

Facility Name: Fort Lauderdale Executive Airport				Inspection Date: 5/14/2024	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: FXE		FAA Site No.: 03194.*A		FDOT District: 4	
5.00 Miles N of Fort Lauderdale				County: Broward	
ARP Latitude: 26° 11' 50.21		Source: Surveyed		Ownership: Public	
ARP Longitude: 80° 10' 14.54				Use: Public	
Elevation: 13.4		Source: Surveyed		Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

<i>Facility Owner:</i> <b>City of Fort Lauderdale</b>				<b>Facility Physical Address</b>			
<i>Address:</i> <b>PO Box 14250</b>				<i>Address:</i> <b>6000 NW 21st Av</b>			
<i>City:</i> <b>Fort Lauderdale</b>		<i>State:</i> <b>FL</b>		<i>City:</i> <b>Fort Lauderdale</b>		<i>State:</i> <b>FL</b>	
<i>Phone:</i> <b>(954) 828-5000</b>		<i>Fax:</i>		<i>ZIP:</i> <b>33301</b>		<i>ZIP:</i> <b>33309</b>	
<i>Email:</i> <b>airport@fortlauderdale.gov</b>				<i>Phone:</i> <b>(954) 828-4955</b>			
<i>Owner Representative:</i> <b>Greg Chavarria</b>				<i>Facility Manager:</i> <b>Rufus James</b>			
<i>Address:</i> <b>100 N Andrews Av</b>				<i>Address:</i> <b>6000 NW 21st Av</b>			
<i>City:</i> <b>Fort Lauderdale</b>		<i>State:</i> <b>FL</b>		<i>City:</i> <b>Fort Lauderdale</b>		<i>State:</i> <b>FL</b>	
<i>Phone:</i> <b>(954) 828-5758</b>		<i>ZIP:</i> <b>33301</b>		<i>City:</i> <b>Fort Lauderdale</b>		<i>State:</i> <b>FL</b>	
<i>Email:</i> <b>gchavarria@fortlauderdale.gov</b>				<i>Phone:</i> <b>(561) 302-9121</b>		<i>ZIP:</i> <b>33309</b>	
				<i>Email:</i> <b>rjames@fortlauderdale.gov</b>			

Acreeage: 898	Residential Airpark: No		Beacon: C-G	
Section: 09	Township: 49S	Range: 42E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise			Notes:	
Attendance Schedule: Month/Day/Hour			Segmented Circle: Yes	Lighted: Yes
ALL / ALL / ALL			Facility Website: <a href="https://www.flyfxe.com">https://www.flyfxe.com</a>	
			Ask in any new facility aerals/photos are available	

Based Aircraft				
Year: 2011	Single Engine: 369	Jet Engine: 115	Glider:	Ultralight:
Source: Inspector	Multi Engine: 187	Helicopter: 37	Military:	Seaplane:
Total Based Aircraft:				

Annual Operations				
Year: 2010	Air Carrier:	Air Taxi: 12,880	GA Local: 116,520	
End Date: 12/31/2010	Commuter:	Military: 150	GA Itinerant: 20,153	
Total Annual Operations:				

FAR 139 Certificated

FAA NavCom				
FSS ID:	<input checked="" type="checkbox"/> MIA	Clearance Delivery:	<input checked="" type="checkbox"/> 127.950	
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input checked="" type="checkbox"/> 121.750	
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 120.900	
VorTac:	<input checked="" type="checkbox"/> FLL	Approach Control:	<input checked="" type="checkbox"/> 119.700	
AWOS/ASOS:	<input checked="" type="checkbox"/> 119.850	Unicom:	<input checked="" type="checkbox"/> 122.950	
Instrument Approach:	<input checked="" type="checkbox"/> ILS, LOC, LPV, LNAV/VNAV, LNAV	ATIS:	<input checked="" type="checkbox"/> 119.850	
		CTAF:	<input type="checkbox"/>	

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## Services

## Fuel:

A	<input checked="" type="checkbox"/>
A1	<input type="checkbox"/>
A1+	<input type="checkbox"/>
B	<input checked="" type="checkbox"/>
B+	<input type="checkbox"/>
Mogas	<input type="checkbox"/>
80	<input type="checkbox"/>
100	<input type="checkbox"/>
100LL	<input checked="" type="checkbox"/>
115	<input type="checkbox"/>

## Airframe:

Major	<input checked="" type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

## Power Plant:

Major	<input checked="" type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

## Bottle Oxygen:

High	<input checked="" type="checkbox"/>
Low	<input type="checkbox"/>

## Bulk Oxygen:

High	<input checked="" type="checkbox"/>
Low	<input type="checkbox"/>

## Transient Storage:

Buoy	<input type="checkbox"/>
Hangar	<input checked="" type="checkbox"/>
Tie Downs	<input checked="" type="checkbox"/>

## Other Services:

Aerial Surveying	<input checked="" type="checkbox"/>
Air Ambulance	<input checked="" type="checkbox"/>
Air Freight	<input checked="" type="checkbox"/>
Aircraft Rental	<input checked="" type="checkbox"/>
Aircraft Sales	<input checked="" type="checkbox"/>
Avionics	<input checked="" type="checkbox"/>
Beaching Gear	<input type="checkbox"/>
Car Rental	<input checked="" type="checkbox"/>
Cargo	<input type="checkbox"/>
Courtesy Car	<input checked="" type="checkbox"/>
Charter	<input checked="" type="checkbox"/>
Crop Dusting	<input type="checkbox"/>
Glider	<input type="checkbox"/>
Glider Towing	<input type="checkbox"/>
Instruction	<input checked="" type="checkbox"/>
Internet	<input checked="" type="checkbox"/>
Lodging	<input checked="" type="checkbox"/>
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input checked="" type="checkbox"/>
Restrooms	<input checked="" type="checkbox"/>
Taxi	<input checked="" type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>

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Runway ID	Status	Dimension	Surface	Condition	Lights
09/27	Existing	6,002 x 100	Asph	Poor	HIRL

Comments:

## RWY 09

FAR 77 Category PIR.

## RWY 27

FAR 77 Category C.

Approach ratio required is RWY 09 50:1 and RWY 27 34:1.

Primary surface required is 1,000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

## Runway 09

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09	26° 11' 51.27	80° 10' 51.12	Surveyed	47:1	PIR-G	P4L	No	No	MALSR

## Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		47:1	TREES		49 ft	2,470 ft	Before Runway End	550 ft R
Runway End	No		50:1	NONE					

Marked Displaced Threshold

Required Displaced Threshold

## Runway 27

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27	26° 11' 57.71	80° 9' 45.61	Surveyed	35:1	PIR-G	P4L	Yes	No	NONE

## Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		35:1	BLDG	L	131 ft	4,775 ft	Before Runway End	90 ft L
Runway End									

Marked Displaced Threshold

Required Displaced Threshold

## Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronautical Study	Determination
FENCE	26° 11' 53.11	80° 09' 45.34	Estimated	445 ft	S	12 ft	No	No	Yes	2010-ASO -1094-NR A	DNH
EQUIP	26° 11' 52.19	80° 10' 51.36	Estimated	93 ft	N	1 ft	No	Yes	No		

Runway ID	Status	Dimension	Surface	Condition	Lights
13/31	Existing	4,000 x 100	Asph	Fair	MIRL

Comments:

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**RWY 13**

FAR 77 Category A(V).

**RWY 31**

FAR 77 Category A(V).

Approach ratio required is RWY 13 20:1 and RWY 31 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

Safety area required extends 240 feet beyond each runway end.

**Runway 13**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
13	26° 11' 56.20	80° 10' 25.92	Surveyed	24:1	NPI-G	P2L	Yes	No	NONE

**Obstruction Data**

	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		24:1	TREES	29 ft	875 ft	Before Runway End	160 ft L
Runway End								
Marked Displaced Threshold								
Required Displaced Threshold								

**Runway 31**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
31	26° 11' 31.38	80° 9' 51.70	Surveyed	34:1	NPI-G	P2L	Yes	No	NONE

**Obstruction Data**

	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		34:1	ROAD	13 ft	645 ft	Before Runway End	125 ft R
Runway End								
Marked Displaced Threshold								
Required Displaced Threshold								

**Primary Surface and Safety Area**

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
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**Instrument Approach**

09/27	Type	A	B	C	D	E
09	ILS	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
09	LNAV	0.50 Miles	0.50 Miles	1.00 Miles	1.00 Miles	
09	LNAV/VNAV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
09	LOC	0.50 Miles	0.50 Miles	0.63 Miles	0.63 Miles	
09	LPV	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
27	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
27	LNAV/VNAV	1.50 Miles	1.50 Miles	1.50 Miles	1.50 Miles	
27	LPV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	

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**Deficiencies**

Inspection Date 5/14/24

Next Inspection 5/31/25

**Deficiencies**

A. In accordance with Chapter 330.30(2)(f)1., F.S. A license of a publicly or privately owned general aviation airport that is open to the public, that has at least one runway greater than 4,999 feet in length, and that does not host scheduled passenger-carrying commercial service operations regulated under 14 C.F.R. part 139 shall not be renewed or reissued unless an approved security plan has been filed with the department.

The Florida Department of Transportation approved General Aviation Airport Security Plan on file for Fort Lauderdale Executive Airport expires on 08/04/2024.

**Corrections**

Corrected? Yes

Date Corrected:

The Florida Department of Transportation approved the General Aviation Airport Security Plan on June 7, 2024.

**Mitigated Deficiencies**

Rwy End: 09 In accordance with Chapter 14-60.007(2)(c)1.g., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a precision instrument approach: the approach surface ratio is 50:1 for the first 10,000 feet then 40:1 for an additional 40,000 feet.

Runway 09 approach surface ratio is 47:1 due to trees 49 feet tall, 2,470 feet before the approach end of the runway, 550 feet right of centerline.

Runway 09 threshold is displaced to the approach end of the runway.

Rwy End: 27 In accordance with Chapter 14-60.007(2)(d)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than  $\frac{3}{4}$  mile: the transition surface ratio is 7:1.

Runway 27 has building, 200 feet before the approach end of the runway, 635 feet left of centerline located within the transitional surface.

The building has been studied by the FAA (ASN: 2013-ASO-498-NRA) and found not to have any significant adverse effect on air navigation and is lighted as appropriate.

Rwy End: 27 In accordance with Chapter 14-60.007(2)(b)1.g., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a precision instrument approach: width of the primary surface is 1,000 feet.

Blast fence 12 feet tall, 0 feet before the approach end of Runway 27, 445 feet left of centerline penetrates the primary surface of Runway 09/27.

Blast fence has been studied by the FAA (ASN: 2010-ASO-1094-NRA) and found not to have any significant adverse effect on air navigation and is lighted as appropriate.

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## License

Effective: 09/01/2024

Category: Public

Limitations: ☐ Day Use Only

Expires: 08/31/2025

☐ VFR Use Only

## Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

## A. This Airport has the following approach limitations.

## 1. Runway 09/27 is available for precision instrument, non-precision instrument, and visual approaches.

## a. Runway 09 is FAR 77 category PIR.

## b. Runway 27 is FAR 77 category C.

## 2. Runway 13/31 is available for visual approaches only.

## a. Runway 13 is FAR 77 category A(V).

## b. Runway 31 is FAR 77 category A(V).

## 3. Runway 09 threshold is displaced to the approach end of the runway.

Additional Licensing Remarks: