

# FT.LAUDERDALE/HOLLYWOOD INTL

KFLL

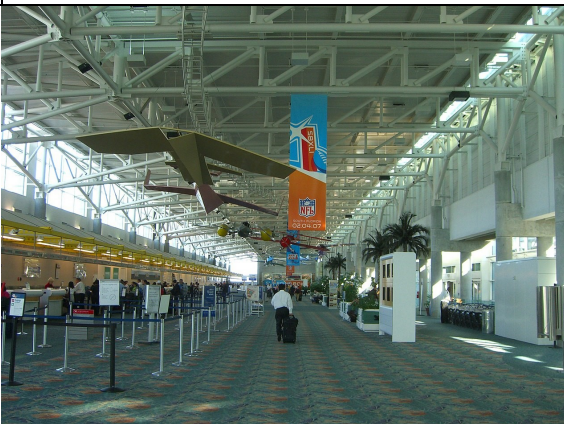
Elevation 65'

Ft.Lauderdale, Florida

[Airport Website](#)

## Airport Overview

Fort Lauderdale Hollywood International is one of three major airports serving the Miami metropolitan area. It consists of two runway surfaces 10L/28R (9000') and 10R/28L (8000'). The field is serviced by numerous commercial airlines, as such transportation too and from KFLI should be quite simple. There are facilities for repair, and service. The airfield is equipped with both precision and non precision approaches. The airspace is extremely congested and heightened attentiveness is mandatory during arrival and departure procedures. The airport is oriented in such a manner, the air carrier terminal is located in the middle of the plot, with GA being located on the north end of the airfield. While laid out in a traditional manner, and only possessing one hotspot, the sheer volume of taxiways indicates heightened procedures during ground movement are advised.



### Longest Runway

**RWY 10L/28R:**

9000 ft

### Lowest Published Approach Minimums

**ILS/10L:**

207' RVR 24 or 1/2mi (200)



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Runway	Surface	Light System	Runway Length	Runway Width	LDA	GA/TCH	TDZE
10L	ASPH- CONC/ Grooved	HIRL,MALSR, PAPI-L	9000 ft	150 ft	8424' (Beyond G/S 7433)	3°/49'	5.6 ft
28R	ASPH- CONC/ Grooved	HIRL,MALSR,P API-L	9000 ft	150 ft	8394' (Beyond G/S 7336')	3°/49'	5.3 ft
10R	Concrete/ Grooved	HIRL, MALSF, PAPI-R	8000 ft	150 ft	8000' (Beyond G/S 6952')	3°/51'	10.1 ft
28L	Concrete/ Grooved	HIRL,MALSF, PAPI-R	8000 ft	150 ft	8000' (Beyond G/S 6800')	3°/53'	65.0 ft

## Approach Review

Rwy	10L	28R	10R	28L
Type of approach and minimums .	ILS - <b>207'</b> , RNAV-RNP Y - <b>362'</b> /GPS Z - <b>207'</b>	ILS - <b>257'</b> , RNAV-RNP Z - <b>362'</b> /GPS Y - <b>257'</b>	ILS - <b>264'</b> , RNAV-GPS - <b>264'</b>	ILS - <b>265'</b> , RNAV-GPS - <b>265'</b>

## ATC

TOWER: 119.3/120.2

Yes

No

Notes: ARFF Cert: I E S 05/1973

Runways 10L/28R Load Bearing: PCN95 R/B/W/T, S-100 D-200, ST-468, DT-800.

Runways 10R/28L Load Bearing: PCN74 R/B/W/T, S-120 D-247, ST-461, DT-987.

## AF/D Notes of Interest

- 10L/28R Single wheel tandem type landing gear maximum weight 175,000 lbs. Numerous ungrooved Areas.
- Birds on and in vicinity of airport; concentration of birds below 500' 2.0 NM west of approach end of RWY 10L & 10R.
- All runways noise sensitive; noise abatement in effect.
- Preferential runway use program in effect. Contact noise abatement office for details.
- Turbulence below 1000' over landfill located 2 NM west.
- ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on Runway 10L, climb on heading 096° to 500' before turning left. all airport surfaces.
- Arriving from north and west, maintain 6000' until abeam Rwy 28R on downwind; arriving from north, maintain 6000' until abeam Rwy 10L on downwind.
- **Runway status lights in operation.**
- No VFR approaches or base legs until offshore.
- High light masts west/northwest approach end Runway 28L
- Jet runups NA 2300-0700



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## Terrain/Obstacles

- Highest tower 1049' MSL (1046 AGL) approx. 5 mi south of FLL.
- Numerous trees SW quadrant of airport.

## Safety Factors

- Hotspot
- Complex Taxiway Network
- Multiple towers in vicinity
- Unpredictable seasonal weather patterns
- Volume of traffic
- Wake Turbulence
- Un-notated slope on 10R/28L (extended float time)
- Multiple Airfields in close proximity.

## Additional Airport Notes

- Jet runups not authorized 2300-0700 LT.
- HS1 Twy Q at Rwy 10L/28R
- Terminal Doppler Weather Radar

## Accident/incident History

A search of available databases indicated several areas of concern. Eliminating the wildlife reports, of which there were 303 between 1/2021 and 2/2023. The remaining 21 reports filtered for part 91, 135, and 121 aircraft resulted in 10 reports involving an incursion, a further 3 reports involving wake turbulence or traffic conflicts, and 1 report indicating radio issues on the field. The remaining 7 reports involved personnel or procedural conflicts with air carrier personnel or ATC. This indicates the number one risk involved with this field is on airport movement and ATC co-ordination. Enhanced care should be given to all on airport movement, and procedures.

## Reference Documents (Double-Click on icon to retrieve)

<b>(AFD)</b>	
	

