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|--|--|------------------------|--|----------------------------|--|
| Facility Name: Fort Lauderdale Executive Airport | | | | Inspection Date: 5/15/2025 | |
| 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.

| | | | | | | | | | | | |
|---|------------------------|---------------|-----------|---|--------------|--------------|------------------------|---------------|-----------|-------------|--------------|
| Facility Owner: City of Fort Lauderdale | | | | Facility Physical Address | | | | | | | |
| Address: PO Box 14250 | | | | Address: 6000 NW 21st Av | | | | | | | |
| City: | Fort Lauderdale | State: | FL | ZIP: | 33301 | City: | Fort Lauderdale | State: | FL | ZIP: | 33309 |
| Phone: | (954) 828-5000 | Fax: | | Phone: (954) 828-4955 | | | | | | | |
| Email: airport@fortlauderdale.gov | | | | | | | | | | | |
| Owner Representative: Rickelle Williams | | | | Facility Manager: Rufus James | | | | | | | |
| Address: 101 NW 3rd Av, Ste 2100 | | | | Address: 6000 NW 21st Av | | | | | | | |
| City: | Fort Lauderdale | State: | FL | ZIP: | 33301 | City: | Fort Lauderdale | State: | FL | ZIP: | 33309 |
| Phone: | (954) 828-5959 | | | Phone: (561) 302-9121 | | | | | | | |
| Email: rickellewilliams@fortlauderdale.gov | | | | Email: rjames@fortlauderdale.gov | | | | | | | |

| | | | | |
|---|--------------------------------|-------------------|--|---------------------|
| 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: https://www.flyfxe.com | |
| | | | 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"/> | |

Facility Name: Fort Lauderdale Executive Airport

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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"/> |
| 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 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"/> |

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 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"/> |

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:

Facility Name: Fort Lauderdale Executive Airport

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Status: Active

Inspector: David Smith

| Runway ID | Status | Dimension | Surface | Condition | Lights |
|-----------|----------|-------------|---------|-----------|--------|
| 09/27 | Existing | 6,002 x 100 | Asph | Excellent | 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 | 575 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:

Facility Name: Fort Lauderdale Executive Airport

Inspection Date: 5/15/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

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 | Slope | Controlling Obstruction | Marked/ Lighted | Height Above Runway | Distance From Runway | Direction From Runway End | Controllin g Offset |
|------------------------------|-------------------------|--------------------------|-------|----------------------------|--------------------|---------------------------|----------------------------|---------------------------------|---------------------------|
| Primary Surface | No | | 24:1 | TREES | | 31 ft | 930 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 | Slope | Controlling Obstruction | Marked/ 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 |
|--------|----------|-----------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|----------------------|---------------|
|--------|----------|-----------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|----------------------|---------------|

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 | |

Facility Name: Fort Lauderdale Executive Airport

Inspection Date: 5/15/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

Deficiencies

Inspection Date 5/15/25

Next Inspection 5/31/26

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, 575 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.

License

Effective: 09/01/2025

Category: Public

Limitations: ☐ Day Use Only

Expires: 08/31/2026

☐ 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 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: