–Unit T–Hangar Building	30
114	Anthony Aviation	39
115	8–Unit T–Hangar Building	32
116	14–Unit T–Hangar Building	33
117	5–Unit T–Hangar Building	35
118	Administration Building and ATCT	31/73
119	Transformer Vault	28
120	Storage Building	30
121	American Flyers	52
122	Public Work Administration & Complex	35
123	City Water Plant & Facilities	65
124	Goodyear Maintenance Building	31
125	Goodyear Offices	33
126	Goodyear Blimp Hangar	109
127	Sand and Spurs Riding Stables	35
128	Golf Course Maintenance Buildings	–
129	Effluent Treatment Plant	51
130	Localizer Building	51
131	8–Unit T–Hangar Building	–
132	8–Unit T–Hangar Building	–
133	8–Unit T–Hangar Building	–
134	10–Unit T–Hangar Building	–
135	12–Unit T–Hangar Building	–

LEGEND		
EXISTING	FUTURE ULTIMATE	DESCRIPTION
	NOT SHOWN	AIRPORT REFERENCE POINT
		PROPERTY LINE
BRL	(BRL)	BUILDING RESTRICTION LINE
APRL	(APRL)	AIRCRAFT PARKING RESTRICT. LINE
15	SAME	CONTOUR LINES
x 20.0		SURFACE ELEVATION
		PAVED SURFACES
		FENCE
		RUNWAY PROTECTION ZONE (RPZ)
		RUNWAY SAFETY AREA
		BUILDING
		HANGAR
	SAME	THRESHOLD LIGHTS
	SAME	WINDSOCK
	SAME	REIL
	SAME	PAPI
	SAME	ODALS
NONE	MODS 1	MODIFICATION TO STANDARDS
		TO BE CLEARED AND GRADED
NONE		AVIGATION EASEMENT
NONE		FUTURE IMPROVEMENTS

REVISION	DATE

Pompano Beach Air Park
1001 Northeast 10th Street
Pompano Beach, Florida 33060
Phone: 954.786.4135

Hanson No. 00X0000
Filename
Scale 1"=200'
Date 02/04/2009

LAYOUT	RA/UJ
DRAWN	RA/UJ
REVIEWED	MF/MC

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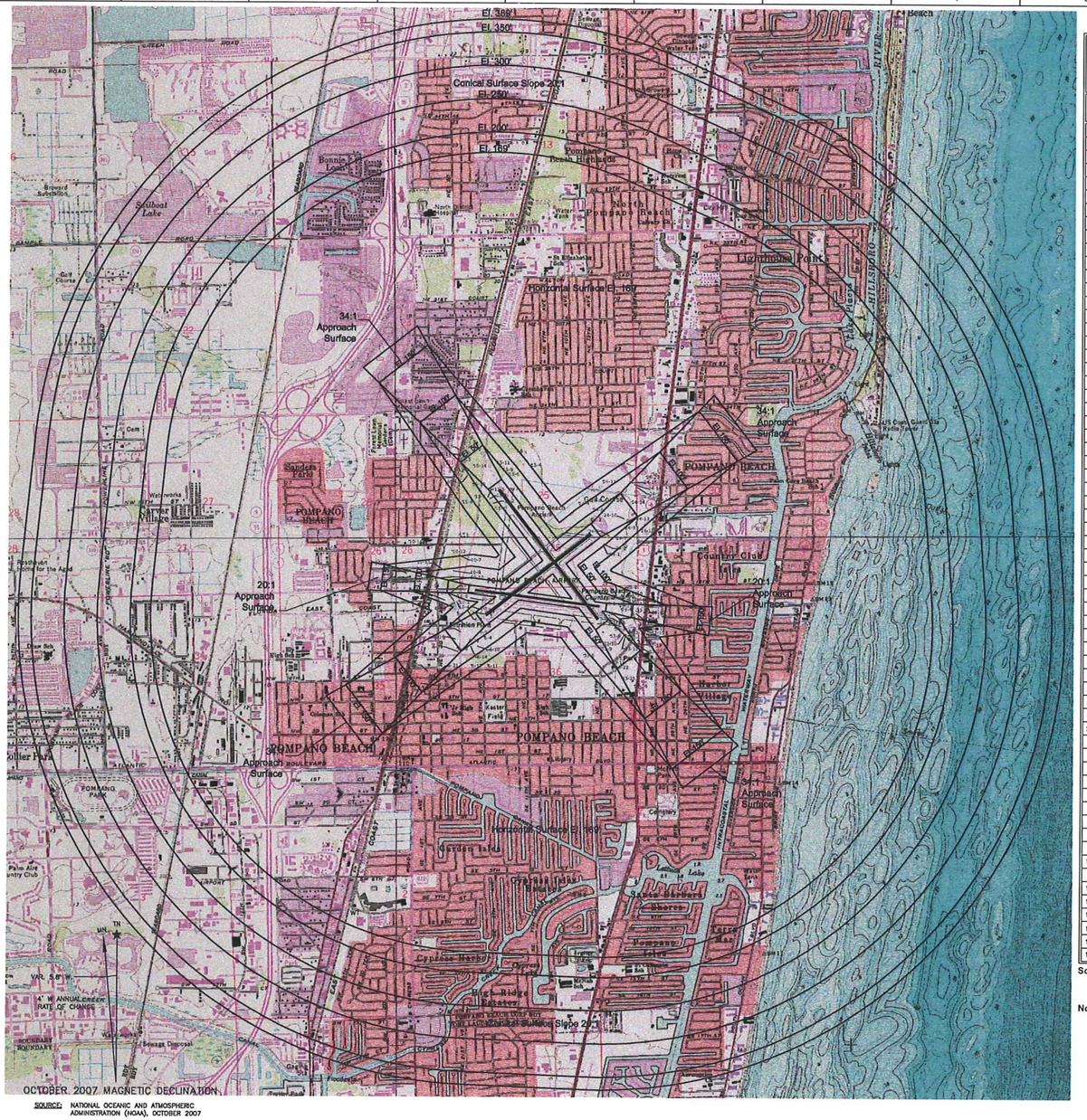
GENERAL AVIATION AREA DRAWING



SOURCE: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA), OCTOBER 2007

2,000' 0 2,000' 4,000'

FAR PART 77 OBSTRUCTION DATA
AIRPORT ELEVATION – 19'
HORIZONTAL SURFACE ELEVATION – 169'

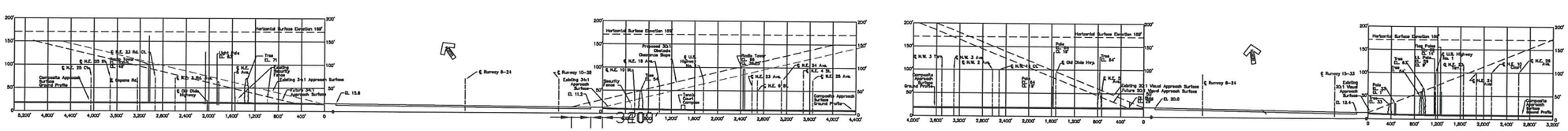
Nº	DESCRIPTION*	FAR PART 77 SURFACE*	ELEV. FAR PART 77**	OBJECT ELEV.*	PENETRATION**	DISPOSITION OF OBSTRUCTIONS**
6–1	Tree	Transitional	52	44	–8	Trim
6–2	Tree	Transitional	27	41	14	Trim
6–3	Tree	Transitional	46	48	2	Trim
6–4	Tree	Transitional	55	51	4	Trim
6–5	Tree	Approach	26	64	38	Remove/Trim
6–6	Rod on Bldg	Transitional	78	61	–17	None
6–7	TK	Transitional	73	80	7	Light
6–8	TK	Transitional	85	64	–21	None
6–9	Rod on Bldg	Transitional	48	60	12	Light
6–10	Tree	Transitional	73	57	–16	None
6–11	Tree	Horizontal	169	67	–102	None
6–12	Tree	Approach	40	67	27	Remove/Trim
6–13	OL LT Pole	Approach	40	49	9	None
6–14	Tree	Transitional	58	66	8	Trim
6–15	Rod OL TK	Transitional	91	73	–18	None
6–16	Tree	Approach	48	60	12	Remove
6–17	Tree	Transitional	123	67	–56	None
6–18	Tree	Approach	51	60	9	Remove/Trim
6–19	Tree	Approach	53	65	12	Remove/Trim
6–20	Tree	Approach	71	73	2	Remove/Trim
6–21	Tree	Approach	77	85	8	Remove/Trim
6–22	Tree	Approach	85	82	–3	Remove/Trim
6–23	Tree	Approach	87	94	7	Remove/Trim
6–24	Tree	Approach	96	110	14	Remove/Trim
6–25	Tree	Approach	96	95	–1	Remove/Trim
6–26	Tree	Approach	99	90	–9	Remove/Trim
24–1	Tree	Transitional	46	84	38	Remove/Trim
24–2	Tree	Transitional	45	77	32	Remove/Trim
24–3	Tree	Transitional	29	63	34	Remove/Trim
24–4	Tree	Transitional	116	89	–27	tbd
24–5	Tree	Transitional	31	65	34	Remove/Trim
24–6	Tree	Transitional	59	60	1	Trim
24–7	Tree	Transitional	59	50	–9	Trim
24–8	Tree	Transitional	97	66	–31	None
24–9	Tree	Transitional	49	40	–9	Trim
24–10	Tree	Approach	39	62	23	Remove/Trim
24–11	Tree	Transitional	139	69	–70	None
24–12	Tree	Transitional	103	60	–43	None
24–13	Tree	Transitional	52	41	–11	None
24–14	Tree	Approach	54	64	10	Remove/Trim
24–15	Tree	Approach	64	82	18	Remove/Trim
24–16	Tree	Approach	65	88	23	Remove/Trim
24–17	Tree	Approach	65	80	15	Remove/Trim
24–18	LT Pole	Approach	70	58	–12	None
24–19	LT Pole	Approach	73	60	–13	None
24–20	Bldg	Approach	78	61	–17	None
10–1	Tree	Transitional	37	41	4	Trim
10–2	OL Bldg	Primary	18	29	11	Relocate
10–3	LT Pole	Transitional	64	46	–18	None
10–4	Rod on Bldg	Transitional	72	60	–12	None
10–5	OL LT Pole	Transitional	42	47	5	None
10–6	Tree	Transitional	71	52	–19	None
10–7	Hgr	Horizontal	169	110	–59	None
10–8	Tree	Approach	43	54	11	Remove/Trim
10–9	Tree	Transitional	88	46	–42	None
10–10	Tree	Transitional	64	62	–2	Trim
10–11	Tree	Transitional	62	60	–2	Trim
10–12	OL on Hgr	Horizontal	169	113	–56	None
10–13	Tree	Transitional	96	55	–41	None
10–14	Pole	Approach	83	64	–19	None
10–15	Tree	Approach	115	73	–42	None
10–16	OL Twr	Horizontal	169	212	43	None
10–17	Tree	Approach	135	82	–53	None

FAR PART 77 OBSTRUCTION DATA
AIRPORT ELEVATION – 19'
HORIZONTAL SURFACE ELEVATION – 169'

Nº	DESCRIPTION*	FAR PART 77 SURFACE*	ELEV. FAR PART 77**	OBJECT ELEV.*	PENETRATION**	DISPOSITION OF OBSTRUCTIONS**
28–1	OL Pole	Transitional	11	18	7	Relocate
28–2	Tree	Transitional	56	59	3	Trim
28–3	Tree	Transitional	61	49	–12	None
28–4	Tree	Transitional	76	43	–33	None
28–5	Tree	Approach	29	33	4	Remove/Trim
28–6	Pole	Approach	34	33	–1	Light
28–7	Tree	Transitional	63	62	–1	Trim
28–8	Tree	Transitional	65	59	–6	Trim
28–9	Tree	Transitional	96	49	–47	None
28–10	LT Pole	Approach	68	59	–9	None
28–11	LT Pole	Transitional	98	59	–39	None
28–12	Flag Pole	Approach	73	59	–14	None
28–13	Flag Pole	Approach	73	59	–14	None
28–14	Ant on Bldg	Approach	121	72	–40	None
28–15	Ant on Bldg	Horizontal	169	190	–97	None
28–16	OL Rod on Bldg	Horizontal	169	186	17	None
28–17	Bldg	Horizontal	169	201	32	Light
15–1	Tree	Transitional	40	52	12	Trim
15–2	Tree	Transitional	34	53	19	Trim
15–3	Tree	Transitional	34	54	20	Trim
15–4	Tree	Horizontal	169	72	–97	None
15–5	Ant on Bldg	Transitional	35	34	–1	Light
15–6	Tree	Transitional	58	56	–2	Trim
15–7	Tree	Transitional	80	78	–2	Trim
15–8	Tree	Transitional	138	80	–58	None
15–9	Tree	Transitional	49	56	7	Trim
15–10	Tree	Transitional	58	74	16	Trim
15–11	Tree	Transitional	50	51	1	Trim
15–12	Tree	Transitional	48	72	24	Trim
15–13	Tree	Transitional	58	77	19	Trim
15–14	Tree	Approach	41	71	30	Remove/Trim
15–15	Pole	Approach	54	63	9	Relocate/Light
15–16	Pole	Approach	56	63	7	Relocate/Light
15–17	Pole	Approach	59	63	4	Relocate/Light
15–18	Tree	Approach	78	69	–9	Remove/Trim
33–1	Tree	Approach	54	54	0	Remove/Trim
33–2	Bldg	Transitional	59	40	–19	None
33–3	OL on DME	Approach	20	20	0	None
33–4	Tree	Transitional	48	53	5	Trim
33–5	Tree	Approach	54	63	9	Remove/Trim
33–6	Rod OL LT Pole	Transitional	119	128	9	None
33–7	Tree	Transitional	39	48	9	Trim
33–8	OL on LDC	Approach	23	18	–5	None
33–9	Tree	Transitional	42	38	–5	Trim
33–10	Tree	Approach	31	54	23	Remove
33–11	Rod on LT Pole	Transitional	36	52	16	Relocate/Light
33–12	Tree	Transitional	78	49	–27	None
33–13	LT Pole	Transitional	91	59	–32	None
33–14	LT Pole	Transitional	47	51	4	Relocate/Light
33–15	LT Pole	Transitional	104	58	–44	None
33–16	Bldg	Transitional	104	52	–52	None
33–17	Tree	Transitional	65	56	–9	Trim
33–18	Tree	Transitional	48	43	–5	Trim
33–19	Tree	Transitional	53	49	–4	Trim
33–20	Tree	Transitional	51	52	1	Trim
33–21	Tree	Approach	44	57	14	Remove/Trim
33–22	LT Pole	Transitional	50	43	–7	None
33–23	Tree	Approach	100	60	–40	None
33–24	Tree	Approach	102	62	–40	None
33–25	Tree	Approach	109	50	–59	None
33–26	LT Pole	Approach	121	59	–62	None
33–27	Ant on Bldg	Horizontal	169	282	113	Light

Source: * National Geodetic Survey (NGS)
* http:\\www.ngs.noaa.gov\AERO\udd\SOUTHERN\FLORIDA\PMP_05D.LPV
**Kimley Horn and Associates analysis, May 2007.

Notes: 1. NGS obstruction data was collected in accordance with FAA Area Navigation Approach (ANA-LPV) survey specifications. Vertical accuracy within 3' to 10' and horizontal accuracy within 20'.
2. No profile shown for Runway 6-24. Runway will be closed ultimately.



REVISION | DATE

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1001 Northeast 10th Street
Pompano Beach, Florida 33060
Phone: 954/786/4135

Hanson No. 00X0000
Filename
Scale 1"=2,000'
Date 2/4/2009
LAYOUT RA/UJ
DRAWN RA/UJ
REVIEWED MF/MC

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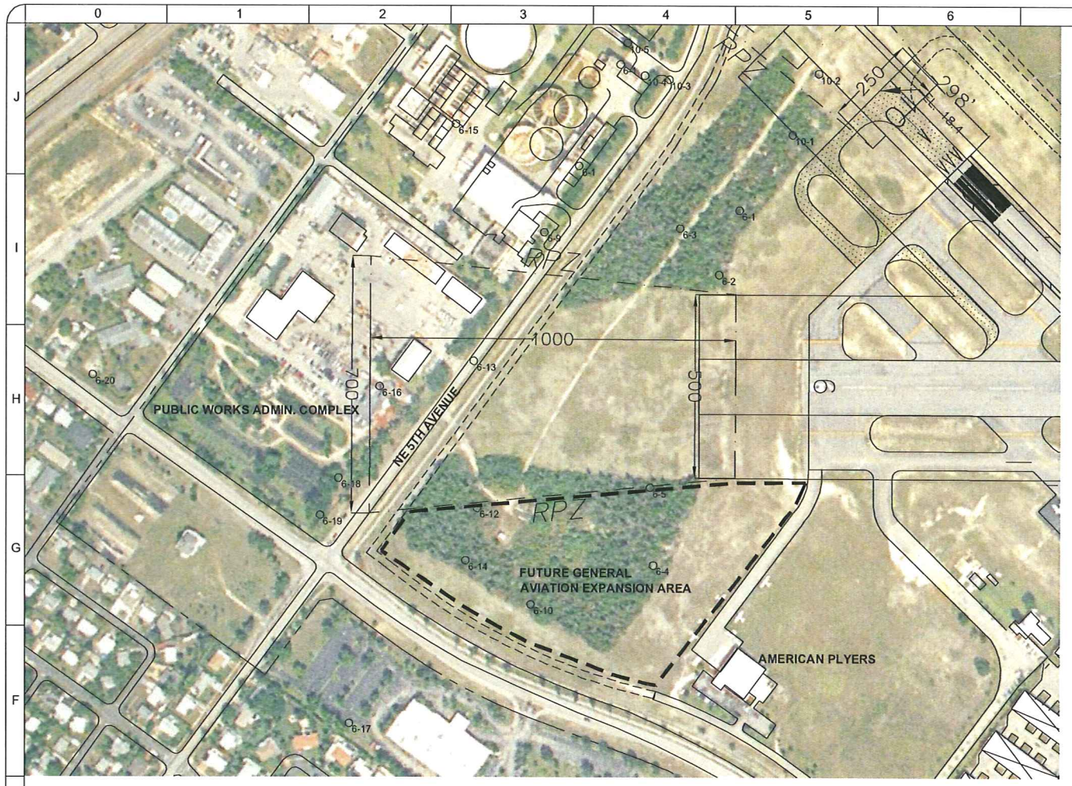
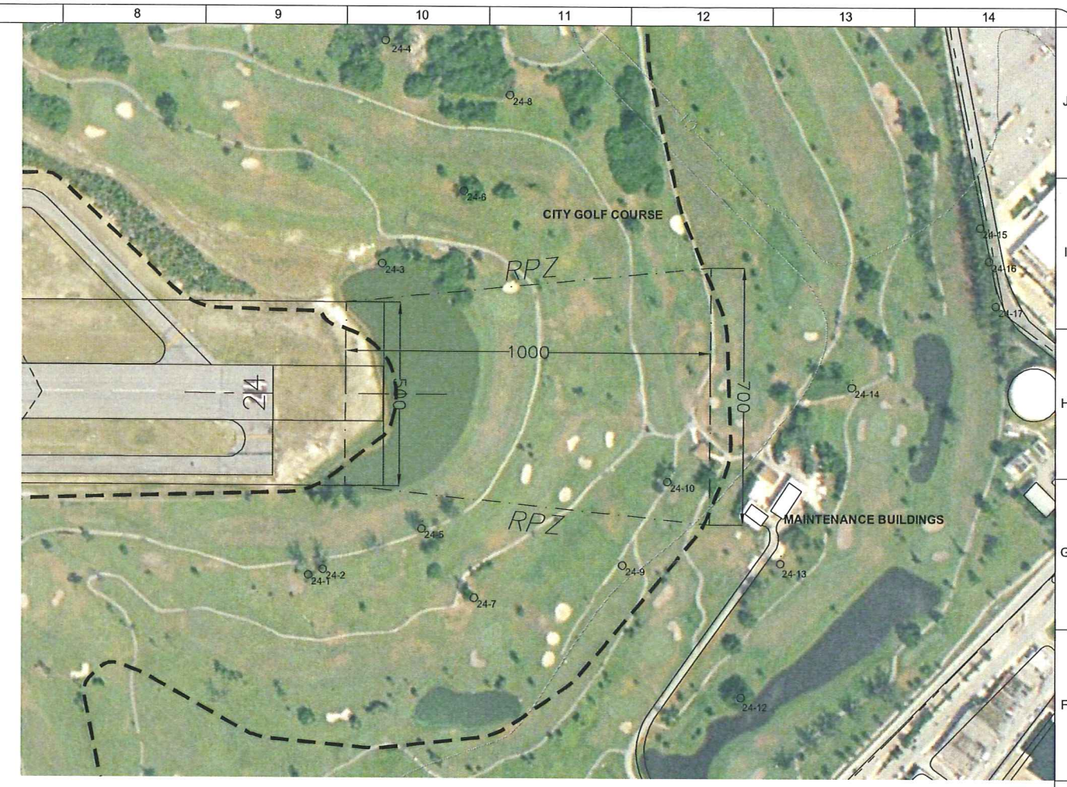
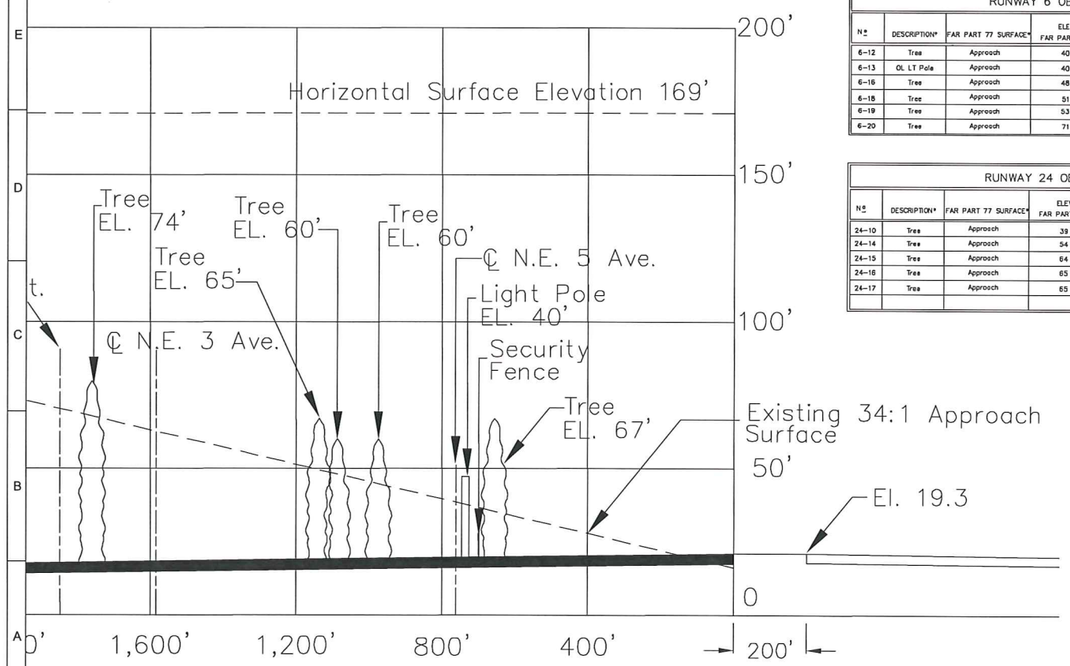
AIRPORT AIRSPACE PLAN

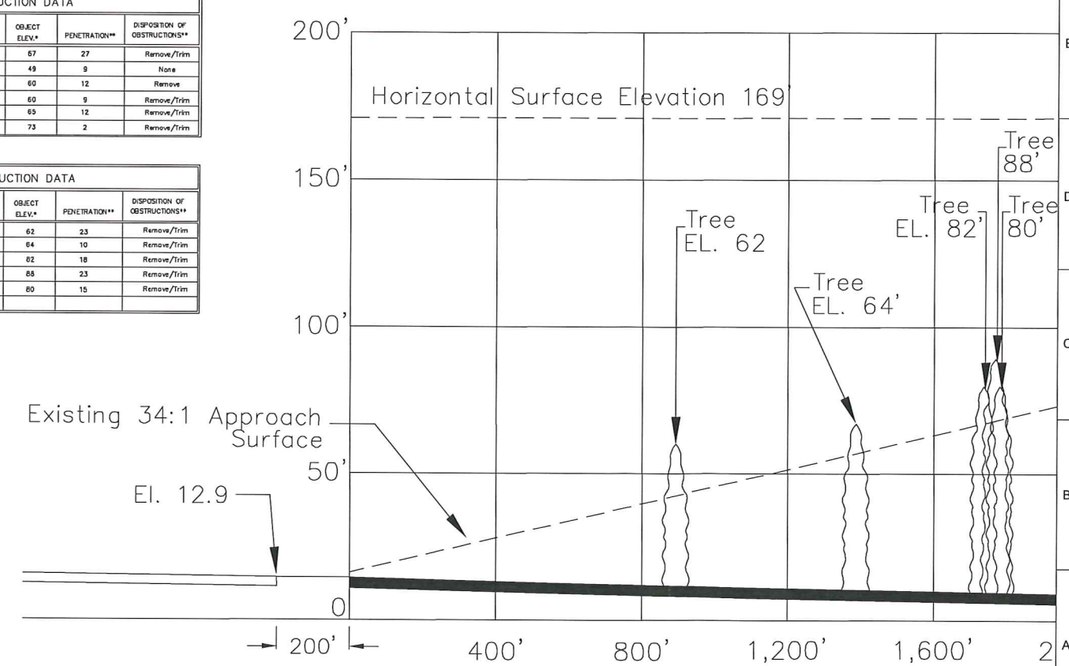




RUNWAY 6 OBSTRUCTION DATA						
Nº	DESCRIPTION*	FAR PART 77 SURFACE*	ELEV. FAR PART 77**	OBJECT ELEV.*	PENETRATION**	DISPOSITION OF OBSTRUCTIONS**
6-12	Tree	Approach	40	67	27	Remove/Trim
6-13	OL LT Pole	Approach	40	49	9	None
6-16	Tree	Approach	48	60	12	Remove
6-18	Tree	Approach	51	60	9	Remove/Trim
6-19	Tree	Approach	53	65	12	Remove/Trim
6-20	Tree	Approach	71	73	2	Remove/Trim

RUNWAY 24 OBSTRUCTION DATA						
Nº	DESCRIPTION*	FAR PART 77 SURFACE*	ELEV. FAR PART 77**	OBJECT ELEV.*	PENETRATION**	DISPOSITION OF OBSTRUCTIONS**
24-10	Tree	Approach	39	62	23	Remove/Trim
24-14	Tree	Approach	54	64	10	Remove/Trim
24-15	Tree	Approach	64	82	18	Remove/Trim
24-16	Tree	Approach	65	88	23	Remove/Trim
24-17	Tree	Approach	65	80	15	Remove/Trim





REVISION | DATE

Pompano Beach Air Park
1001 Northeast 10th Street
Pompano Beach, Florida 33060
Phone: 954/786/4135

Hansen No. 00X0000
Filename
Scale 1" = 200'
Date 2/4/2009

LAYOUT	RA/UJ
DRAWN	RA/UJ
REVIEWED	MF/MC

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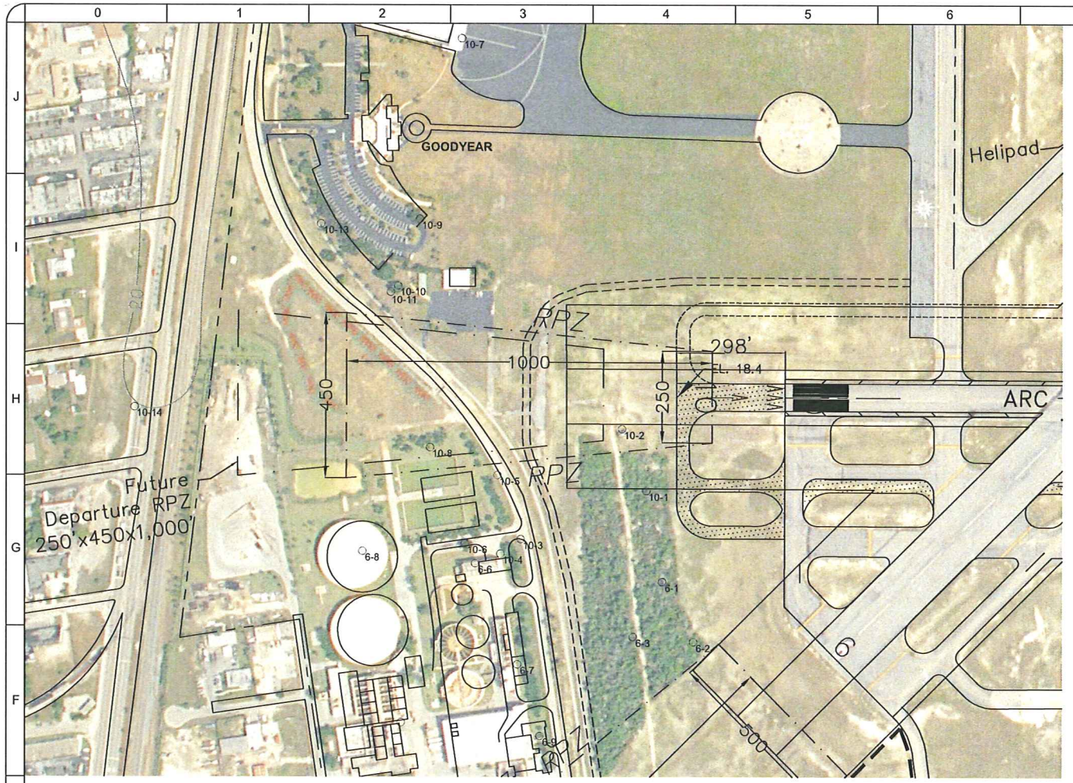
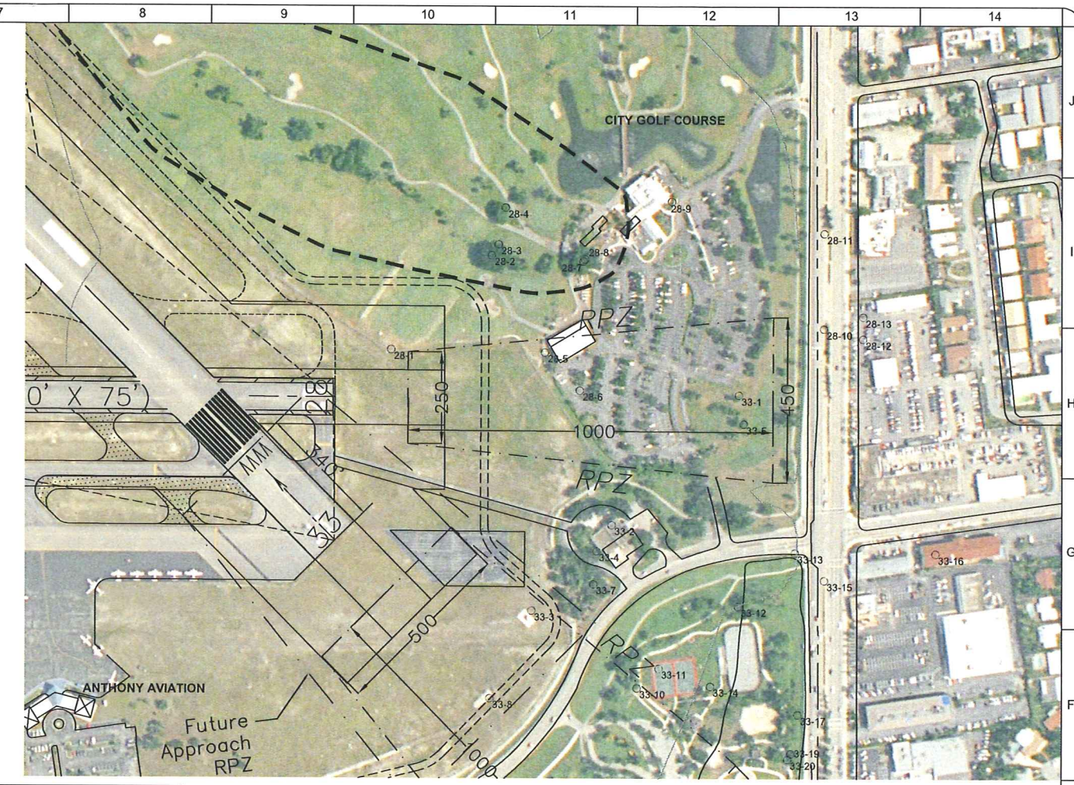
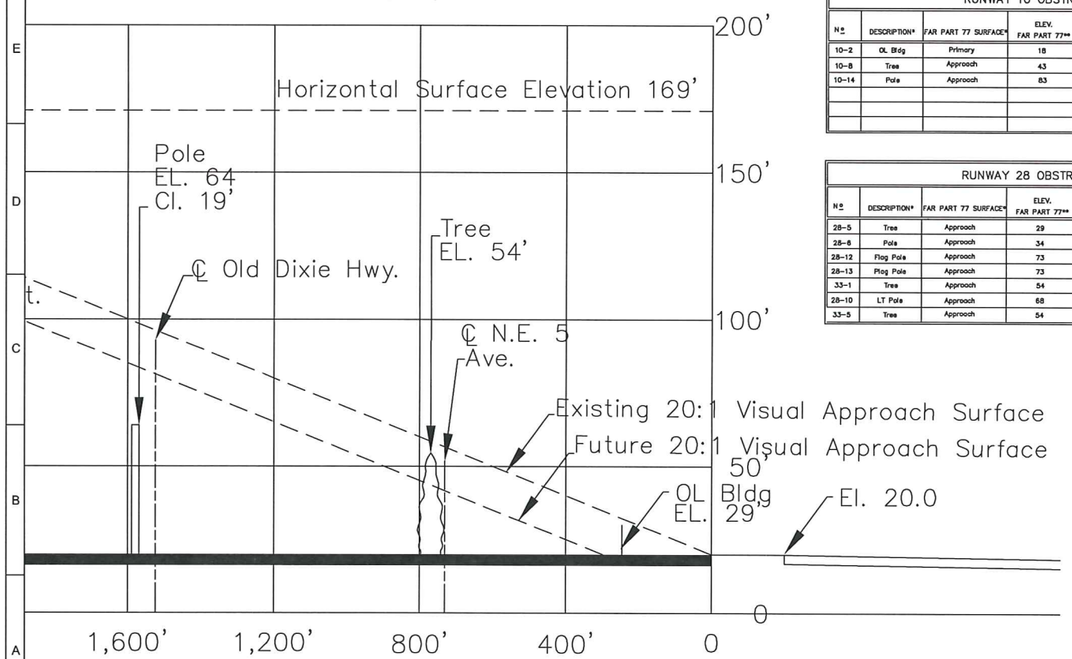
INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 6/24

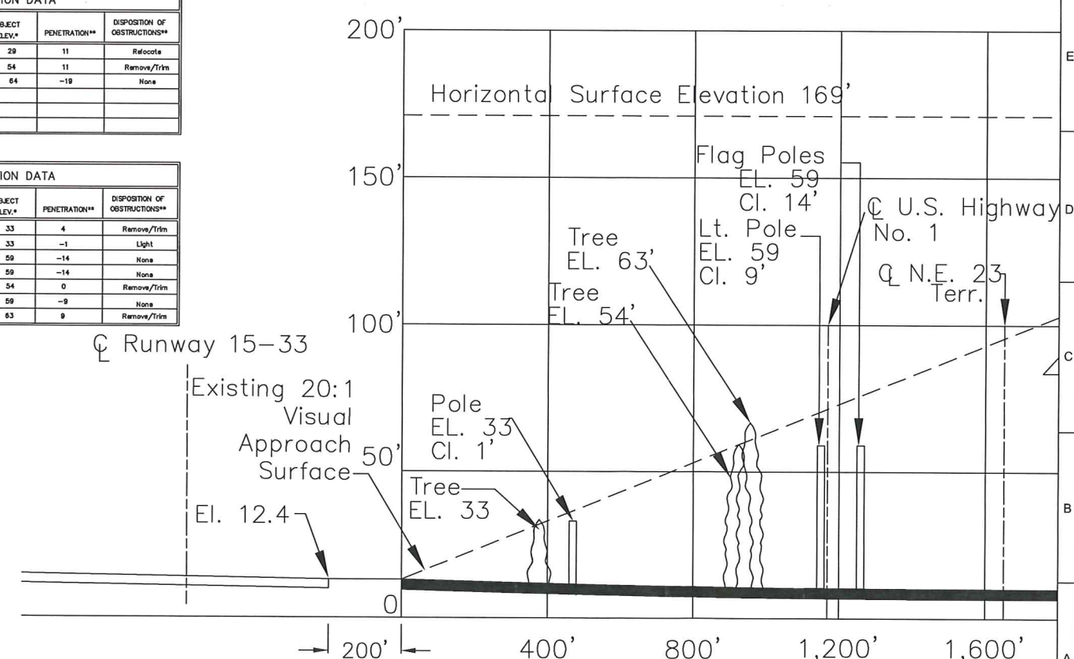




RUNWAY 10 OBSTRUCTION DATA						
Nº	DESCRIPTION*	FAR PART 77 SURFACE*	ELEV. FAR PART 77**	OBJECT ELEV.*	PENETRATION**	DISPOSITION OF OBSTRUCTIONS**
10–2	OL Bldg	Primary	18	29	11	Relocate
10–8	Tree	Approach	43	54	11	Remove/Trim
10–14	Pole	Approach	83	64	–19	None

RUNWAY 28 OBSTRUCTION DATA						
Nº	DESCRIPTION*	FAR PART 77 SURFACE*	ELEV. FAR PART 77**	OBJECT ELEV.*	PENETRATION**	DISPOSITION OF OBSTRUCTIONS**
28–5	Tree	Approach	29	33	4	Remove/Trim
28–6	Pole	Approach	34	33	–1	Light
28–12	Flag Pole	Approach	73	59	–14	None
28–13	Flag Pole	Approach	73	59	–14	None
33–1	Tree	Approach	54	54	0	Remove/Trim
28–10	LT Pole	Approach	68	59	–9	None
33–5	Tree	Approach	54	63	9	Remove/Trim





200' 0 200' 400'

REVISION | DATE

Pompano Beach Air Park
1001 Northeast 10th Street
Pompano Beach, Florida 33060
Phone: 954.786/4135

Hanson No. 00X0000
Filename
Scale 1"=200'
Date 2/4/2009
LAYOUT RA/UJ
DRAWN RA/UJ
REVIEWED MF/MC

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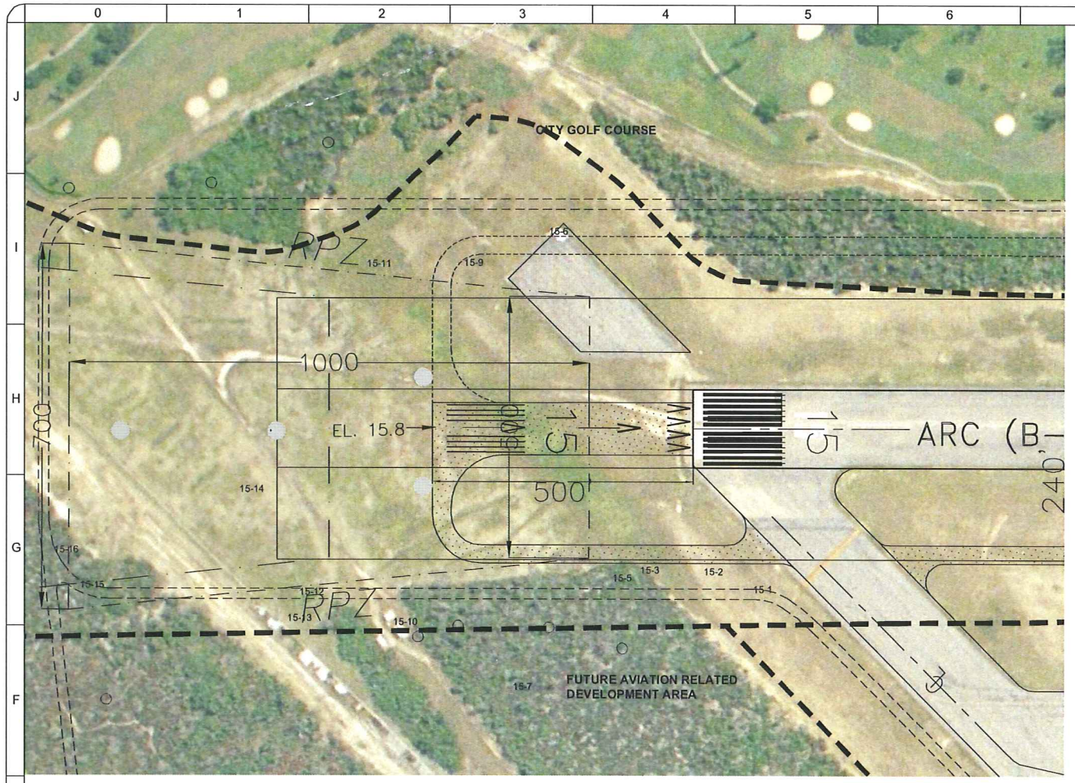
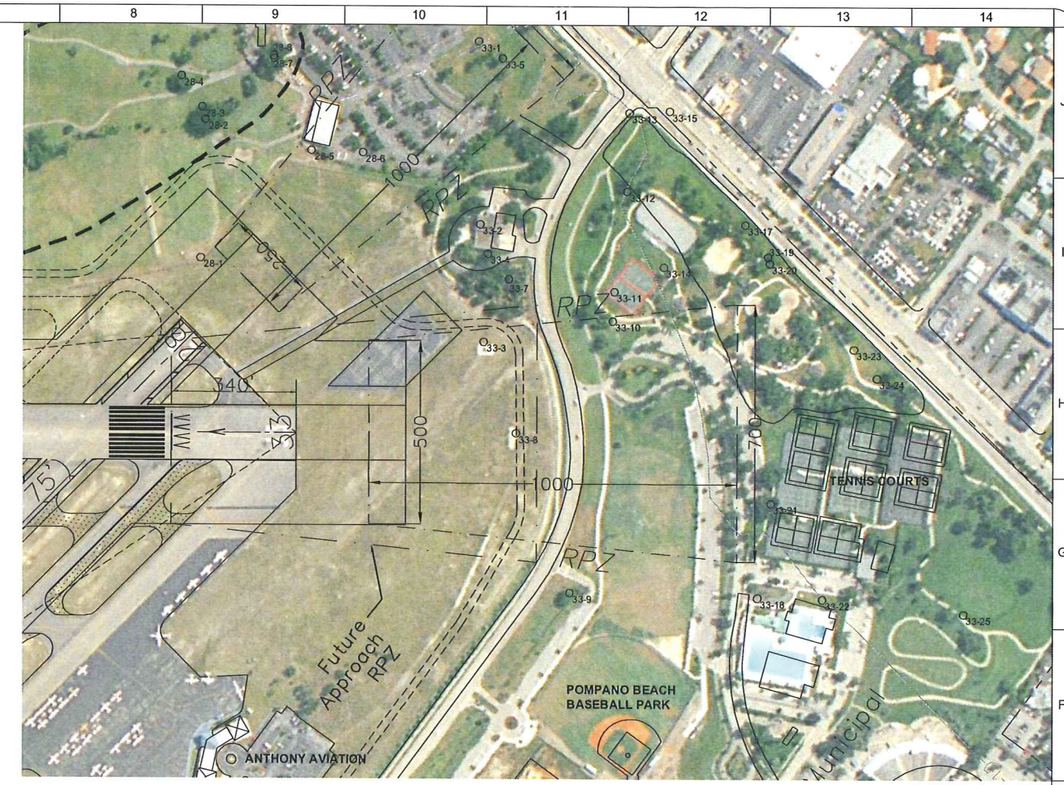
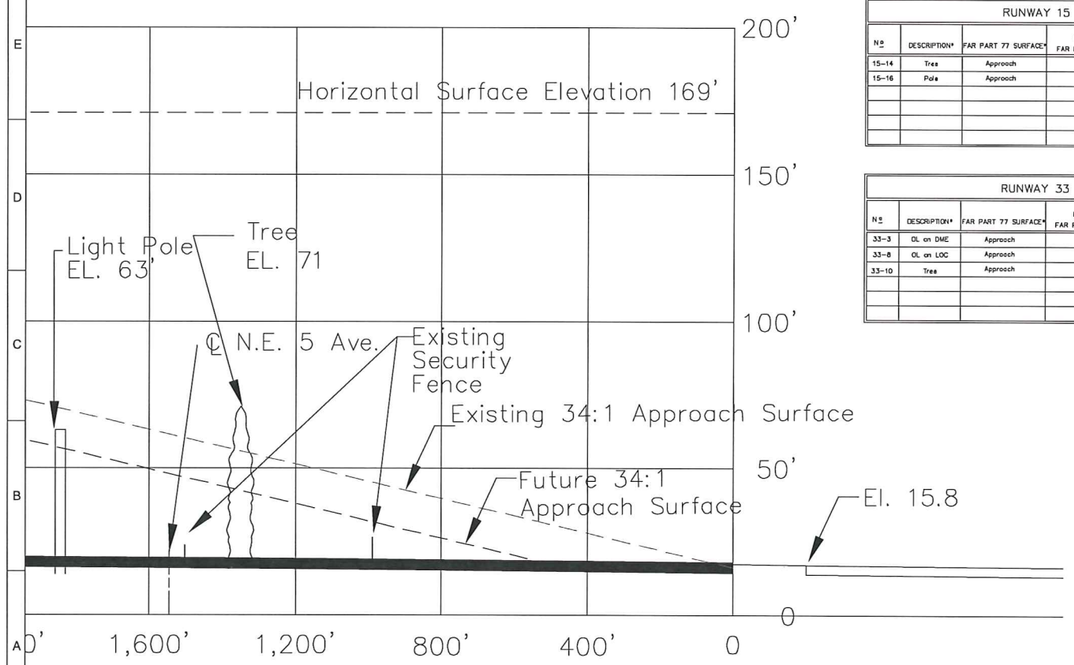
INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 10/28

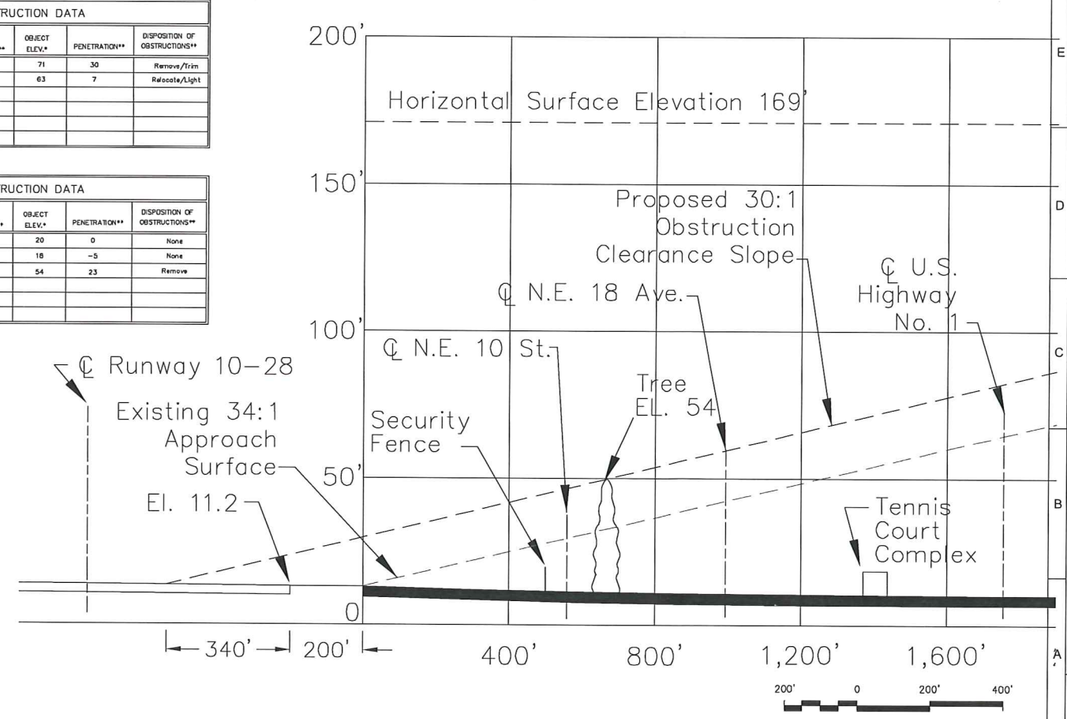




RUNWAY 15 OBSTRUCTION DATA						
№	DESCRIPTION*	FAR PART 77 SURFACE*	ELEV. FAR PART 77**	OBJECT ELEV.*	PENETRATION**	DISPOSITION OF OBSTRUCTIONS**
15-14	Tree	Approach	41	71	30	Remove/Trim
15-16	Pole	Approach	56	63	7	Relocate/Light

RUNWAY 33 OBSTRUCTION DATA						
№	DESCRIPTION*	FAR PART 77 SURFACE*	ELEV. FAR PART 77**	OBJECT ELEV.*	PENETRATION**	DISPOSITION OF OBSTRUCTIONS**
33-3	GL on DME	Approach	20	20	0	None
33-8	GL on LOC	Approach	23	18	-5	None
33-10	Tree	Approach	31	54	23	Remove





REVISION	DATE

Pompano Beach Air Park
1001 Northeast 10th Street
Pompano Beach, Florida 33060
Phone: 954.786.4135

Hansen No. 00X0000
Filename
Scale 1" = 200'
Date 2/4/2009

LAYOUT	RA/LJJ
DRAWN	RA/LJJ
REVIEWED	MF/MC

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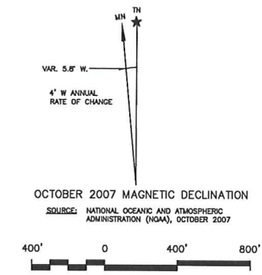
INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 15/33



FUTURE ON-AIRPORT LAND USES

- AIRPORT OPERATIONS AREA
- GENERAL AVIATION
- OTHER AVIATION-RELATED
- PUBLIC WORKS/UTILITIES
- RECREATIONAL/ COMMUNITY
- PRESERVATION/ OPEN

NOTES:

1. Runway 6-24 shall remain open until such time that a need arises for developable property or maintenance costs exceed runway use benefit.
2. The future parallel taxiway shown north of Runway 10-28 will be developed as the need dictates.
3. The future parallel taxiway shown east of Runway 15-33 will be developed as the need dictates.
4. The realignment of Taxiway D will occur when the existing taxiway has deteriorated to a point where it requires rehabilitation or replacement.

LEGEND

EXISTING	FUTURE	ULTIMATE	DESCRIPTION
	NOT SHOWN		AIRPORT REFERENCE POINT
PL			PROPERTY LINE
BRL	(BRL)		BUILDING RESTRICTION LINE
APRL	(APRL)		AIRCRAFT PARKING RESTRICT. LINE
15	SAME		CONTOUR LINES
x 20.0			SURFACE ELEVATION
			PAVED SURFACES
x	F		FENCE
			RUNWAY PROTECTION ZONE (RPZ)
			RUNWAY SAFETY AREA
			BUILDING
			HANGAR
	SAME		THRESHOLD LIGHTS
	SAME		WINDSOCK
	SAME		REIL
	SAME		PAPI
	SAME		ODALS
NONE	MOD'S 1		MODIFICATION TO STANDARDS
			TO BE CLEARED AND GRADED
NONE			AVIGATION EASEMENT
NONE			FUTURE IMPROVEMENTS

REVISION	DATE

Pompano Beach Air Park
1001 Northeast 10th Street
Pompano Beach, Florida 33060
Phone: 954-786-4135

Hanson No. 00X0000
Filename
Scale 1"=400'
Date 2/4/2009

LAYOUT	RA/UJ
DRAWN	RA/UJ
REVIEWED	MF/MC

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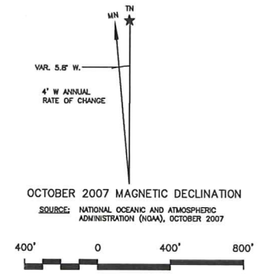
West Palm Beach, Florida 33406-1558

ON-AIRPORT LAND USE PLAN



OCTOBER 2007 MAGNETIC DECLINATION

SOURCE: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA), OCTOBER 2007

FUTURE NOISE EXPOSURE MAP WITH EXISTING OFF-AIRPORT LAND USES

- COMMERCIAL
- COMMUNITY FACILITIES
- INDUSTRIAL
- RESIDENTIAL
- UTILITIES

Source: City of Pompano Beach, Future Land Use Plan (2002)

LEGEND

EXISTING	FUTURE	ULTIMATE	DESCRIPTION
	NOT SHOWN		AIRPORT REFERENCE POINT
PL			PROPERTY LINE
BRL	(BRL)		BUILDING RESTRICTION LINE
APRL	(APRL)		AIRCRAFT PARKING RESTRICT. LINE
15	SAME		CONTOUR LINES
x 20.0			SURFACE ELEVATION
			PAVED SURFACES
x	F		FENCE
			RUNWAY PROTECTION ZONE (RPZ)
			RUNWAY SAFETY AREA
			BUILDING
			HANGAR
	SAME		THRESHOLD LIGHTS
	SAME		WINDSOCK
	SAME		REIL
	SAME		PAPI
	SAME		ODALS
NONE	MODS 1		MODIFICATION TO STANDARDS
			TO BE CLEARED AND GRADED
NONE			AVIGATION EASEMENT
NONE			FUTURE IMPROVEMENTS

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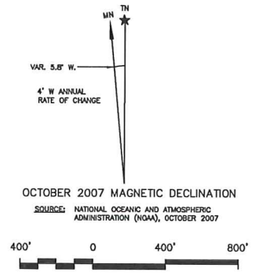
OFF-AIRPORT/COMMUNITY COMPATIBILITY PLAN



LEGEND			
EXISTING	FUTURE	ULTIMATE	DESCRIPTION
	NOT SHOWN		AIRPORT REFERENCE POINT
			PROPERTY LINE
BRL	(BRL)		BUILDING RESTRICTION LINE
APRL	(APRL)		AIRCRAFT PARKING RESTRICT. LINE
15	SAME		CONTOUR LINES
x 20.0			SURFACE ELEVATION
			PAVED SURFACES
x	F		FENCE
			RUNWAY PROTECTION ZONE (RPZ)
			RUNWAY SAFETY AREA
			BUILDING
			HANGAR
	SAME		THRESHOLD LIGHTS
	SAME		WINDSOCK
	SAME		REIL
	SAME		PAPI
	SAME		ODALS
NONE	(MODS 1)		MODIFICATION TO STANDARDS
			TO BE CLEARED AND GRADED
NONE			AVIGATION EASEMENT
NONE			FUTURE IMPROVEMENTS

Note:
At the time of this writing, Broward County's Transportation Improvement Program (2007-2012) does not propose roadway improvements within the vicinity of Pompano Beach Air Park. The 2030 Long Range Transportaion Plan also does not identify improvements for off-airport roadways in the airport's vicinity. In addition, the estimated growth in landside traffic due to airport development within the planning period does not warrant the expansion of off-airport roadways. The airport service roadway system will be developed when demand warrants this development.

REVISION | DATE

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LAYOUT RA/LU
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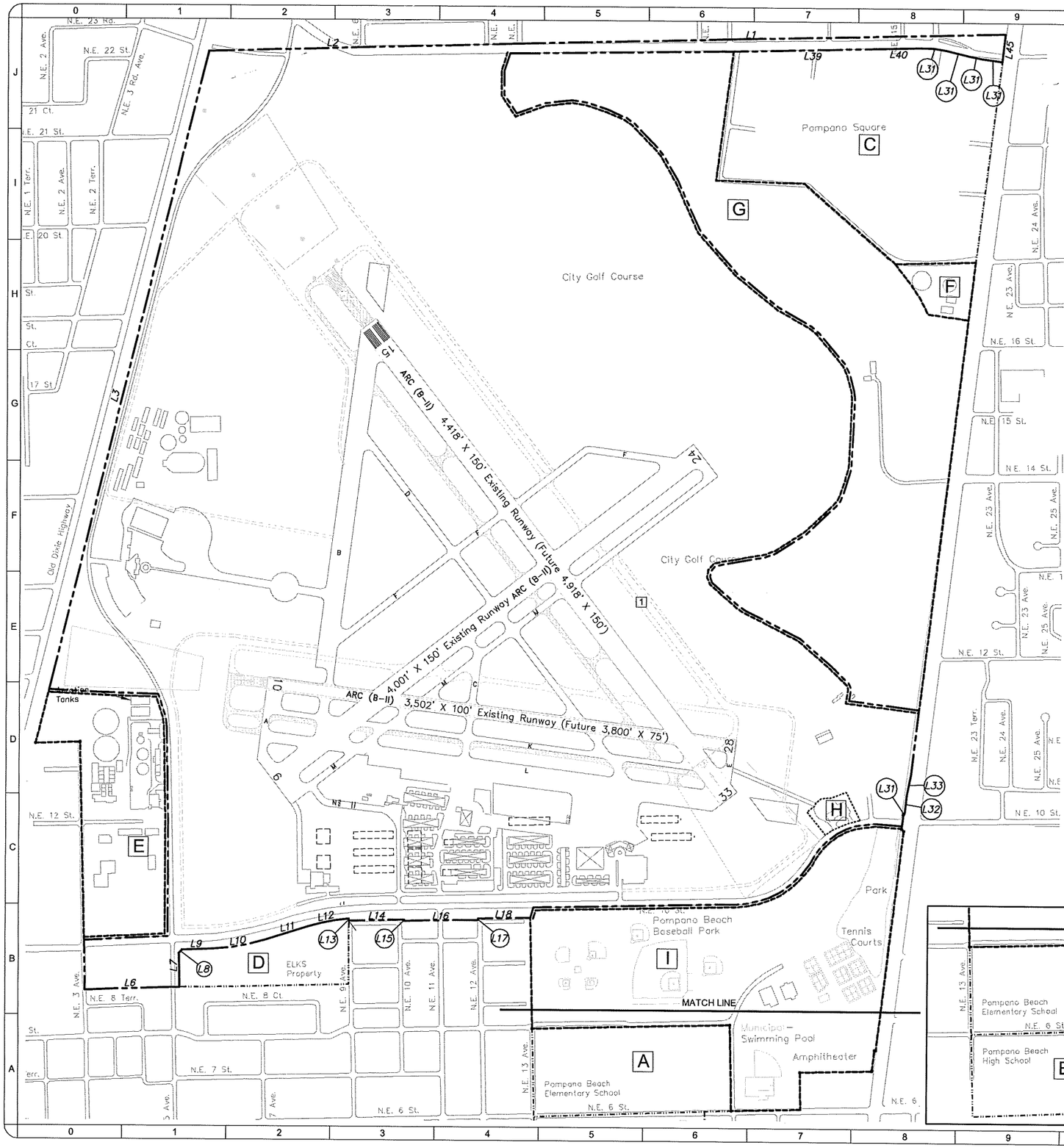
AIRPORT ACCESS PLAN



LINE	BEARING	DIST.	LENGTH	RADIUS	DELTA
L1	S89°32'22"W	3622.00			
L2	S88°24'07"W				
L3	S13°56'39"W				
L4					
L5					
L6					
L7	N01°23'31"W	251.99			
L8	N43°18'48"E	35.06			
L9	N88°02'12"E	225.85			
L10	N80°17'12"E	400.61	401.84	1485.39	15°30'00"
L11	N72°32'12"E	337.32			
L12	N78°54'05"E	305.83	306.46	1379.39	12°43'46"
L13	S01°24'22"E	14.11			
L14	N88°51'19"E	413.99			
L15	S01°18'26"E	8.90			
L16	N88°50'38"E	549.77			
L17	N01°18'26"W	8.79			
L18	N88°51'19"E	392.18			
L19					
L20					
L21					
L22					
L23					
L24					
L25					
L26					
L27					
L28					
L29					
L30					
L31					
L32					
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L34					
L35					
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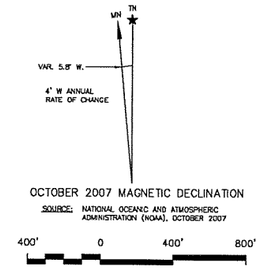
L45					

Note: Boundary subject to change based on final survey.



OCTOBER 2007 MAGNETIC DECLINATION

SOURCE: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA), OCTOBER 2007

LEGEND	
	DESCRIPTION
	PROPERTY LINE
	LAND PENDING SALE
	LAND RELEASED FOR SALE

LAND ACQUISITION			
KEY	GRANTOR	AMOUNT	DATE
1	UNITED STATES OF AMERICA UNDER SURPLUS PROPERTY ACT OF 1944, SUBJECT TO MAINTENANCE AND OPERATION AS AN AIRPORT	1,035 acres	August 29, 1947 & June 24, 1948

LAND RELEASED FOR SALE			
KEY	GRANTEE	AMOUNT	DATE
A	Pompano Beach Elementary School	10 acres	August 5, 1958
B	Pompano Beach High School	9 acres	September 18, 1967
C	Pompano Fashion Square Mall	60 acres	March 8, 1958
D	Pompano Elks Club	10 acres	1981
	Total	89 acres	

LAND PENDING SALE (2007 MOU)		
KEY	GRANTEE	AMOUNT
E	Public Works Compound & Fleet Garage	37.7 acres
F	Water Reuse Plant	4.2 acres
G	Golf Course	182 acres
H	Fire Station	1.2 acres
I	Municipal Stadium, Amphitheater, Civic Center, Tennis/Aquatic Ctr.	70.6 acres
	Total	295.7 acres

REVISION

DATE

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AIRPORT PROPERTY MAP