

Facility Name: Fort Lauderdale/Hollywood International Airport				Inspection Date: 2/13/2025	
Facility Type: Airport		Status: Active		Inspector: FAA Southern Region - Padilla	
Location ID: FLL		FAA Site No.: 03192.*A		FDOT District: 4	
3.00 Miles SW of Fort Lauderdale				County: Broward	
ARP Latitude: 26° 4' 18.00		Source: Surveyed		Ownership: Public	
ARP Longitude: 80° 8' 58.90				Use: Public	
Elevation: 65		Source: Surveyed		Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

<b>Facility Owner:    Broward County</b>			<b>Facility Physical Address</b>		
<b>Address:    320 Terminal Dr</b>			<b>Address:    320 Terminal Dr</b>		
<b>Ste 200</b>			<b>Suite 300</b>		
<b>City:        Fort Lauderdale</b>	<b>State: FL</b>	<b>ZIP: 33315</b>	<b>City:        Fort Lauderdale</b>	<b>State: FL</b>	<b>ZIP: 33315</b>
<b>Phone:    (954) 359-1201</b>	<b>Fax: (954) 359-6183</b>		<b>Phone:    (954) 359-6100</b>		
<b>Email:</b>					
<b>Owner Representative:    Mark Gale</b>			<b>Facility Manager:    Mike Nonnemacher</b>		
<b>Address:    320 Terminal Dr, Ste 200</b>			<b>Address:    320 Terminal Dr, Ste 200</b>		
<b>City:        Fort Lauderdale</b>	<b>State: FL</b>	<b>ZIP: 33315</b>	<b>City:        Fort Lauderdale</b>	<b>State: FL</b>	<b>ZIP: 33315</b>
<b>Phone:    (954) 359-6214</b>			<b>Phone:    (954) 359-1213</b>		
<b>Email:    mgale@broward.org</b>			<b>Email:    mnonnemacher@broward.org</b>		

<b>Acreeage:</b> 1,380	<b>Residential Airpark:</b> No		<b>Beacon:</b> C-G	
<b>Section:</b> 21	<b>Township:</b> 50S	<b>Range:</b> 42E	<b>Wind Indicator:</b> Yes	<b>Lighted:</b> Yes
<b>Lighting Schedule:</b> Sunset to Sunrise			<b>Notes:</b>	
<b>Attendance Schedule:</b> Month/Day/Hour ALL / ALL / ALL			<b>Segmented Circle:</b> No	<b>Lighted:</b> No
			<b>Facility Website:</b> <a href="https://www.broward.org/airport/Pages/default.aspx">https://www.broward.org/airport/Pages/default.aspx</a> Ask in any new facility aerals/photos are available	

<b>Based Aircraft</b>				
<b>Year:</b>	<b>Single Engine:</b>	<b>Jet Engine:</b>	<b>Glider:</b>	<b>Ultralight:</b>
<b>Source:</b>	<b>Multi Engine:</b>	<b>Helicopter:</b>	<b>Military:</b>	<b>Seaplane:</b>
<b>Total Based Aircraft:</b>				

Annual Operations			
Year:	Air Carrier:	Air Taxi:	GA Local:
End Date:	Commuter:	Military:	GA Itinerant:
Total Annual Operations:			

FAR 139 Certificated ClassI

<b>FAA NavCom</b>				
<b>FSS ID:</b>	<input checked="" type="checkbox"/> MIA	<b>Clearance Delivery:</b>	<input checked="" type="checkbox"/> 128.400	
<b>FSS on Airport:</b>	<input checked="" type="checkbox"/> No	<b>Ground Control:</b>	<input checked="" type="checkbox"/> 121.400	121.700
<b>Toll Free:</b>	<input checked="" type="checkbox"/> (800) WX-BRIEF	<b>Control Tower:</b>	<input checked="" type="checkbox"/> 119.300	120.200
<b>VorTac:</b>	<input checked="" type="checkbox"/> FLL 114.4	<b>Approach Control:</b>	<input checked="" type="checkbox"/> 126.050	119.450
<b>AWOS/ASOS:</b>	<input checked="" type="checkbox"/> 135.000	<b>Unicom:</b>	<input checked="" type="checkbox"/> 122.950	
<b>Instrument Approach:</b>	<input checked="" type="checkbox"/> ILS, LOC, LOC/DME, LPV, LNAV/VNAV, LNAV, RNP	<b>ATIS:</b>	<input checked="" type="checkbox"/> 135.000	
		<b>CTAF:</b>	<input type="checkbox"/>	

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## Services

## Fuel:

A	<input checked="" type="checkbox"/>
A1	<input type="checkbox"/>
A1+	<input type="checkbox"/>
B	<input type="checkbox"/>
B+	<input type="checkbox"/>
Diesel	<input type="checkbox"/>
E85	<input type="checkbox"/>
G100UL	<input type="checkbox"/>
Mogas	<input type="checkbox"/>
SAF	<input type="checkbox"/>
UL102	<input type="checkbox"/>
80	<input type="checkbox"/>
85UL	<input type="checkbox"/>
87	<input type="checkbox"/>
91/96	<input type="checkbox"/>
91/96UL	<input type="checkbox"/>
100	<input type="checkbox"/>
100LL	<input checked="" type="checkbox"/>
100VLL	<input type="checkbox"/>
115	<input type="checkbox"/>

## Bottle Oxygen:

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

## Bulk Oxygen:

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

## Transient Storage:

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

## Other Services:

Aerial Surveying	<input 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 checked="" type="checkbox"/>
Courtesy Car	<input 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"/>

.5 miles

## Aircraft Charging Stations:

Electric Charging Stations	<input type="checkbox"/>
Hydrogen Charging Stations	<input type="checkbox"/>
Battery Charging Stations	<input type="checkbox"/>
Solar Charging Stations	<input type="checkbox"/>
Auto Charging Stations	<input type="checkbox"/>

## Aircraft Electric Charging Power Rating:

Alternating Current	<input type="checkbox"/>
Direct Current	<input type="checkbox"/>

## Aircraft Electric Charging Station Plug Type

AC - J1772	<input type="checkbox"/>
AC - Mennekes	<input type="checkbox"/>
DC - GB/T	<input type="checkbox"/>
DC - CCS Type1	<input type="checkbox"/>
DC - CCS Type2	<input type="checkbox"/>
DC - MCS	<input type="checkbox"/>
DC - CHAdeMO	<input type="checkbox"/>
Other	<input type="checkbox"/>

## Support Infrastructure:

Passenger Waiting Facility	<input type="checkbox"/>
Aircraft Tug Station	<input type="checkbox"/>
Deicing Equipment	<input type="checkbox"/>
Battery Thermal Conditioning System	<input type="checkbox"/>
Maintenance Platforms, Ladders, Inspection	<input type="checkbox"/>
Provider of Services	<input type="checkbox"/>
Fire Suppression/Extinguishing System	<input type="checkbox"/>
Aircraft Cabin Thermal Conditioning Equipment	<input type="checkbox"/>
Passenger/Cargo Loading Equipment	<input type="checkbox"/>

## Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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Runway ID	Status	Dimension	Surface	Condition	Lights
10L/28R	Existing	9,000 x 150	Asph	Excellent	HIRL

Comments:

RWY 10L

FAR 77 Category PIR.

RWY 28R

FAR 77 Category PIR.

Approach ratio required is RWY 10L 50:1 and RWY 28R 50:1.

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 10L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10L	26° 4' 37.02	80° 9' 59.54	Surveyed	10:1	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	Yes		10:1	ROAD		14 ft	340 ft	Before Runway End	0 ft Both
Runway End	Yes		24:1	ROAD		14 ft	340 ft	Before Runway End	0 ft Both
Marked Displaced Threshold	Yes	576 ft	50:1	ROAD		14 ft	340 ft	Before Runway End	0 ft Both
Required Displaced Threshold									

## Runway 28R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28R	26° 4' 36.45	80° 8' 20.83	Surveyed	8:1	PIR-G	P4L	No	Yes	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		8:1	RR		33 ft	470 ft	Before Runway End	530 ft R
Runway End	No		14:1	RR		33 ft	470 ft	Before Runway End	530 ft R
Marked Displaced Threshold	No	606 ft	32:1	RR		33 ft	470 ft	Before Runway End	530 ft R
Required Displaced Threshold	No	1,180 ft	50:1	RR		33 ft	470 ft	Before Runway End	530 ft R

## 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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Runway ID	Status	Dimension	Surface	Condition	Lights
10R/28L	Existing	8,000 x 150	Conc	Excellent	HIRL

Comments:

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**RWY 10R****FAR 77 Category PIR.****RWY 28L****FAR 77 Category PIR.****Approach ratio required is RWY 10R 50:1 and RWY 28L 50:1.****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 10R**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10R	26° 3' 57.19	80° 9' 30.06	Surveyed	18:1	PIR-G	P4R	No	Yes	MALSF

**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		18:1	POLE	L	35 ft	865 ft	Before Runway End	587 ft L
Runway End	No		24:1	POLE	L	35 ft	865 ft	Before Runway End	587 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	885 ft	50:1	POLE	L	35 ft	865 ft	Before Runway End	587 ft L

**Runway 28L**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28L	26° 3' 56.67	80° 8' 02.34	Surveyed	50:1	PIR-G	P4L	No	No	MALSF

**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		50:1	NONE					
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

10L/28R	Type	A	B	C	D	E
10L	ILS	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	
10L	LNAV	24.00 RVR	24.00 RVR	40.00 RVR	40.00 RVR	
10L	LNAV/VNAV	50.00 RVR	50.00 RVR	50.00 RVR	50.00 RVR	
10L	LOC	24.00 RVR	24.00 RVR	60.00 RVR	60.00 RVR	
10L	LPV	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	
10L	LOC/DME	24.00 RVR	24.00 RVR	40.00 RVR	40.00 RVR	
10L	RNP	26.00 RVR	26.00 RVR	26.00 RVR	26.00 RVR	
28R	RNP	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
28R	ILS	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
28R	LNAV	24.00 RVR	24.00 RVR	1.38 Miles	1.38 Miles	
28R	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
28R	LOC	24.00 RVR	24.00 RVR	55.00 RVR	55.00 RVR	
28R	LPV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
10R/28L	Type	A	B	C	D	E
10R	ILS	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
10R	LNAV	40.00 RVR	40.00 RVR	55.00 RVR	55.00 RVR	
10R	LPV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
10R	LNAV/VNAV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
10R	LOC/DME	40.00 RVR	40.00 RVR	45.00 RVR	45.00 RVR	
28L	ILS	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
28L	LOC	40.00 RVR	40.00 RVR	50.00 RVR	50.00 RVR	
28L	LPV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
28L	LNAV/VNAV	45.00 RVR	45.00 RVR	45.00 RVR	45.00 RVR	
28L	LNAV	40.00 RVR	40.00 RVR	50.00 RVR	50.00 RVR	

## Declared Distances

Runway	10L/28R	TORA	TODA	ASDA	LDA
	10L	9,000	9,000	9,000	8,424
	28R	9,000	9,000	9,000	8,394
Runway	10R/28L	TORA	TODA	ASDA	LDA
	10R	8,000	8,000	8,000	8,000
	28L	8,000	8,000	8,000	8,000

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**Deficiencies**

Inspection Date 2/13/25

Next Inspection 2/28/26

**Non-Deficiency Remarks**

A. In accordance with Chapter 14-60.007, FAC.

Airports fulfilling the requirements of Title 14, C.F.R., Aeronautics and Space, Chapter 1, Federal Aviation Regulations, Federal Aviation Administration, Department of Transportation, Part 139, Certification of Airports: Land Airports Serving Certain Air Carriers, dated January 1, 2004, incorporated herein by reference, airport certification program shall be considered to meet the minimum standards for licensed airports.

**Deficiencies**

Rwy End: 10R 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 10R approach surface ratio is 18:1 due to pole 35 feet tall, 865 feet before the approach end of the runway, 587 feet left of centerline.

Runway 10R threshold is displaced to the approach end of the runway.

Rwy End: 28R 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 28R approach surface ratio is 8:1 due to railroad 33 feet tall, 470 feet before the approach end of the runway, 530 feet right of centerline.

Runway 28R threshold is displaced 606 feet.

**Mitigated Deficiencies**

Rwy End: 10L 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 10L approach surface ratio is 10:1 due to road 14 feet tall, 340 feet before the approach end of the runway, on centerline.

Runway 10L threshold is displaced 576 feet.

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## License

Effective: 06/01/2025

Category: Public

Limitations: ☐ Day Use Only

Expires: 05/31/2026

☐ 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 landing areas and approach limitations.

1. Runway 10L/28R is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 10L is FAR 77 category PIR.

b. Runway 28R is FAR 77 category PIR.

2. Runway 10R/28L is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 10R is FAR 77 category PIR.

b. Runway 28L is FAR 77 category PIR.

3. Runway 10L threshold is displaced 576 feet.

4. Runway 10R threshold is displaced to the approach end of the runway.

4. Runway 28R threshold is displaced 606 feet.

5. Runway 10L TORA-9000 TODA-9000 ASDA-9000 LDA-8424

6. Runway 28R TORA-9000 TODA-9000 ASDA-9000 LDA-8394

Additional Licensing Remarks: