

**Ft. Lauderdale-Hollywood International**

IATA/ICAO CODE: FLL/KFLL  
CITY: Ft. Lauderdale  
STATE: FL  
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 5/2011

Name: Winston B. Cannicle  
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Airport Web Site: [www.fll.net](http://www.fll.net)

ELEVATION: 10 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
9R	5276	320	3.0	100
27L	5276	142	3.5	150
9L	9000	577	3.0	150
27R	9000	604	3.0	150
13	6930	-	3.0	150
31	6930	70	3.0	150
<p>Note: All runways are noise sensitive. Runway 13/31 is very noise sensitive but is used less than 10% Runways 9L and 27R, climb runway heading to 3000' before turning. VFR (turboprop only) Runway 9R and 13, climb runway heading to 500' before turning. Runway Arresting Gear/System Runway 9L EMAS 170’x280’ Runway 27R EMAS 170’x214’ <a href="#">Check FAA Airport Diagrams for current information.</a></p>				

NOISE ABATEMENT PROCEDURES

FLL IS IN CLOSE PROXIMITY TO NOISE SENSITIVE RESIDENTIAL NEIGHBORHOODS. THE BROWARD COUNTY AVIATION DEPARTMENT HAS ADOPTED THE CLOSE-IN NOISE ABATEMENT DEPARTURE PROFILE FOR ALL JET AIRCRAFT. ON DEPARTURE FROM FLL:

1. AIR LINE PILOTS ARE REQUESTED TO USE THE CLOSE-IN NOISE ABATEMENT DEPARTURE PROFILES AS PROVIDED BY THE AIR LINE'S FAA-APPROVED OPERATIONS MANUAL.
2. CORPORATE PILOTS ARE REQUESTED TO USE CLOSE-IN NOISE ABATEMENT PROFILES DEFINED BY THEIR COMPANY, BASED EITHER ON PROCEDURES DEVELOPED BY THE AIRCRAFT MANUFACTURER OR BY THE NATIONAL BUSINESS AIRCRAFT ASSOCIATION.
3. FOR AIRCRAFT WITH MAXIMUM CERTIFICATED GROSS TAKEOFF WEIGHTS OVER 75,000 POUNDS, THE PROCEDURES MUST COMPLY WITH THE CRITERIA SET FORTH IN FAA ADVISORY CIRCULAR 91-53A.
4. THIS SHOULD NOT BE CONSTRUED TO AFFECT THE RESPONSIBILITIES AND AUTHORITY OF THE PILOT IN COMMAND FOR THE SAFE OPERATION OF THE AIRPLANE.

Additional Arrival and departure procedures:

1) Departures 9L, 9R, 27R, 27L: Remain on runway heading until 3,000 feet or three miles.

2) Departures 31: Turn left heading 270 degrees as soon as practical; maintain 270 degrees until reaching 3,000 feet or three miles.

3) Departures 13: Turn left heading 090 degrees as soon as practical; maintain 090 until reaching 3,000 feet or east of shoreline.

4) Arriving 9L, 9R, 27R, 27L: Remain at 6,000 feet until abeam the airport on downwind leg. No turns to base leg until west of the 9L, 9R final approach fix or offshore east for 27R 27L.

Runway 9R/27L is restricted to aircraft weighing 58,000 MTOW or below. Runway 9R/27L closed 10pm-7am local time.

CONTINUOUS DESCENT ARRIVAL (CDA) - **NONE**

AIRPORT CURFEWS - **NONE**

#### PREFERENTIAL RUNWAYS

Informal Runway Use Program applies to all turbojet aircraft with a certified maximum gross takeoff weight of 58,000 lbs or more from 0700 - 2300 and to all aircraft from 2300 - 0700 local time.

Runway Use Procedures:

#### **Preferential Runway Use: East 9L, 9R, 13 and West 27R, 27L 31**

All turbojet aircraft are requested to use runway 9L/27R for noise abatement purposes. Runway 9R/27L closed 10pm-7am. No turns below 500 feet. Runway 9R/27L restricted to aircraft weighing less than 58,000 pounds.

#### **Helicopter Arrival and Departure Procedures:**

From downtown Fort Lauderdale - follow the railroad tracks and remain east of Snyder Park

North and South enroute - via beach at or below 500 feet, or via I-95 corridor

East/west - between the parallel runways.

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OPERATING QUOTA - **NONE**

## ENGINE RUN-UP RESTRICTIONS

Fort Lauderdale-Hollywood International Airport Idle Power and Full Power Engine  
Maintenance Runs Effective: November 15, 1996

### PURPOSE

**To establish procedures for tenant airlines and ground handlers to perform aircraft idle power and full power engine runs for maintenance purposes such as fuel leak checks, oil and hydraulic filters, replaced components, engine overhauls, etc.**

**NOTE: The term "idle power", for the purpose of this procedure, is defined as the lowest percentage of power that the engine will run at with throttles fully retarded.**

### PROCEDURES - FULL POWER ENGINE RUNS

A. In accordance with Broward County Code, Section 2-40(17) Engine Run Up (a) aircraft shall not be positioned for run-up so that the engine blast shall be directed at spectators, personnel, hangars, shops or other vehicles. Aircraft shall not taxi behind other aircraft in the process of engine run-up. All persons are responsible for any damage from the effects of their engine blast incidental to flight or during ground run-ups and taxiing. All engine run-ups will be conducted in a designated run-up area.

B. In accordance with Broward County Code, Section 2-40(17) Engine Run Up (b) engine maintenance run-ups will be conducted at locations designated by the aviation division. Engine maintenance run-ups shall not be conducted between the hours of 11:00 pm and 7:00 am.

C. All full power engine maintenance run-ups will be conducted on runway 13/31, north of Taxiway "P", between the hours of 7:00 am and 11:00 pm local time. A temporary location is designated when 13-31 is the active, that location is on Taxiway "Q" between Taxiway "E" and "G" Full power engine runs are prohibited on all ramp areas. Cross Bleed starts are authorized with coordination with ATC/Ramp Control.

### PROCEDURES - IDLE POWER ENGINE RUNS

A. Idle power engine runs will be allowed at all aircraft gates (on each concourse) and ramp areas between the hours of 7:00 am and 11:00 pm local time. Idle power engine runs at aircraft gates and ramp areas after 11:00 pm will be approved on a case-by-case basis.

1. Idle power engine runs necessary between the hours of 11:00 pm and 7:00 am will be coordinated and approved by the Broward County Aviation Department Operations Division (Duty Manager 359-1201).

2. SCHEDULED idle engine runs required to be performed between 11:00 pm and 7:00 am, in order to depart during these

hours or shortly thereafter, must be approved in writing by the Manager, Airport Operations. Requests must be submitted in writing no later than three (3) working days prior to the event, specifying; the reason for the idle power engine run, estimated duration, and the justification for why it could not be accomplished during normally approved hours.

3. UNSCHEDULED idle engine runs required to be performed between 11:00 pm and 7:00 am, in order to depart during these hours or shortly thereafter, must be coordinated and approved by the Duty Manager of the Manager, Airport Operations prior to the event. In addition, a Letter of Justification must be forwarded to the Manager, Airport Operations within three (3) working days following the event. This letter must contain the reason for the idle power engine run, actual time of the run, duration, if known, and an explanation of why the idle power engine run could not be accomplished during normally approved hours.

4. Required idle power engine runs during these hours should be accomplished during flying activity periods to the maximum extent possible.

5. Required idle power engine runs will be made in areas coordinated with and approved by BCAD operations.

Approved Locations:

D-1 thru D-9,

E-1 thru E-10,

F-1, F-3, F-5, F-7

R-1, R-2, D-3 (aircraft remote parking areas) Tenant ramps - on a case-by-case basis.

6. Each engine is to be started with an APU/external air supply. The use of engine air (cross bleed) from another running engine to start the second engine is not permitted. All engine runs are to be made at idle power setting for the minimum duration necessary.

B. Any requests for engine runs on the gates that will exceed an idle power setting (between 7:00 am and 11:00 pm only), must be approved on a case-by-case basis, taking into consideration: length of time needed, location, ramp activity in the area, availability of personnel (ground handler/airline) to control the area behind the engine, equipment, staging, etc.

Above idle power runs should be of a short duration; only long enough for the engine to stabilize at the higher rpm (one to three minutes). All other requests for above idle power runs will be directed to the normal engine run-up area.

NOTE: In most situations, a full power engine run can not be safely accomplished at any of our gate positions without extensive coordination; ramp closure, moving equipment, notification to other airlines, stopping/controlling vehicular traffic, etc.

## POLICY

A. ALL idle power and full power engine runs must be approved by the Duty Manager (usually Ramp 1), or Airport Operations Supervisor and will be closely monitored.

B. Broward County Aviation Department reserves the right to terminate any idle power or full power engine runs that are deemed to be unsafe, hazardous or detrimental to airport operations.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences) Pilot Porgram	Jan 26,2010	Homeowners invited to participate in a 50 Home Sound Insulation Pilot Program.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

The airport has 11 existing remote monitoring terminals (noise sites), 3 portable units and Lochard’s Airport Noise & Operations Monitoring System (ANOMS). Microphones and analyzers are Larson Davis equipment. .

[Map of Permanent Remote Monitoring Terminal Locations](#)

<b>Permanent Remote Monitoring Terminal Locations:</b>
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1	3640 SW 55th Ave, Davie, FL 33314
2	4548 SW 37th Ave, Ft Laud, FL 33312
3	4609 SW 28th Ave, Ft Laud, FL 33312
4	805-B NW 13th Ave, Dania Bch, FL 33004
5	325 NE 3rd Ave, Dania Bch, FL 33004
6	1021 SW 32nd Ct, Ft Laud, FL 33315
7	1750 SW 32nd St, Ft Laud, FL 33315
8	3411 SW 27th St, Ft Laud, FL 33312
9	3900 SW 100th Ave, Davie, FL 33328
10	2409 SW 27th Ave, Ft. Laud, FL 33312
11	John U Lloyd State Park, Hollywood Florida

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)