

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For KFLL
- Terminal Charts For KFLL
- Revision Letter For Cycle 01-2015
- Change Notices
- Notebook

General Information

Location: FT Lauderdale FL USA
IATA Code: FLL
Lat/Long: N26° 04.3' W080° 09.0'
Elevation: 65 ft

Airport Use: Public
Magnetic Variation: 6.5°W
Sectional Chart: Miami

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1209 Z
Sunset: 2244 Z,

Runway Information

Runway: 10L
Length x Width: 9000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, ALS
Displaced Threshold: 576 ft

Runway: 10R
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 14 ft
Lighting: Edge, ALS

Runway: 28L
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 65 ft
Lighting: Edge, ALS

Runway: 28R
Length x Width: 9000 ft x 150 ft
Surface Type: asphalt

TDZ-Elev: 7 ft
Lighting: Edge, ALS
Displaced Threshold: 606 ft

Communication Information

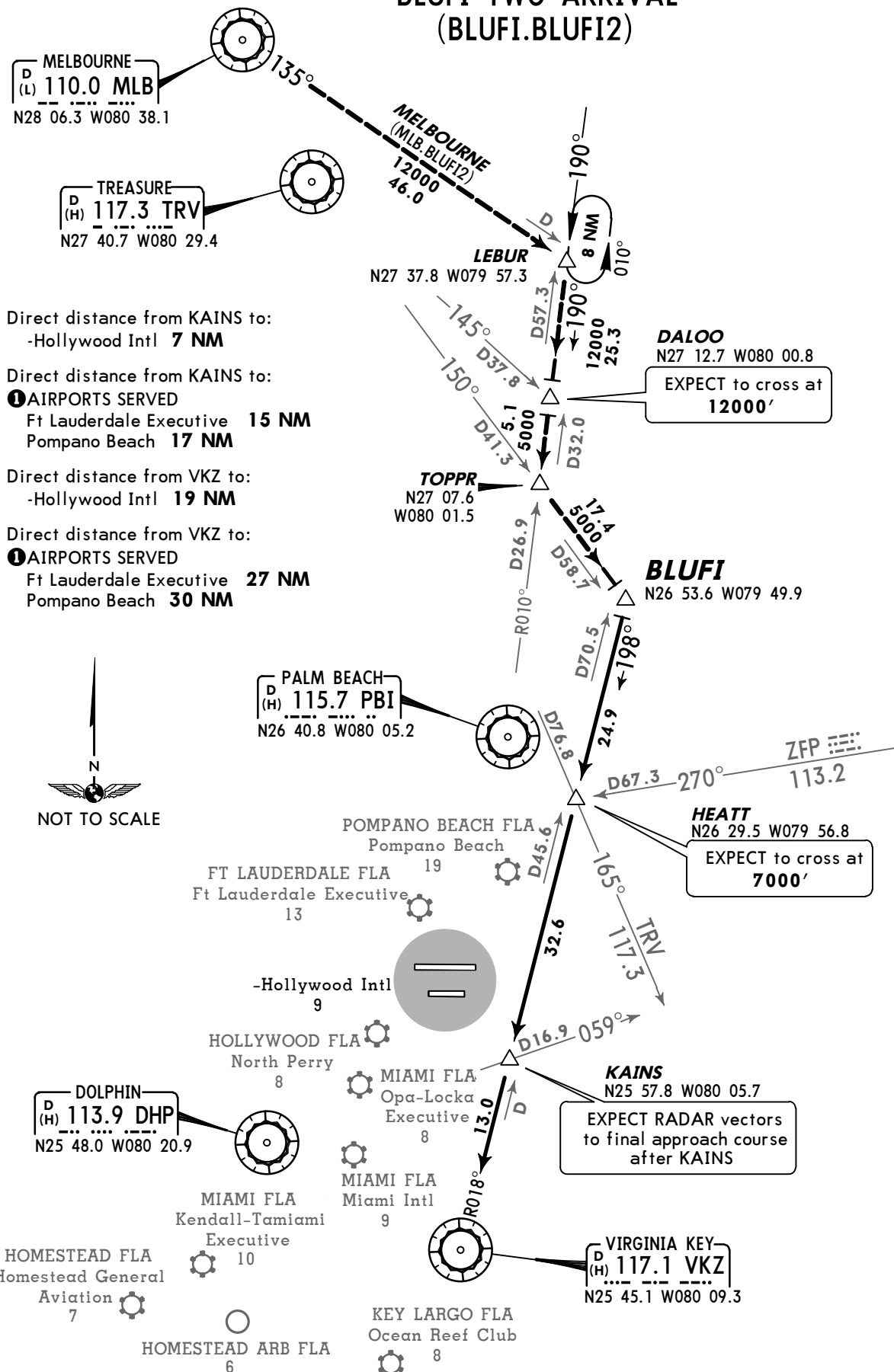
ATIS 135.0
FT Lauderdale Tower 120.2 Secondary
FT Lauderdale Tower 119.3
FT Lauderdale Ground Control 121.7 Secondary
FT Lauderdale Ground Control 121.4
Ramp Control Ramp/Taxi Control 118.175
Ramp Control Ramp/Taxi Control 129.875
FT Lauderdale Clearance Delivery 128.4
FT Lauderdale Pre-Taxi Clearance 128.4 Pre-Departure Clearance
Miami Approach Control 119.45 At or above 5000 ft
Miami Approach Control 133.775 (271°-90°) At or above 4000 ft Initial Contact
Miami Approach Control 128.6 (91°-270°)
Miami Approach Control 118.1 (271°-90°) At or below 3999 ft
Miami App ARSA 119.3 (270°-90°) At or below 2000 ft
Miami App ARSA 128.6 (91°-270°)
Miami App ARSA 119.7 (271°-90°) At or below 3999 ft
Miami Departure Control 119.45 At or above 5000 ft
Miami Departure Control 128.6 (91°-270°)
Miami Departure Control 126.05 (271°-90°) At or above 4000 ft Initial Contact
Miami Departure Control 119.7 (271°-90°) At or below 3999 ft Secondary
FT Lauderdale-Hollywood I Unicom 122.95

-HOLLYWOOD
INTL
D-ATIS
135.0

Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. MELBOURNE transition available to Miami Intl, Homestead ARB,
Homestead General Aviation, Ocean Reef Club and Kendall-Tamiami
Executive only when Miami Intl is landing West.
2. Turboprops only. 3. Also Serves ①

BLUFI TWO ARRIVAL (BLUFI.BLUFI2)

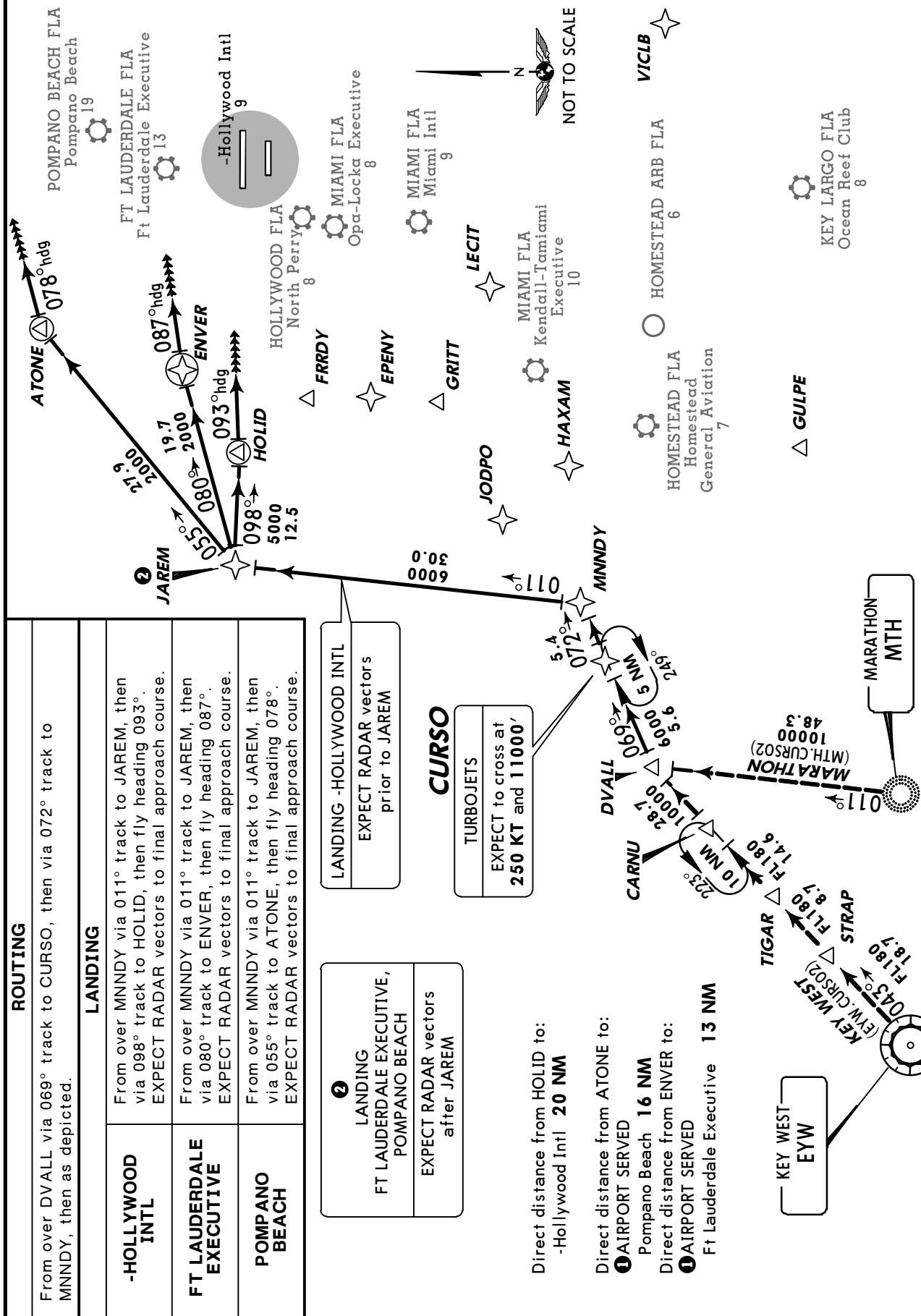


ROUTING

From over BLUFI via VKZ R-018 to HEATT, KAINS, VKZ. EXPECT RADAR vectors to final approach course after KAINS.

-HOLLYWOOD INTL D-ATIS 135.0	<i>Apt Elev</i> <i>See graphic</i>	Alt set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. KEY WEST Transition: For non-GPS equipped aircraft PHK DME must be operational. 5. MARATHON Transition: For non-GPS equipped aircraft, EYW and PHK DMEs must be operational. 6. Also Serves 1
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CURSO TWO RNAV ARRIVAL (CURSO.CURSO2)

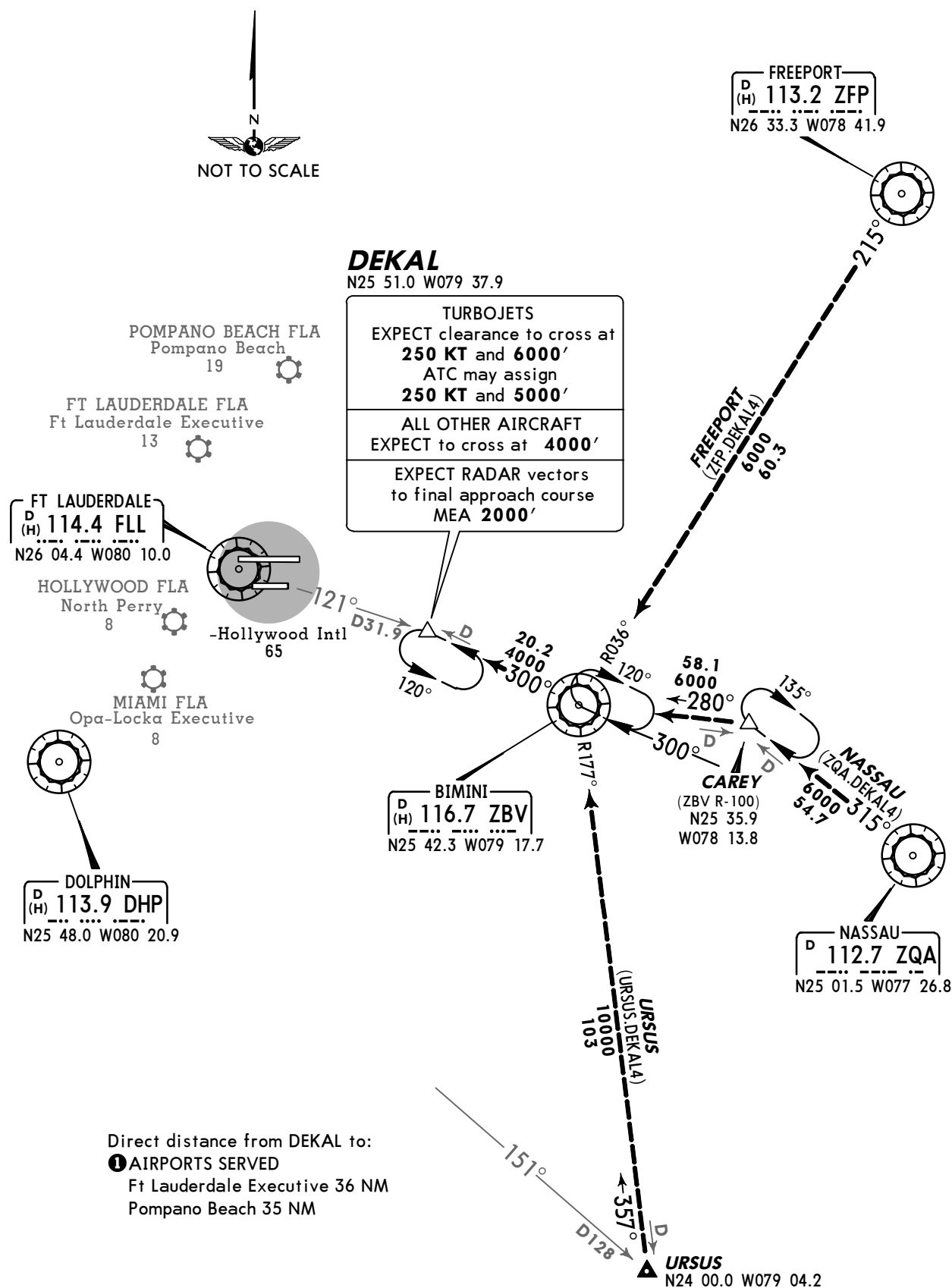


-HOLLYWOOD INTL
D-ATIS
135.0

Apt Elev
See Graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR and DME required.
2. Also Serves **1**

DEKAL FOUR ARRIVAL (DEKAL.DEKAL4)

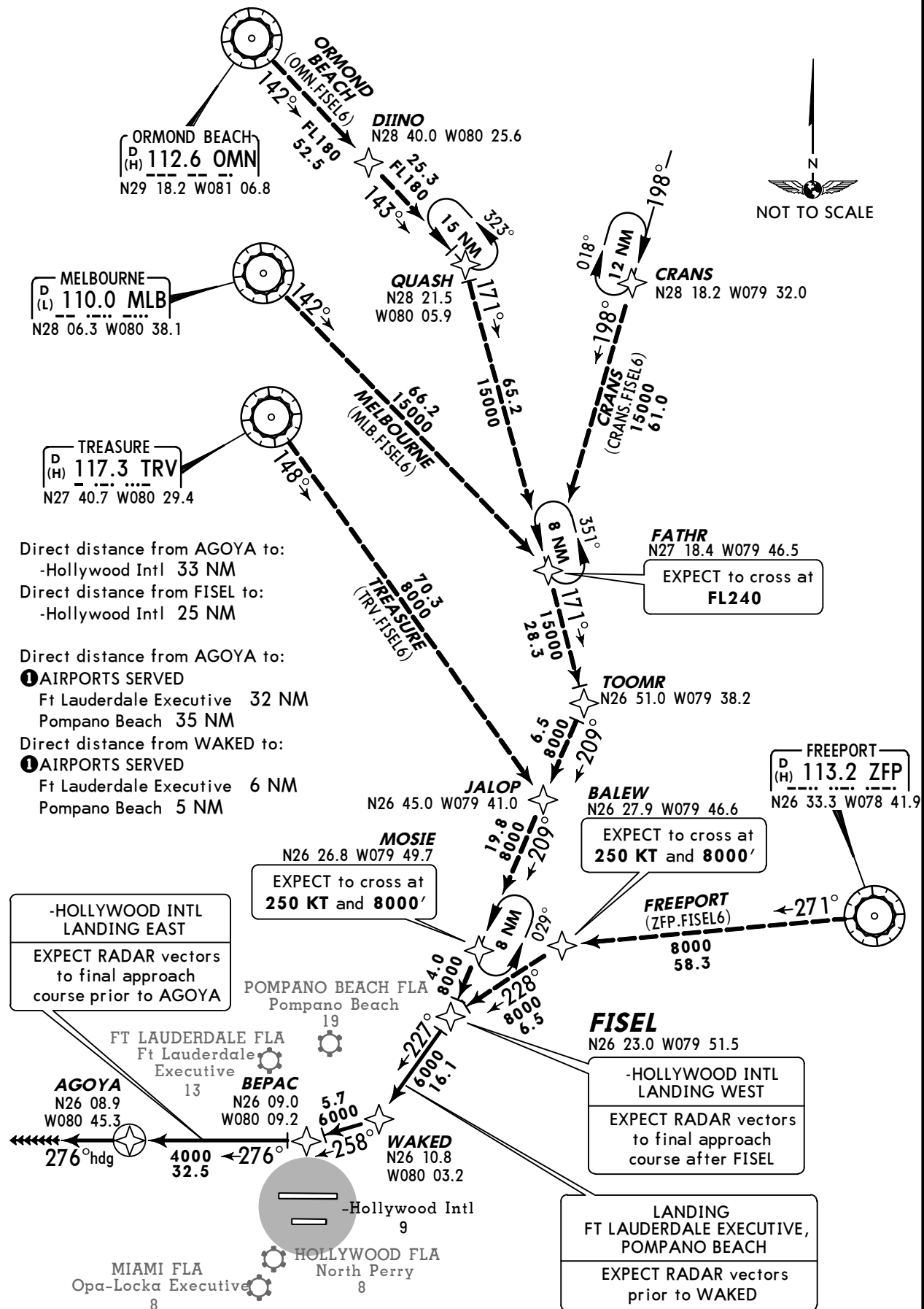


ROUTING

From over DEKAL, EXPECT RADAR vectors to final approach course.

Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. TREASURE Transition: ATC assigned only.
5. Turbojet aircraft only. 6. Also Serves **①**



From FISEL on track 227° to WAKED, then on track 258° to BEPAC, then on track 276° to AGOYA, then on 276° heading or as assigned by ATC. EXPECT RADAR vectors.

-HOLLYWOOD INTL
D-ATIS
135.0

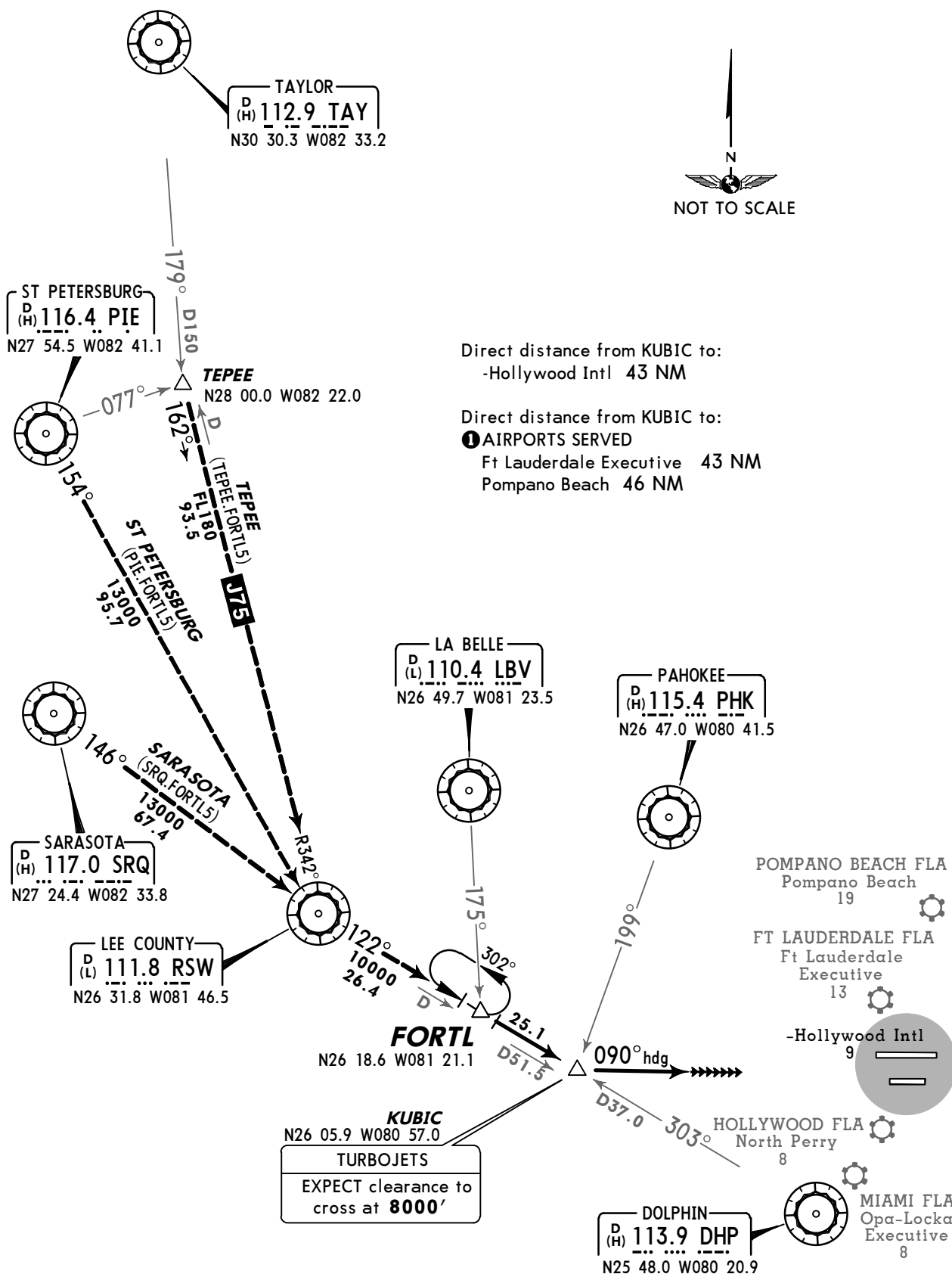
Apt Elev
See
graphic

Alt set: INCHES
Also Serves **1**

Trans level: FL180

Trans alt: 18000'

FORTL FIVE ARRIVAL (FORTL.FORTL5)



ROUTING

From over FORTL via RSW R-122 to KUBIC then heading 090°. EXPECT RADAR vectors to final approach course.

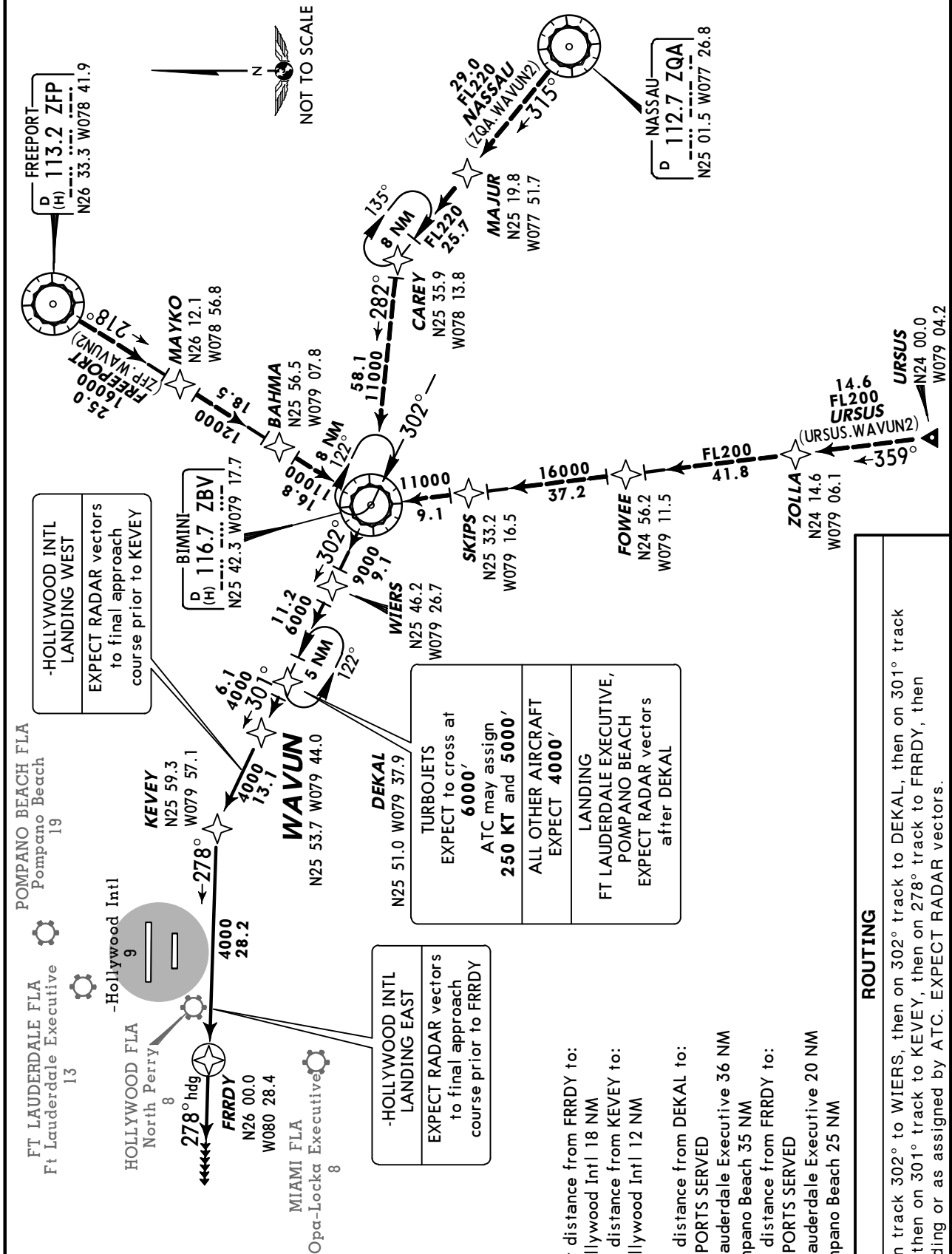
ROUTING	
From over GISSH on VKZ R-027 to FISEL, then on FLL R-048 to FLL, EXPECT RADAR vectors to final approach course.	

-HOLLYWOOD INTL
D-ATIS
135.0

Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
2. RADAR required.
3. RNAV 1.
4. Also Serves ①

WAVUN TWO RNAV ARRIVAL (WAVUN.WAVUN2)



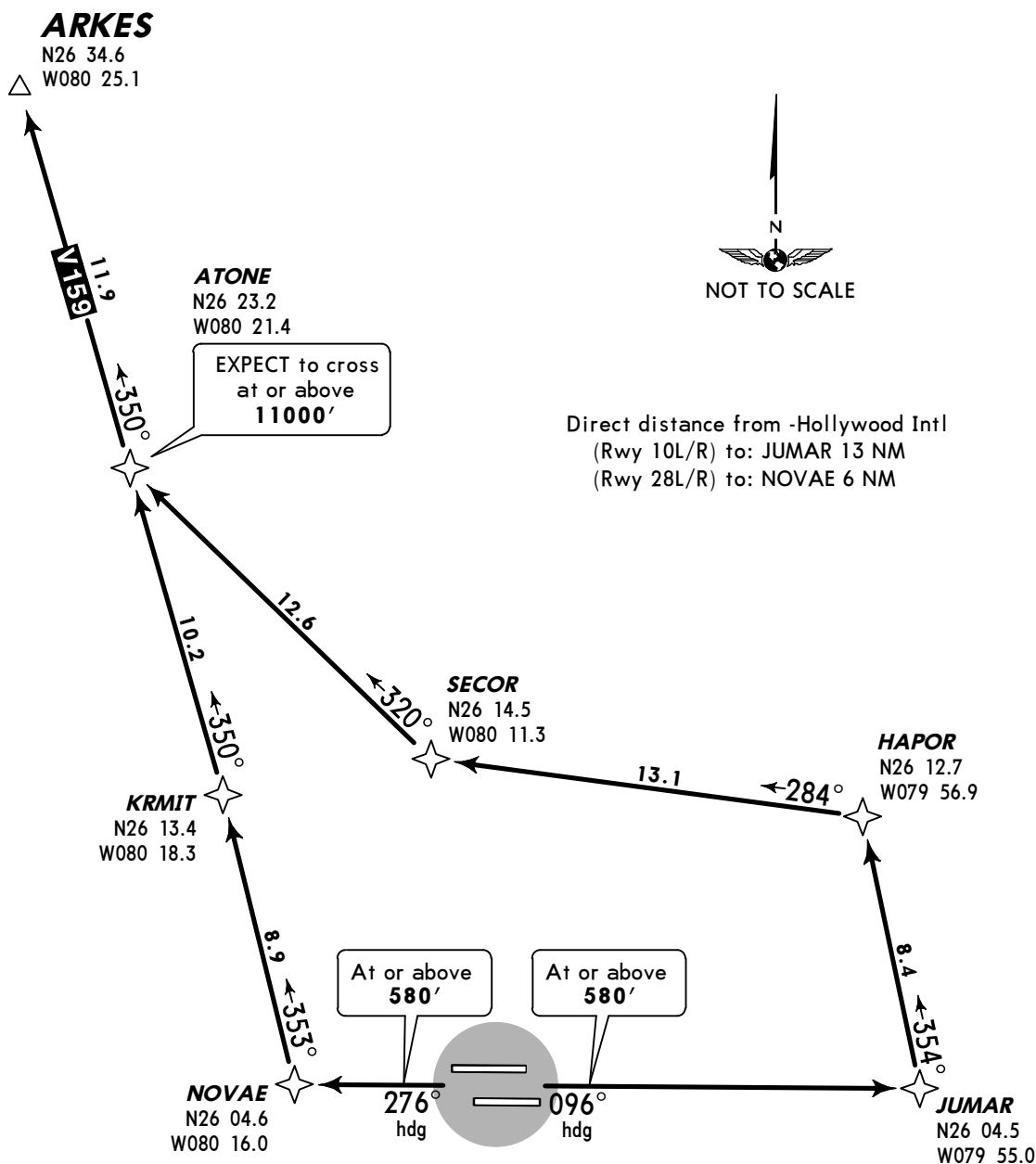
MIAMI
Departure (R)
126.05

Apt Elev
65'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. Turbojet aircraft accelerate to 250 KT within 7 NM of departure, if unable, advise ATC.

ARKES THREE RNAV DEPARTURE (ARKES3.ARKES)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 10L/R, 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 580'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB
10L/R	Climb heading 096° to 580', then direct JUMAR, then LEFT turn on track 354° to HAPOR, then on depicted route to ARKES.
28L/R	Climb heading 276° to 580', then direct NOVAE, then on depicted route to ARKES.
ROUTING	
At ARKES, MAINTAIN 3000' or as assigned by ATC. EXPECT clearance to filed altitude 10 minutes after departure.	

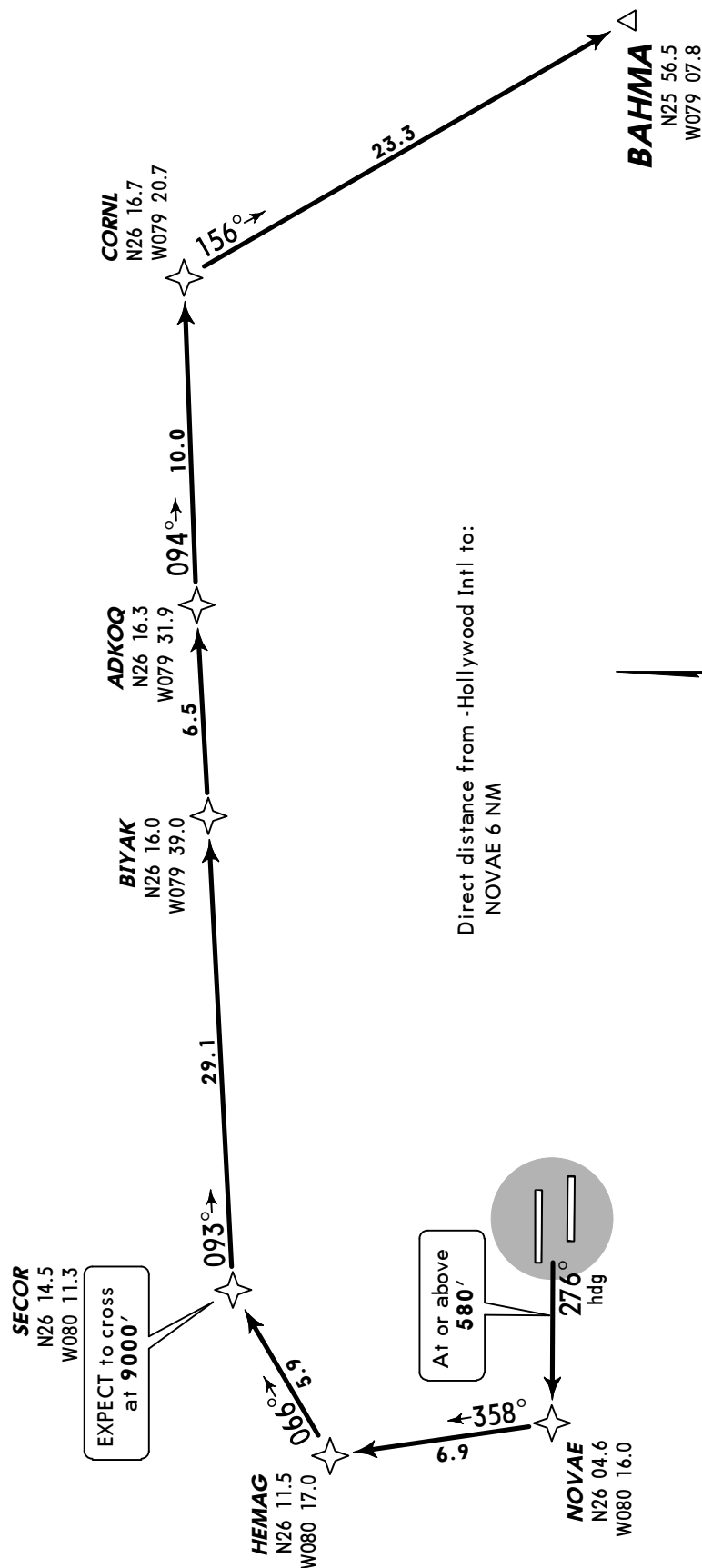
Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. Turbojet only.
5. Accelerate to 250 KT within 7 NM of departure, if unable, advise ATC.
6. FLL West operations only.

MIAMI
Departure (R)
126.05

Apt Elev
65'

BAHMA FOUR RNAV DEPARTURE (BAHMA4.BAHMA) (RWY 28L/R)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 10L/R: Not authorized - ATC.
Rwy 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 580'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-30B1.

INITIAL CLIMB

Climb heading 276° to 580', then direct NOVAE, then on depicted route to BAHMA.

ROUTING

At BAHMA, MAINTAIN 3000' or as assigned by ATC. EXPECT clearance to filed altitude 10 minutes after departure.

MIAMI
Departure (R)
126.05

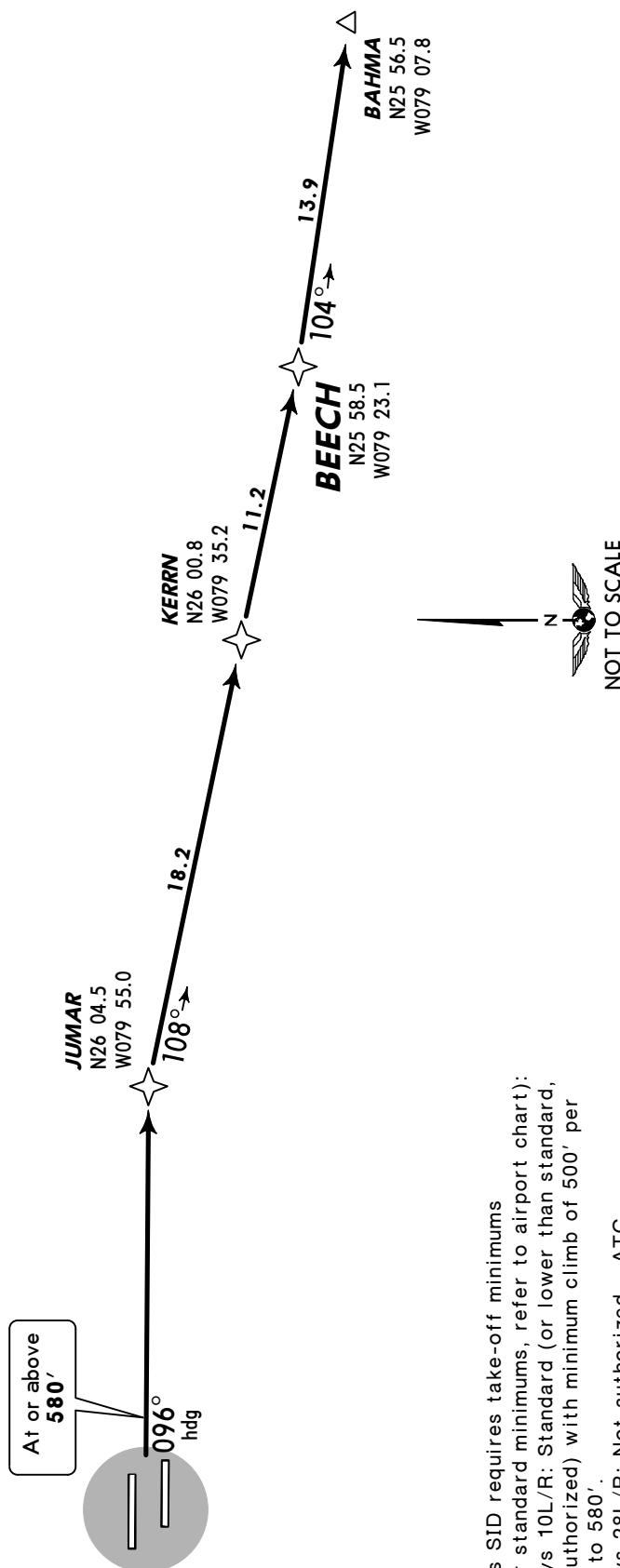
Apt Elev
65'

- Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
 2. **DME/DME/IRU or GPS required.**
 3. **RNAV 1.**
 4. Turbojet only.
 5. Accelerate to 250 KT within 7 NM of departure, if unable, advise ATC.
 7. FLL East operations only.

BEECH FOUR RNAV DEPARTURE (BEECH4.BEECH)

(RWY 10L/R)

Direct distance from -Hollywood Intl to:
JUMAR 13 NM



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 10L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 580'.
Rwys 28L/R: Not authorized - ATC.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-30B1.

INITIAL CLIMB

Climb heading 096° to 580', then direct JUMAR, then on depicted route to BAHMA.

ROUTING

At BAHMA, MAINTAIN 3000' or as assigned by ATC. EXPECT clearance to filed altitude 10 minutes after departure.

INITIAL CLIMB

RWY	10L/R	28L	28R	MAIN- transi
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Climb on assigned heading.

Climb on assigned heading. If assigned LEFT turn, climb to 700' before turning LEFT.

Climb on assigned heading. If assigned LEFT turn, climb to 500' before turning LEFT.

ROUTING

MAINTAIN 3000' or assigned lower altitude and EXPECT RADAR vectors to appropriate altitude or assigned lower altitude. EXPECT further clearance to filed altitude 10 minutes after departure.

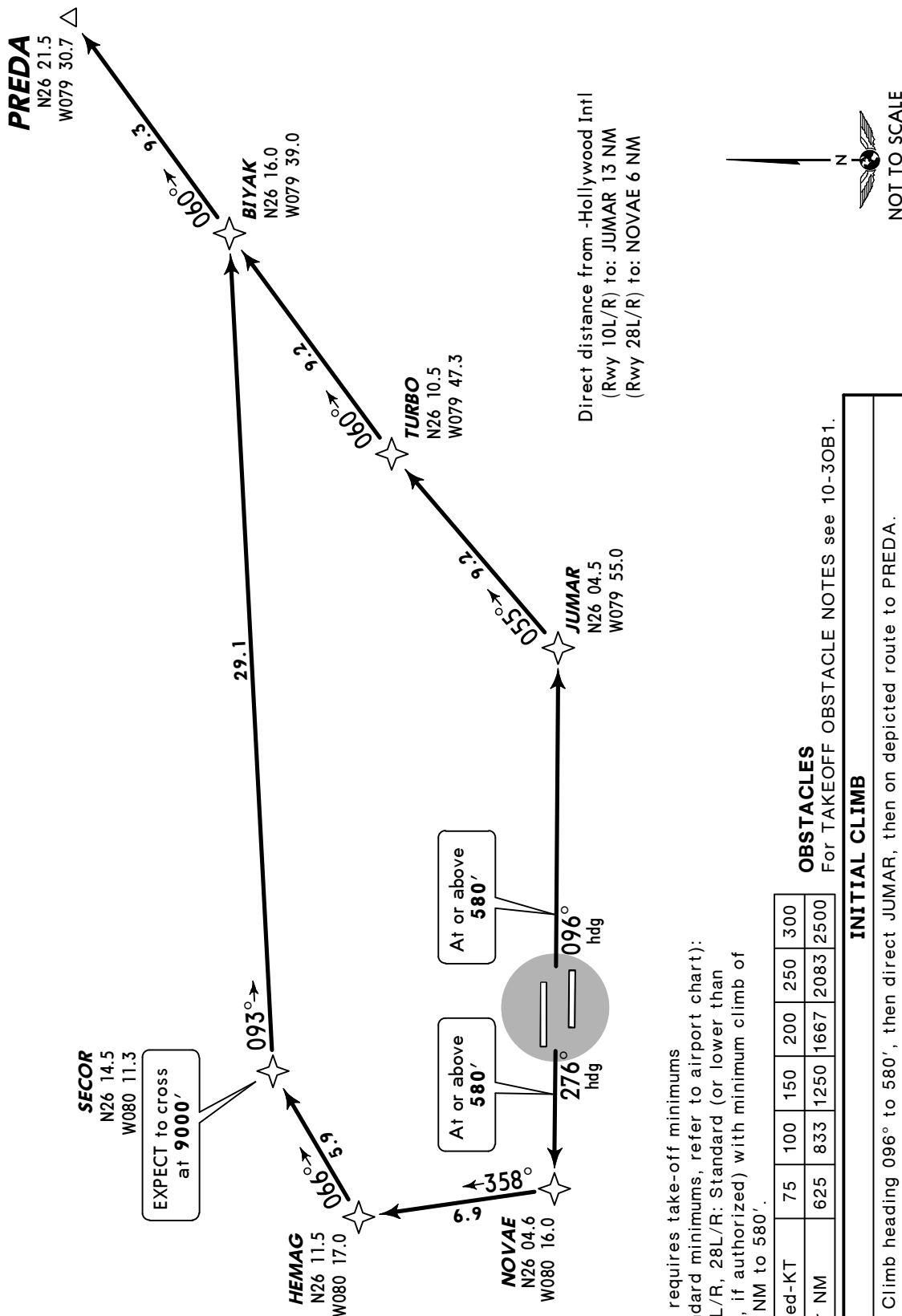
MIAMI
Departure (R)
126.05

Apt Elev
65'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. Turbojet aircraft: accelerate to 250 KT within 7 NM of departure, if unable, advise ATC.

PREDA THREE RNAV DEPARTURE (PREDA3.PREDA)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 10L/R, 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 580'.

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-30B1.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

INITIAL CLIMB

10L/R Climb heading 096° to 580', then direct JUMAR, then on depicted route to PREDA.

28L/R Climb heading 276° to 580', then direct NOVAE, then on depicted route to PREDA.

ROUTING

At PREDA, MAINTAIN 3000' or as assigned by ATC. EXPECT clearance to filed altitude 10 minutes after departure.

MIAMI
Departure (R)
126.05

Apt Elev
65'

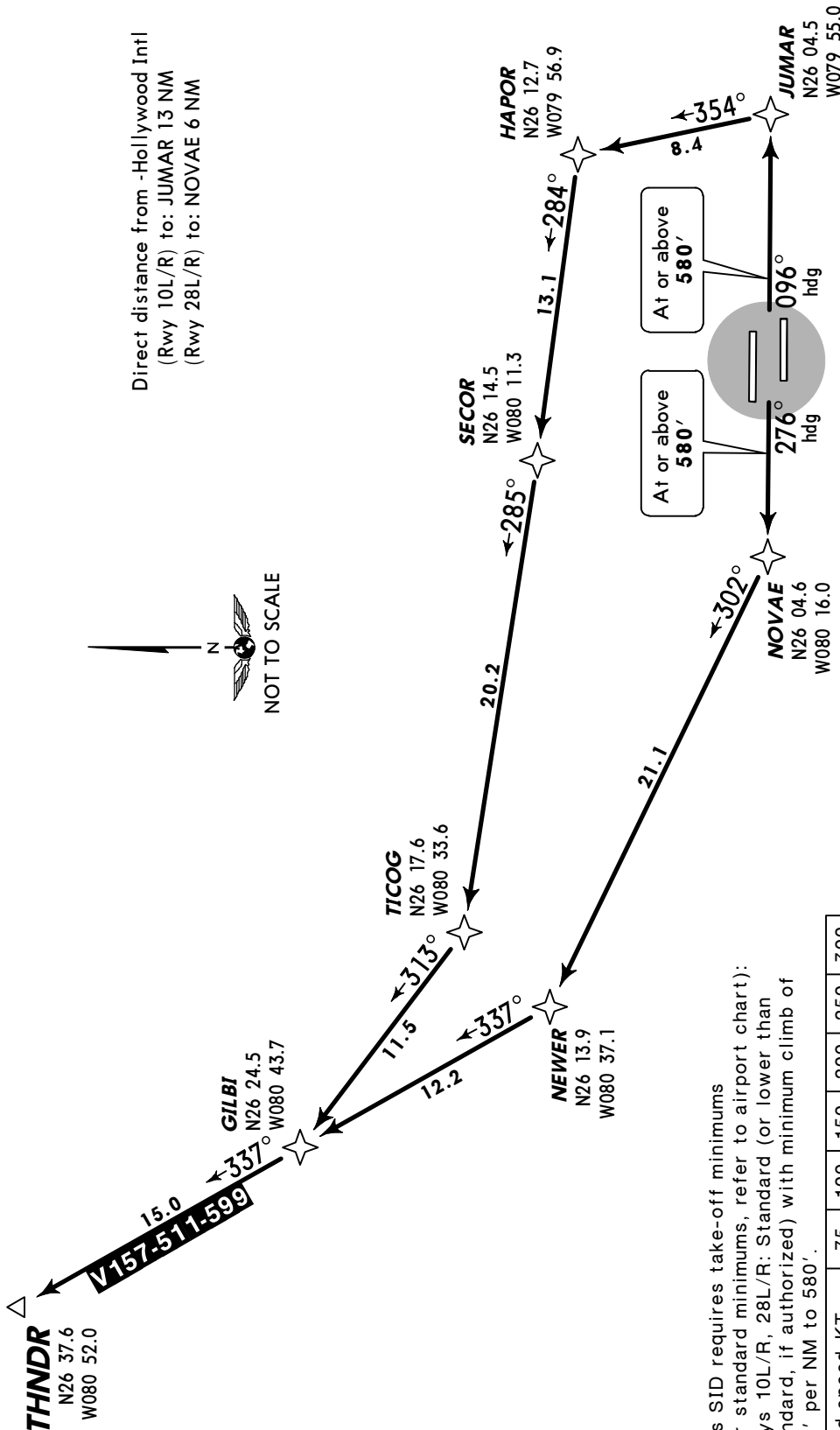
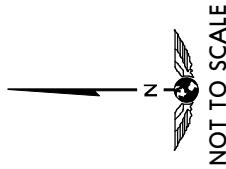
Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**

4. Turbojet aircraft accelerate to 250 KT within 7 NM of departure, if unable, advise ATC.

THNDR THREE RNAV DEPARTURE (THNDR3.THNDR)

Direct distance from -Hollywood Intl
(Rwy 10L/R) to: JUMAR 13 NM
(Rwy 28L/R) to: NOVAE 6 NM



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 10L/R, 28L/R: Standard (or lower than
standard, if authorized) with minimum climb of
500' per NM to 580'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB

RWY	
10L/R	Climb heading 096° to 580', then direct JUMAR, then LEFT turn on track 354° to HAPOR, then on depicted route to THNDR.
28L/R	Climb heading 276° to 580', then direct NOVAE, then on depicted route to THNDR.
ROUTING	
At THNDR, MAINTAIN 3000' or as assigned by ATC. EXPECT clearance to filed altitude 10 minutes after departure.	

4. Turbojet aircraft: accelerate to 250 KT within 7 NM of departure, if unable, advise ATC.

At or above
580'

TAKEOFF OBSTACLE NOTES

◦ RWY 10L:

APPROACH LIGHT 296' FROM DER, ON CENTERLINE, 11' AGL/15' MSL. BUILDING 469' FROM DER, 378' LEFT OF CENTERLINE, 13' AGL/18' MSL. LIGHTS BEGINNING 496' FROM DER, FROM 28' LEFT TO 27' RIGHT OF CENTERLINE, UP TO 16' AGL/20' MSL. TRAIN ON RAILROAD BEGINNING 510' FROM DER, FROM 632' LEFT TO ON CENTERLINE, 23' AGL/30' MSL. LIGHT POLES BEGINNING 666' FROM DER, ON CENTERLINE, UP TO 32' AGL/36' MSL. POLES AND TREES BEGINNING 1290' FROM DER, 548' LEFT AND 633' RIGHT OF CENTERLINE, UP TO 49' AGL/53' MSL. TREES AND POLE BEGINNING 1975' FROM DER, 827' LEFT AND 271' RIGHT OF CENTERLINE, UP TO 79' AGL/83' MSL. BRIDGE 2429' FROM DER, 1123' LEFT OF CENTERLINE, 65' AGL/70' MSL.

◦ RWY 10R:

TREES BEGINNING 199' FROM DER, 259' LEFT OF CENTERLINE, UP TO 21' AGL/86' MSL. TREES BEGINNING 273' FROM DER, 181' RIGHT OF CENTERLINE, UP TO 31' AGL/96' MSL. TREES BEGINNING 495' FROM DER, 144' LEFT OF CENTERLINE, UP TO 44' AGL/109' MSL.

◦ RWY 28L:

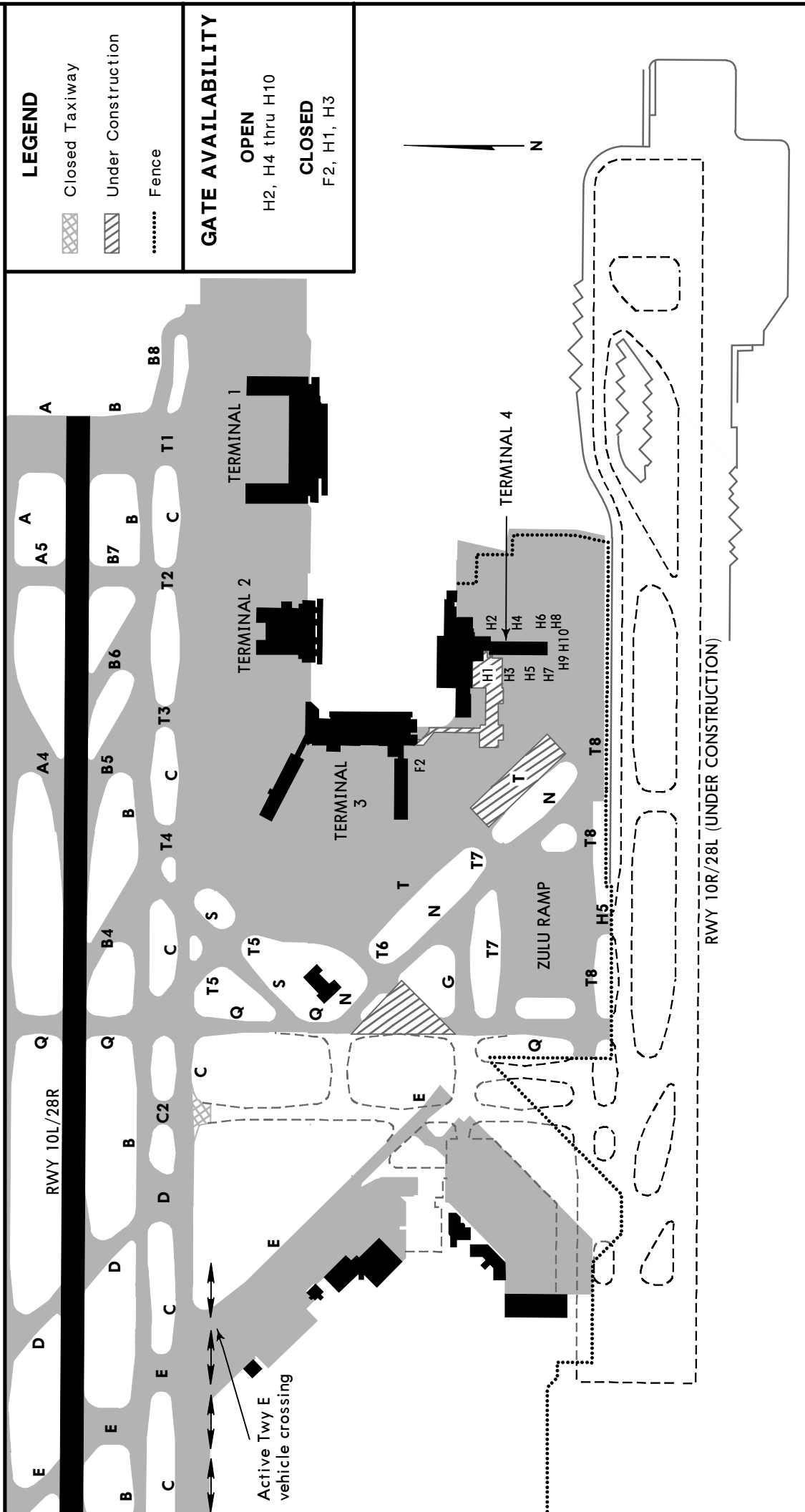
TREE 491' FROM DER, 444' LEFT OF CENTERLINE, 24' AGL/34' MSL. TREES BEGINNING 773' FROM DER, 399' LEFT OF CENTERLINE, UP TO 80' AGL/90' MSL. POLES AND TREES BEGINNING 865' FROM DER, 534' RIGHT OF CENTERLINE, UP TO 81' AGL/91' MSL. BUILDINGS, TREES, AND SIGNS BEGINNING 1317' FROM DER, 455' LEFT OF CENTERLINE, UP TO 100' AGL/109' MSL. TREES AND POLE BEGINNING 1636' FROM DER, 290' RIGHT OF CENTERLINE, UP TO 90' AGL/100' MSL. TOWERS BEGINNING 3190' FROM DER, 666' RIGHT OF CENTERLINE, UP TO 108' AGL/114' MSL.

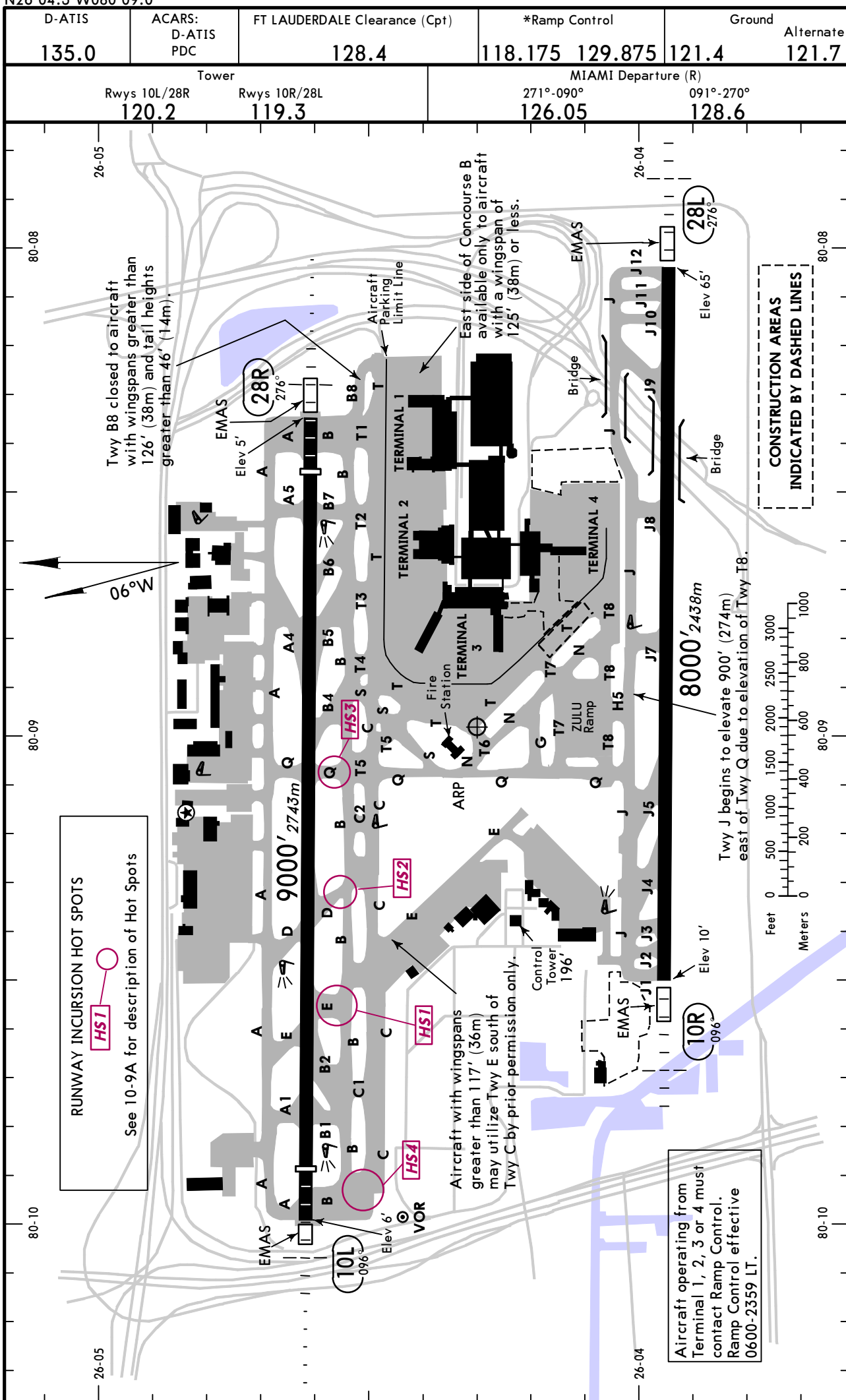
◦ RWY 28R:

BUILDING AND LIGHT POLE BEGINNING 260' FROM DER, 253' LEFT OF CENTERLINE AND ON CENTERLINE, UP TO 14' AGL/18' MSL. VEHICLES ON ROAD BEGINNING 323' FROM DER, FROM 28' LEFT TO 281' RIGHT OF CENTERLINE, 15' AGL/21' MSL. APPROACH LIGHTS BEGINNING 441' FROM DER, FROM 28' LEFT TO 27' RIGHT OF CENTERLINE, UP TO 16' AGL/25' MSL. VEHICLES ON ROAD BEGINNING 455' FROM DER, FROM 647' LEFT TO 685' RIGHT OF CENTERLINE, UP TO 17' AGL/33' MSL. APPROACH LIGHTS BEGINNING 652' FROM DER, ON CENTERLINE, UP TO 24' AGL/33' MSL. TRAIN ON RAILROAD BEGINNING 849' FROM DER, FROM 683' LEFT TO 379' RIGHT OF CENTERLINE, UP TO 23' AGL/34' MSL. TREES AND SIGN BEGINNING 1017' FROM DER, 122' LEFT OF CENTERLINE, UP TO 63' AGL/72' MSL. TREES BEGINNING 2231' FROM DER, 354' LEFT OF CENTERLINE, UP TO 88' AGL/97' MSL. TREES BEGINNING 2286' FROM DER, 530' RIGHT OF CENTERLINE, UP TO 108' AGL/112' MSL.

FT LAUDERDALE-HOLLYWOOD INTL CONSTRUCTION**Airport Configuration Until Further Notice**

Check NOTAMs for taxiway availability.





GENERAL

Birds in vicinity of airport.

All runways are noise sensitive - noise abatement in effect; contact airport noise abatement office.

Turbulence below 1000' over landfill located 2 NM west.

ASDE-X surveillance system in use; Operate transponders with Mode C on all taxiways and runways.

Air carrier aircraft use ramp pushback procedures as prescribed by airport operations.

Arrival aircraft from the north and west maintain 6000' until abeam Rwy 28R on downwind.

Arrival aircraft from the north maintain 6000' until abeam Rwy 10L on downwind.

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
10R	HIRL	MALSF	PAPI-R (angle 3.0°)	grooved	RVR		6951' 2119m		150'
28L	HIRL	MALSF	PAPI-L (angle 3.0°)	grooved	RVR		6800' 2073m		46m
10L	HIRL	MALSR	PAPI-L (angle 3.0°)	grooved	RVR	8423' 2567m	7432' 2265m		150'
28R	HIRL	MALSR	PAPI-L (angle 3.0°)	grooved	RVR	8394' 2558m	7336' 2236m		46m

① Single wheel tandem type landing gear maximum weight 175,000 lbs.

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Twy E at Rwy 10L/28R.**HS2** Twy D at Rwy 10L/28R.**HS3** Twy Q at Rwy 10L/28R.**HS4** Twy departure risk: When on Twy C do not mistake Twy B for Rwy 10L.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 10L, 10R, 28L, 28R

Both RVRs are required and controlling	Adequate Vis Ref	STD	
		3 & 4 Eng	1 & 2 Eng
RCLM and HIRL			
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

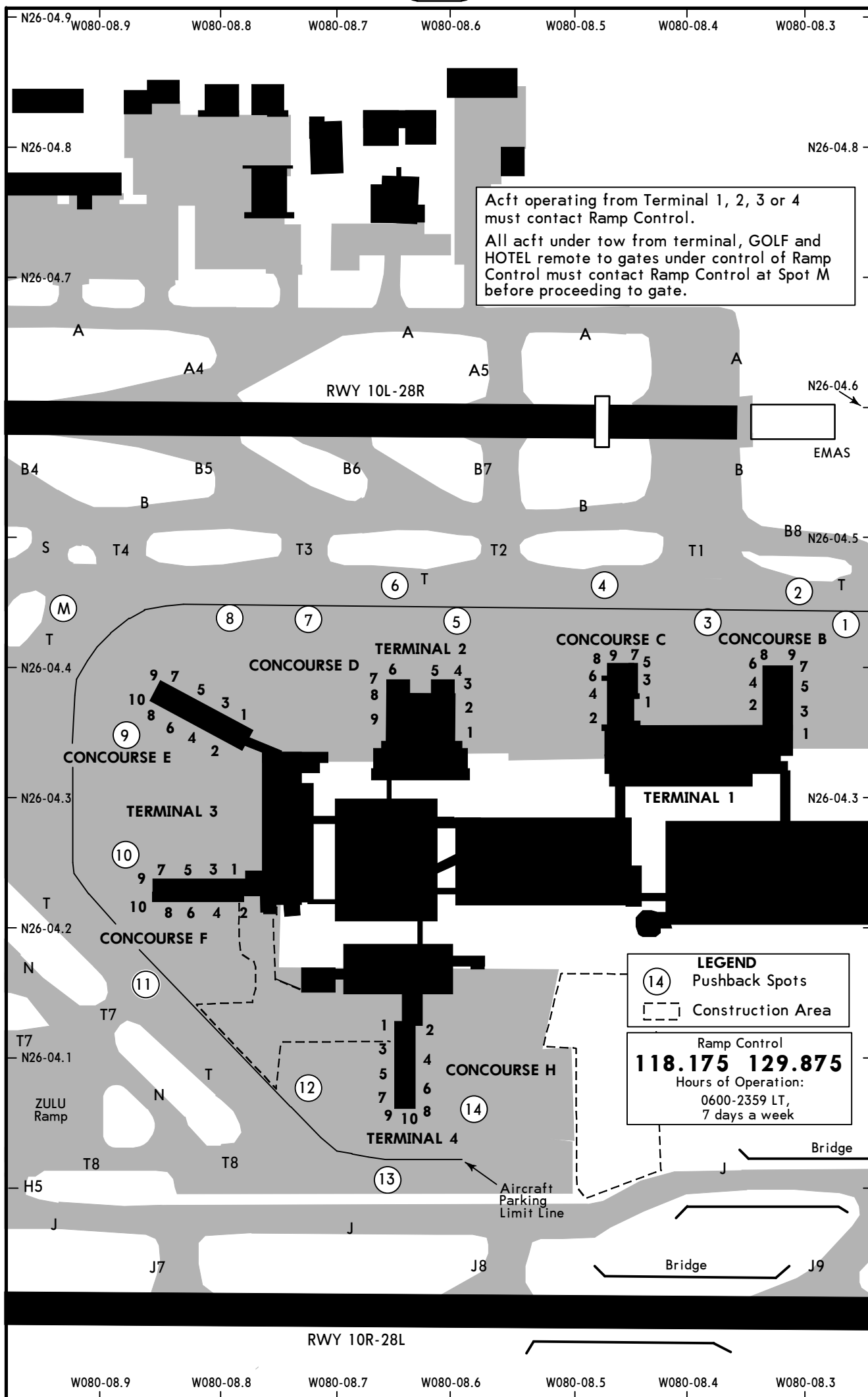
OBSTACLE DP

Runway 28L, climb heading 276° to 700' before turning left.

Runway 28R, climb heading 276° to 500' before turning left.

FOR FILING AS ALTERNATE

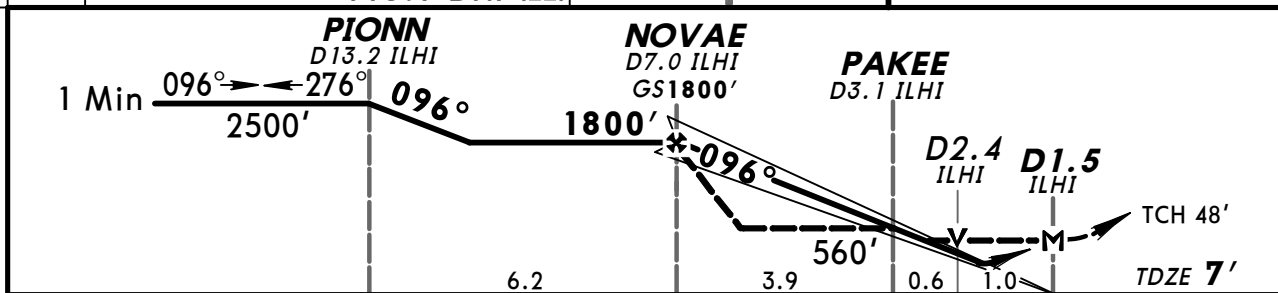
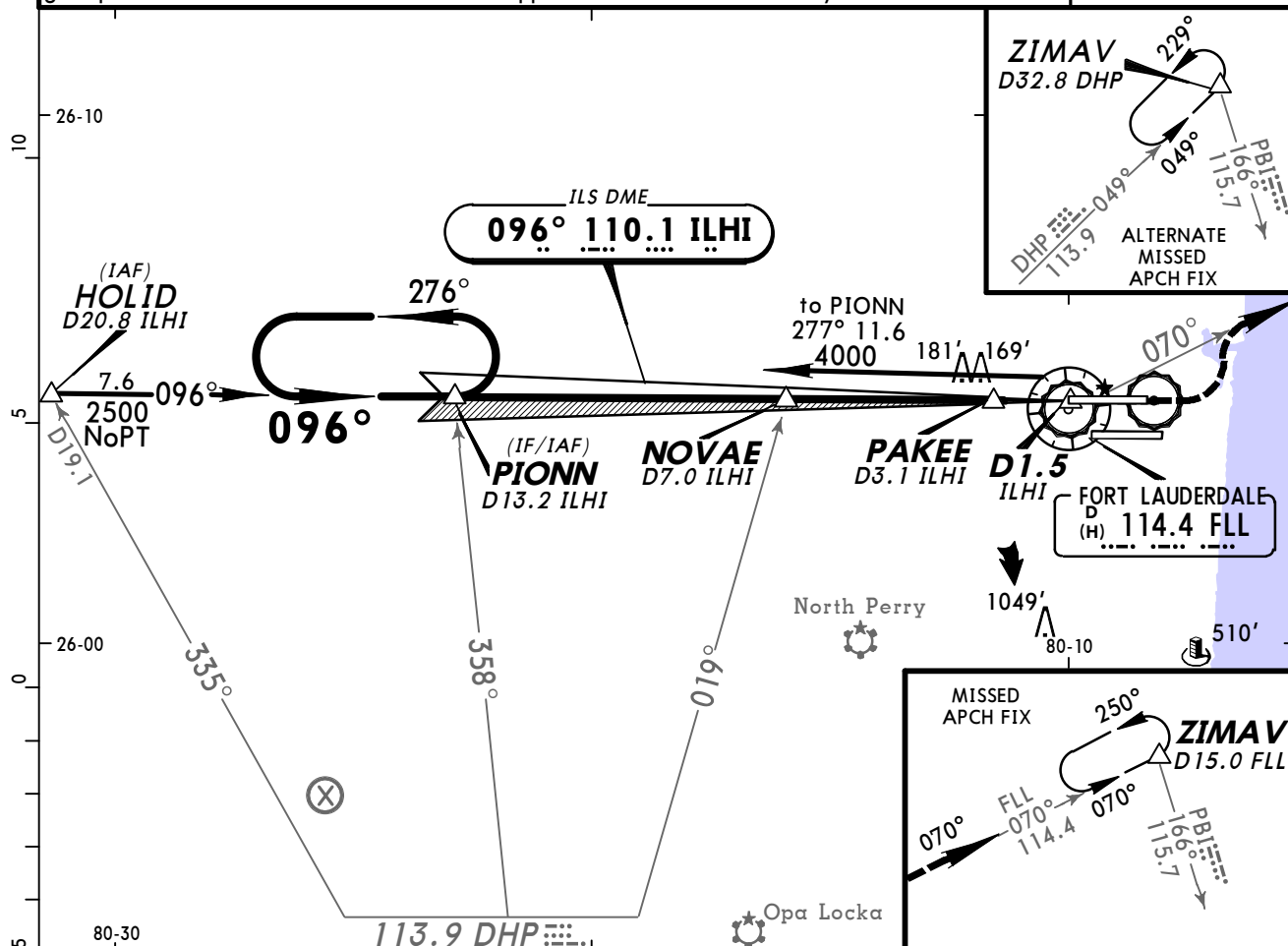
	ILS Rwy 10L ILS Rwy 10R ILS Rwy 28L ILS Rwy 28R	RNAV (RNP) Y Rwy 10L RNAV (RNP) Z Rwy 28R	RNAV (GPS) Rwy 10R RNAV (GPS) Rwy 28L RNAV (GPS) Z Rwy 10L RNAV (GPS) Y Rwy 28R	VOR Rwy 28R	LOC Rwy 10L LOC Rwy 10R LOC Rwy 28L LOC Rwy 28R
A	600-2	800-2	800-2	800-2	800-2
B					
C	700-2 1/4				800-2 1/4
D	700-2 1/2		800-2 1/4	800-2 1/4	800-2 1/2



PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
Concourse B		Concourse D	
1	N26 04.3 W080 08.3	1 thru 9	N26 04.4 W080 08.6
2 thru 9	N26 04.4 W080 08.3	Concourse E	
Concourse C		1	N26 04.4 W080 08.8
1	N26 04.4 W080 08.4	2	N26 04.3 W080 08.8
2	N26 04.4 W080 08.5	3 thru 10	N26 04.4 W080 08.8
3	N26 04.4 W080 08.4	Concourse F	
4	N26 04.4 W080 08.5	1 thru 10	N26 04.2 W080 08.8
5	N26 04.4 W080 08.4	Concourse H	
6	N26 04.4 W080 08.5	1 thru 10	N26 04.1 W080 08.6
7	N26 04.4 W080 08.4		
8	N26 04.4 W080 08.5		
9	N26 04.4 W080 08.4		

BRIEFING STRIP™	D-ATIS 135.0		MIAMI Approach (R) 133.77		FT LAUDERDALE Tower Rwys 10L/28R 120.2 Rwys 10R/28L 119.3		Ground Alternate 121.4 121.7
	LOC ILHI 110.1	Final Apch Crs 096°	GS NOVAE 1800' (1793')	ILS DA(H) 257' (250')	Apt Elev 65' TDZE 7'		2100' MSA FLL VOR
	MISSED APCH: Climb to 800' then climbing LEFT turn to 2000' on FLL VOR R-070 outbound to ZIMAV INT/D15.0 FLL and hold, or as directed by ATC.						
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
	1. Helicopter visibility reduction below RVR 40 or 3/4 not authorized. 2. VGSI and ILS glidepath not coincident. 3. Simultaneous approach authorized with Rwy 10R.						

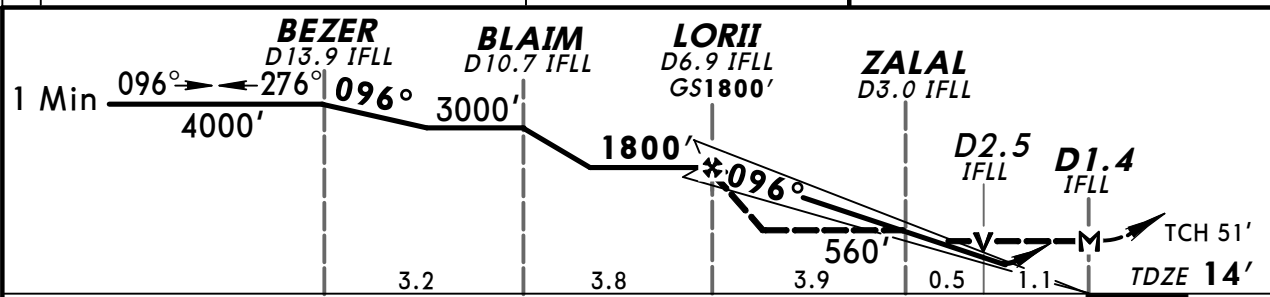
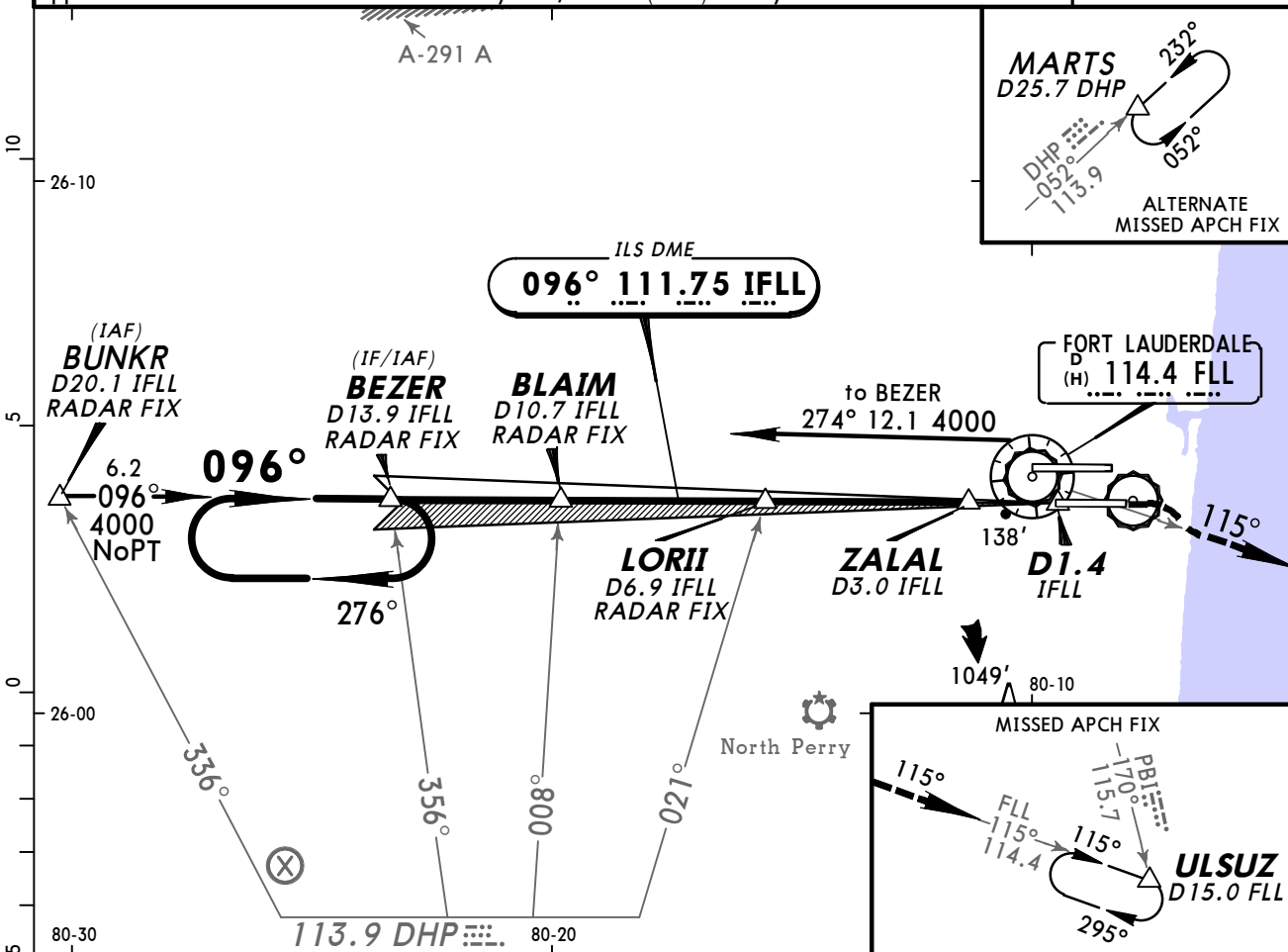


Gnd speed-Kts	70	90	100	120	140	160	MALSR		800'	2000'	FLL	ZIMAV
GS	3.00°	372	478	531	637	743	PAPI		↑	LT	on 114.4	R-070
MAP at D1.5 ILHI or NOVAE to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04					

TERPS						STRAIGHT-IN LANDING RWY10L				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Without PAKEE		With PAKEE		Without PAKEE		With PAKEE		Without PAKEE	
DA(H) 257' (250')		MDA(H) 380' (373')		MDA(H) 560' (553')		MDA(H) 380' (373')		MDA(H) 560' (553')		MDA(H) 380' (373')		MDA(H) 560' (553')	
FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out
A													
B													
C	RVR 40 or 3/4	RVR 40 or 3/4	RVR 55 or 1			RVR 40 or 3/4	RVR 50 or 1						
D													

1 DME required.

D-ATIS 135.0	MIAMI Approach (R) 133.77	FT LAUDERDALE Tower Rwys 10R/28L 119.3 Rwys 10L/28R 120.2	Ground 121.4 Alternate 121.7
LOC IFLL 111.75	Final Apch Crs 096°	GS LORII 1800' (1786')	ILS DA(H) 264' (250')
Apt Elev 65' TDZE 14'			2100'
MISSED APCH: Climb to 800' then climbing RIGHT turn to 2000' on FLL VOR			MSA FLL VOR
R-115 outbound to ULSUZ INT/D15.0 FLL and hold, or as directed by ATC.			
Alt Set: INCHES 1. Helicopter visibility reduction below RVR 40 or 3/4 not authorized. 2. Simultaneous approach authorized with ILS or LOC Rwy 10L, RNAV (GPS) Z Rwy 10L.			



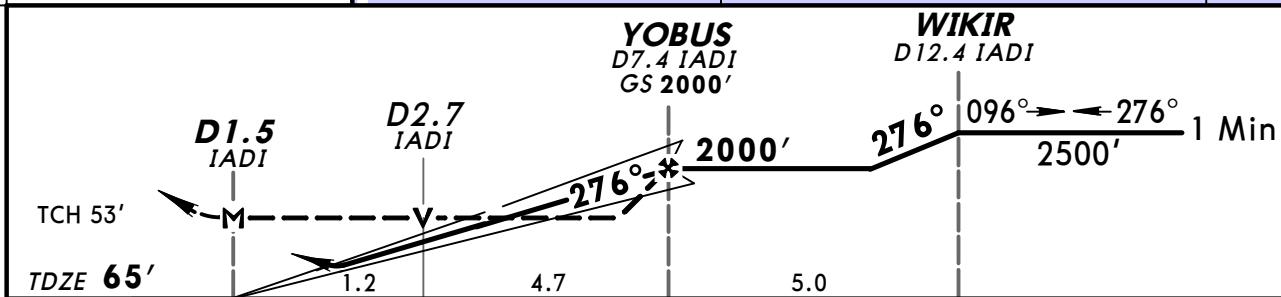
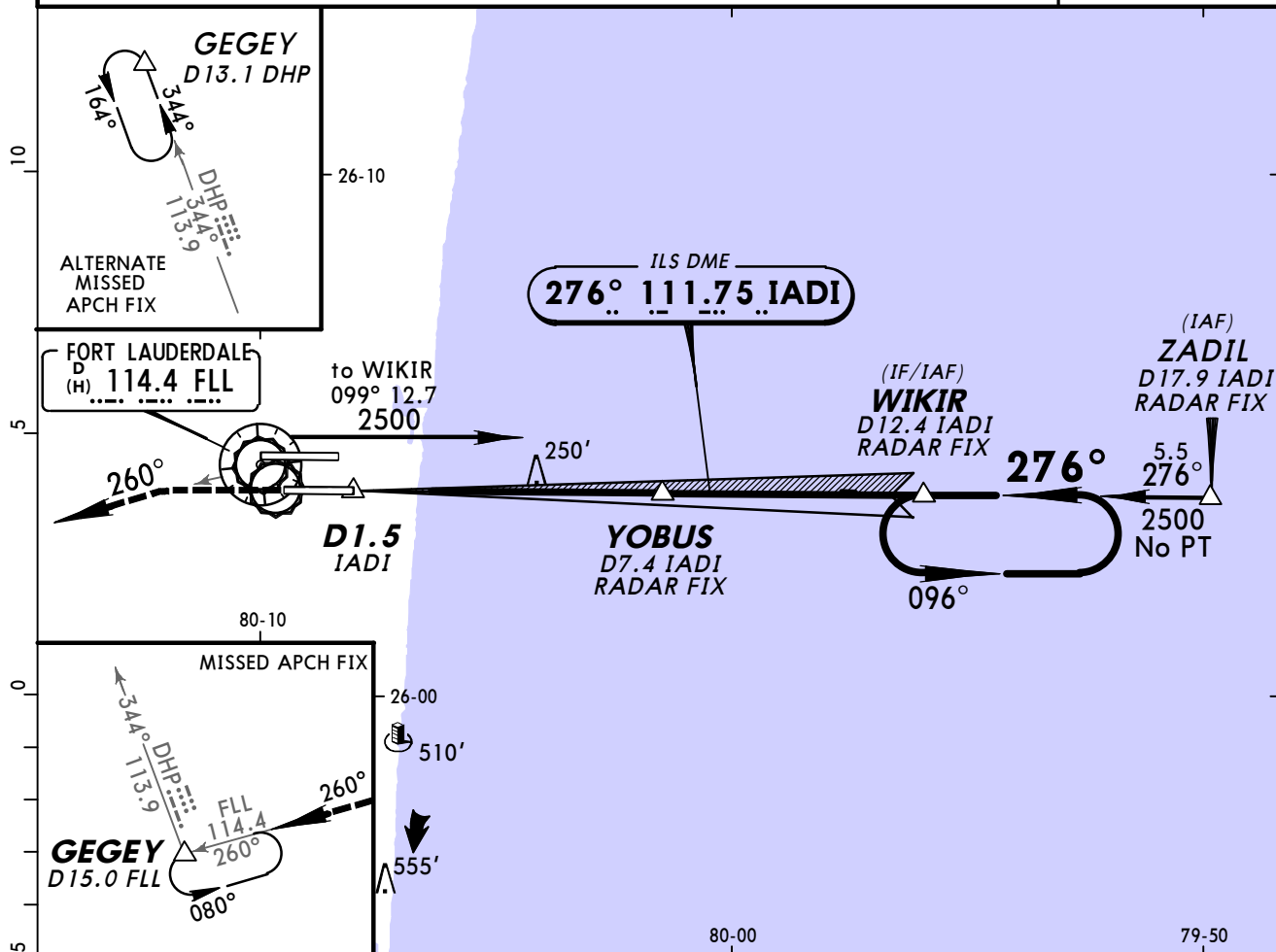
Gnd speed-Kts	70	90	100	120	140	160	MALSF	800'	2000'	FLL	ULSUZ
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	on 114.4	R-115
MAP at D1.4 IFLL or LORII to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04				

TERPS						STRAIGHT-IN LANDING RWY10R			CIRCLE-TO-LAND		
ILS						LOC (GS out)					
DA(H) 264' (250')						1 With ZALAL			1 With ZALAL		
FULL						MDA(H) 400' (386')			MDA(H) 560' (546')		
ALS out						ALS out			ALS out		
A						RVR 40			Max Kts		
B						or 3/4			90		
C						RVR 45			120		
D						or 7/8			140		
RVR 40 or 3/4						RVR 55			165		
						or 1			540' (475')-1		
						RVR 60 or 1 1/8			560' (495')-1		
						1 1/8			600' (535')-1		
						1 3/8			760' (695')-2 1/4		
						1 5/8			760' (695')-2 1/2		

1 DME required.

BRIEFING STRIP™

D-ATIS 135.0		MIAMI Approach (R) 133.77		FT LAUDERDALE Tower Rwys 10R/28L 119.3 Rwys 10L/28R 120.2		Ground 121.4	Alternate 121.7
LOC IADI 111.75	Final Apch Crs 276°	GS YOBUS 2000' (1935')	ILS DA(H) 315' (250')	Apt Elev 65' TDZE 65'		2100' MSA FLL VOR	
MISSED APCH: Climb to 1000' then climbing LEFT turn to 4000' on FLL VOR R-260 outbound to GEGEY INT/D15.0 FLL and hold. Continue climb-in-hold to 4000', or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Simultaneous approach authorized with ILS or LOC Rwy 28R, RNAV (GPS) Z Rwy 28R.							

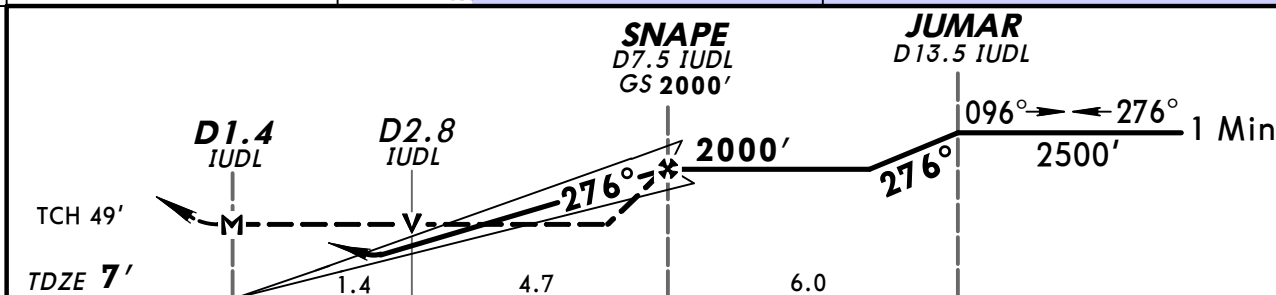
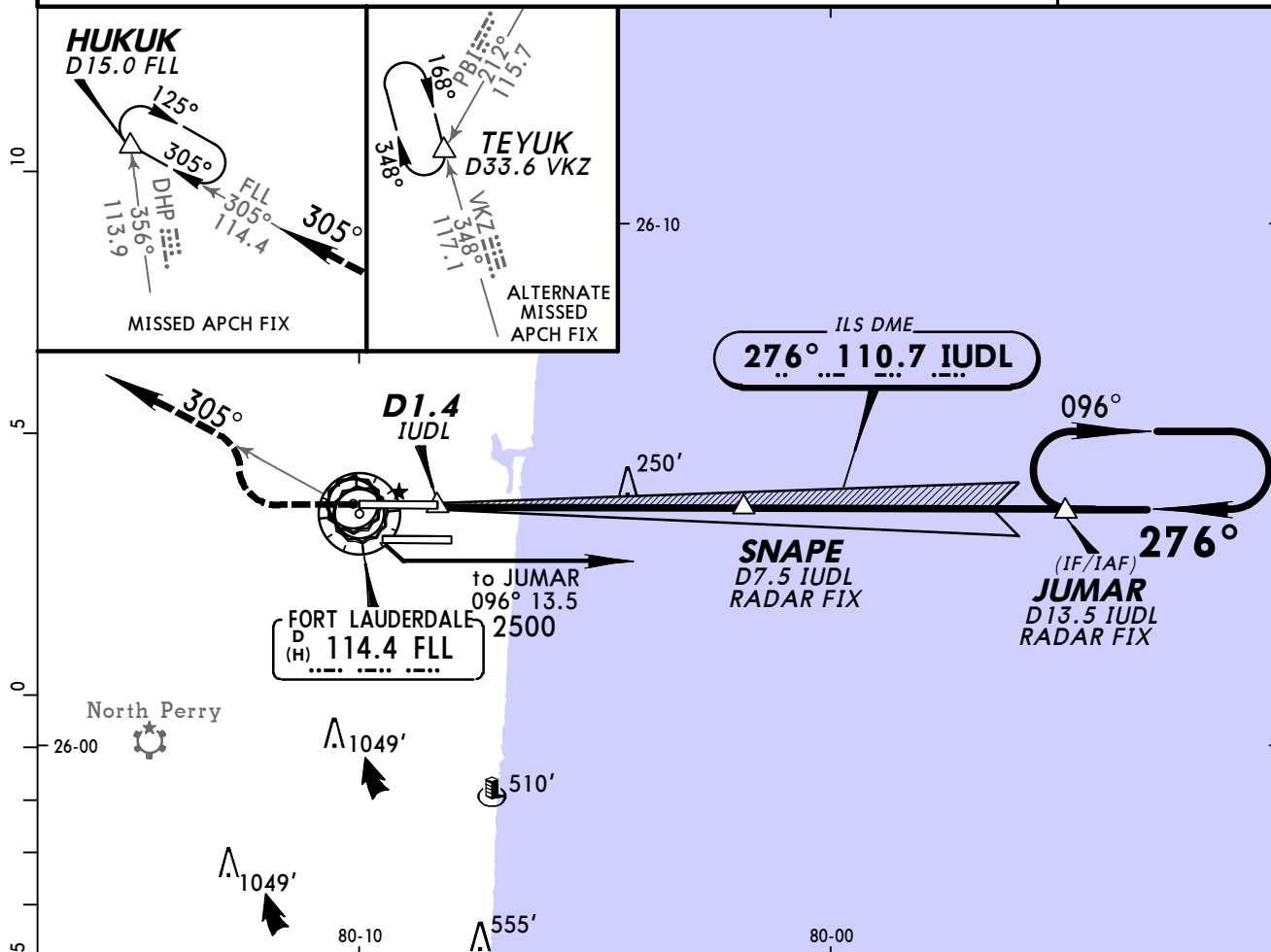


Gnd speed-Kts	70	90	100	120	140	160	MALSF 1000' 4000' FLL 114.4 GEGEY
GS	3.00°	372	478	531	637	743	
MAP at D1.5 IADI or YOBUS to MAP	5.9	5:03	3:56	3:32	2:57	2:32	

TERPS		STRAIGHT-IN LANDING RWY 28L				CIRCLE-TO-LAND	
ILS		LOC (GS out)					
DA(H) 315' (250')		MDA(H) 500' (435')					
FULL		ALS out		ALS out		Max Kts	MDA(H)
A	RVR 40 or 3/4			RVR 40 or 3/4	RVR 55 or 1	90	540' (475')- 1
B						120	600' (535')- 1
C						140	760' (695')- 2 1/4
D						165	760' (695')- 2 1/2

BRIEFING STRIP

D-ATIS 135.0		MIAMI Approach (R) 133.77		FT LAUDERDALE Tower Rwys 10L/28R 120.2 Rwys 10R/28L 119.3		Ground 121.4	Alternate 121.7
LOC IUDL 110.7	Final Apch Crs 276°	GS SNAPE 2000' (1993')	ILS DA(H) 257' (250')	Apt Elev 65' TDZE 7'		2100' MSA FLL VOR	
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' on FLL VOR R-305 outbound to HUKUK INT/D15.0 FLL and hold. Continue climb-in-hold to 4000', or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. VGSI and ILS glidepath not coincident. 3. Simultaneous approach authorized with Rwy 28L.							

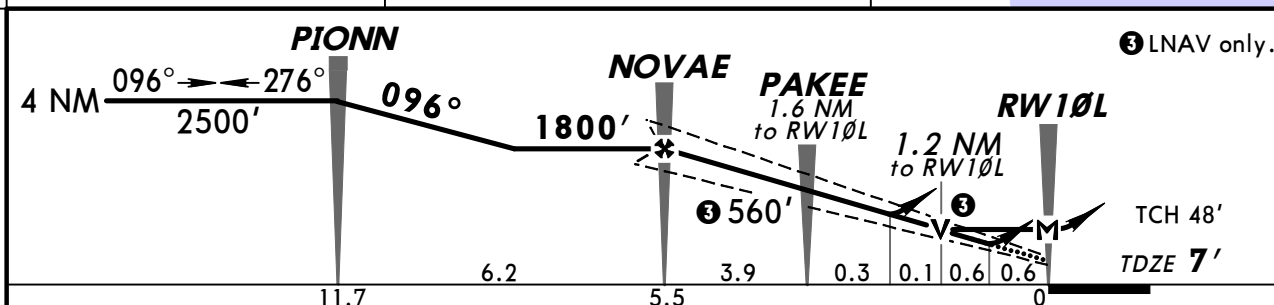
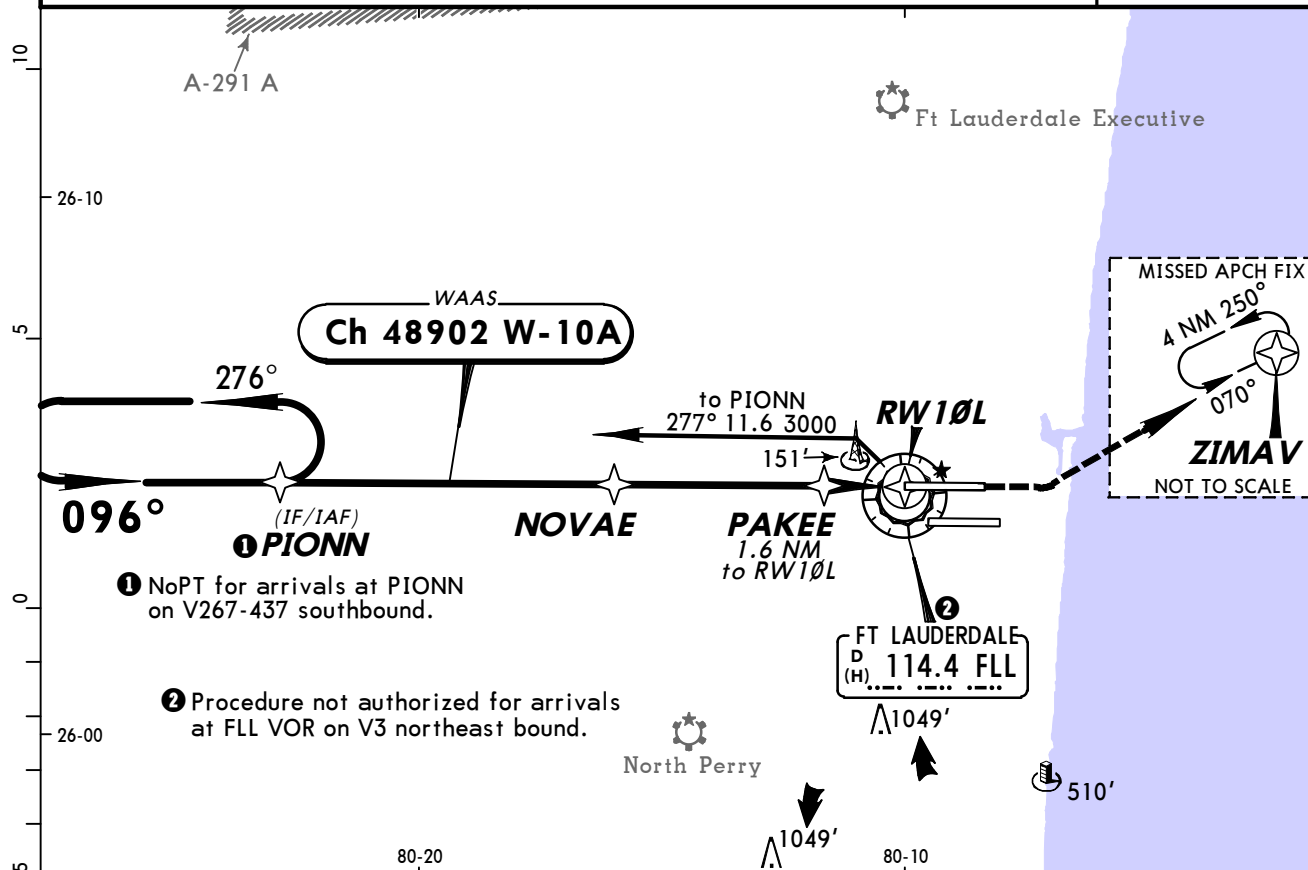


Gnd speed-Kts	70	90	100	120	140	160	MALSR		800'	4000'	FLL	HUKUK
GS	3.00°	372	478	531	637	743	PAPI		↑	↑	on 114.4	
MAP at D1.4 IUDL or SNAPE to MAP	6.1	5:14	4:04	3:40	3:03	2:37					R-305	

TERPS				STRAIGHT-IN LANDING RWY 28R				CIRCLE-TO-LAND			
ILS				LOC (GS out)							
DA(H) 257' (250')				MDA(H) 520' (513')							
FULL		RAIL or ALS out		RAIL out		ALS out		Max Kts		MDA(H)	
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1		90		540' (475')-1	
B								120		600' (535')-1	
C		RVR 40 or 3/4						140		760' (695')-2 1/4	
D				RVR 55 or 1	1 1/4	1 3/8		165		760' (695')-2 1/2	

BRIEFING STRIP™

D-ATIS 135.0		MIAMI Approach (R) 133.77		FT LAUDERDALE Tower Rwys 10L/28R 120.2 Rwys 10R/28L 119.3		Ground Alternate 121.4 121.7	
WAAS Ch 48902 W-10A	Final Apch Crs 096°	Minimum Alt NOVAE 1800' (1793')	LPV DA(H) 257' (250')	Apt Elev 65' TDZE 7'		2100' MSA RW10L	
MISSED APCH: Climb to 800', then climbing LEFT turn to 2000' direct ZIMAV and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 10R. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C(40°F) or above 54°C(130°F). 4. DME/DME RNP-0.30 not authorized. 5. Helicopter visibility reduction below RVR 40 not authorized. 6. VGSI and RNAV glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR		800'	2000'	ZIMAV
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		↑	LT	
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW10L											

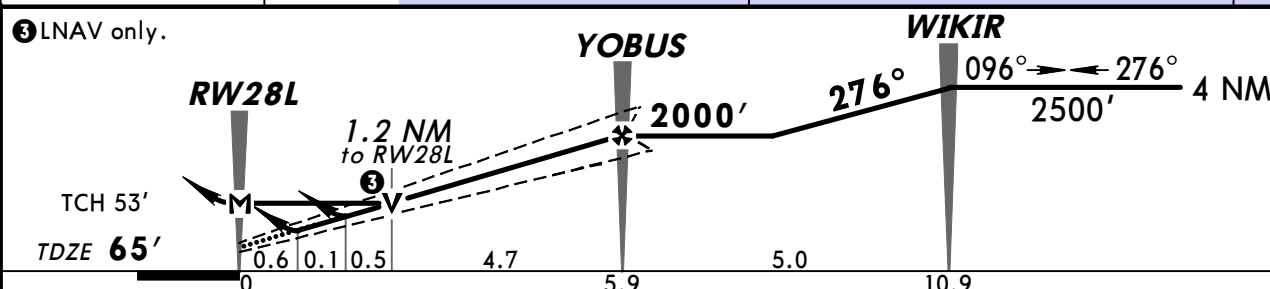
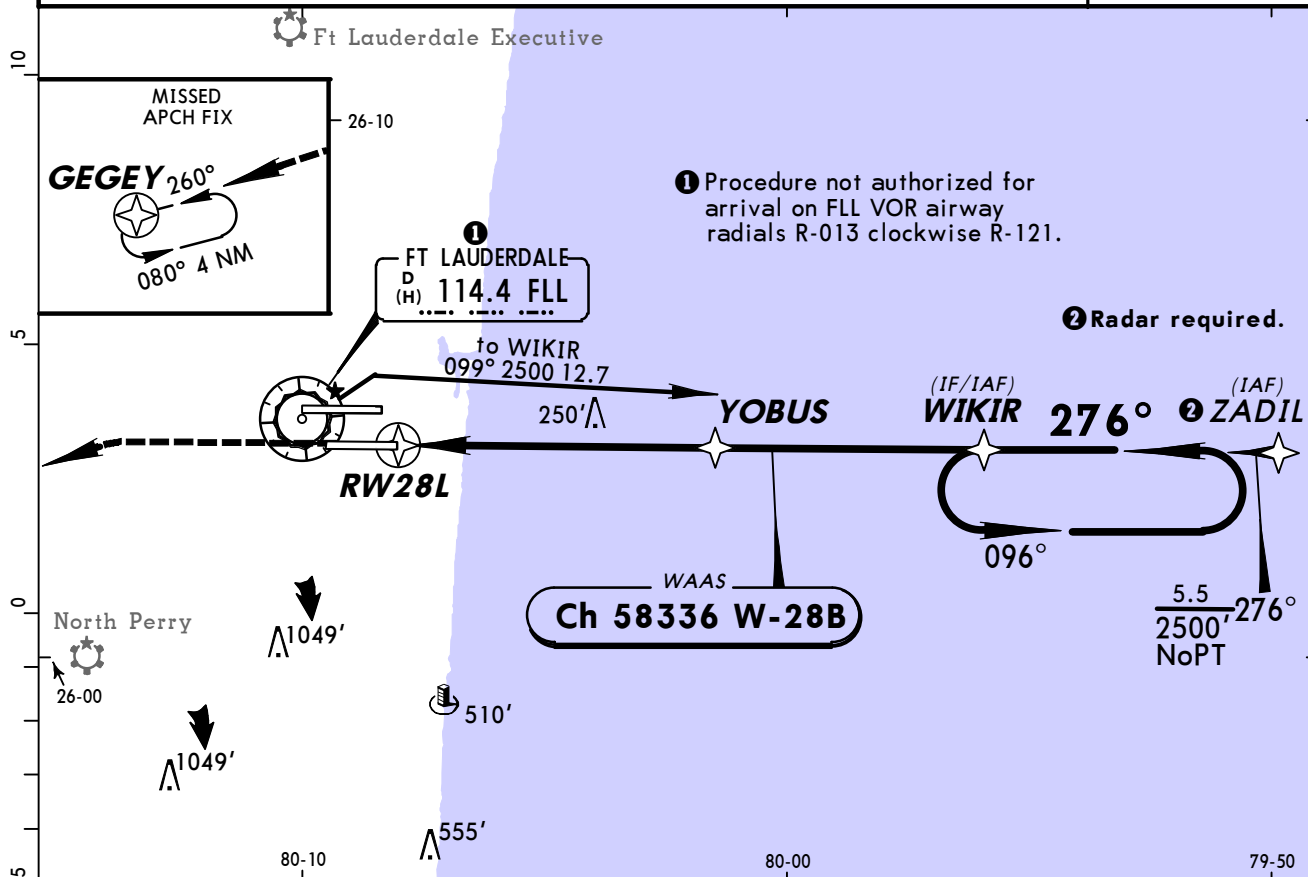
TERPS				STRAIGHT-IN LANDING RWY 10L				CIRCLE-TO-LAND			
LPV DA(H) 257' (250')		LNAV/VNAV DA(H) 477' (470')		1 LNAV MDA(H) 460' (453')		C					
RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)				
A						90	540' (475')-1				
B						120	600' (535')-1				
C	RVR 40 or 3/4	RVR 57 or 1 1/8	RVR 60 or 1 1/8	1 1/2		140	760' (695')-2				
D						165	760' (695')-2 1/4				

1 Procedure not authorized during simultaneous operations.

BRIEFING STRIPTMS AMEND 0 18 SEP 2014

ERP

D-ATIS 135.0	MIAMI Approach (R) 133.77	FT LAUDERDALE Tower Rwys 10R/28L 119.3 Rwys 10L/28R 120.2	Ground Alternate 121.7
WAAS Ch 58336 W-28B	Final Apch Crs 276°	Minimum Alt YOBUS 2000' (1935')	LPV DA(H) 315' (250')
Apt Elev 65' TDZE 65'			
MISSED APCH: Climb to 1000' then climbing LEFT turn to 4000' direct GEGEY and hold, continue climb-in-hold to 4000'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with ILS or LOC Rwy 28R, RNAV (GPS) Y Rwy 28R. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C (41°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized.			
2100' MSA RW28L			



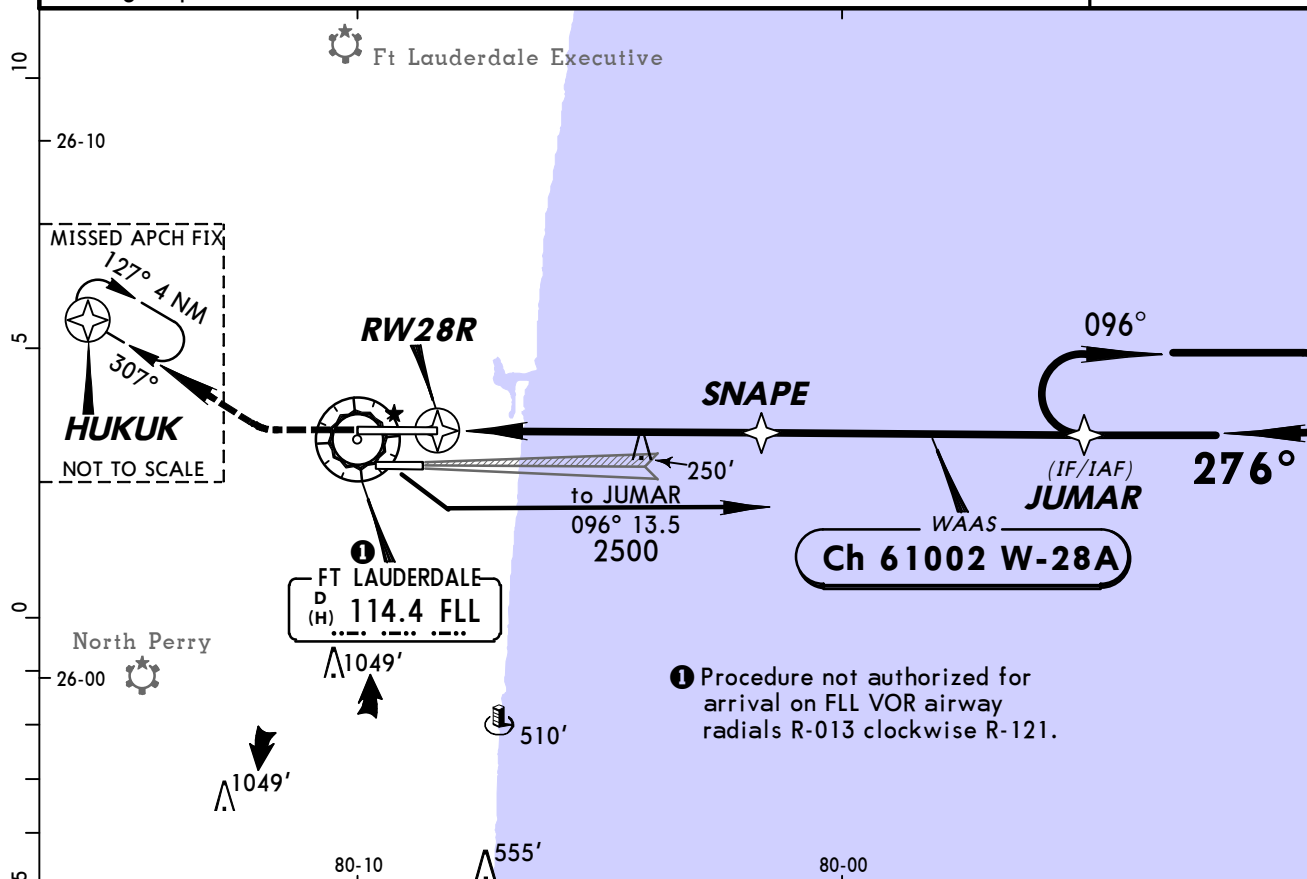
Gnd speed-Kts	70	90	100	120	140	160	MALSF	1000'	4000'	→	GEGEY
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI-L	↑	LT		
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW28L											

TERPS			STRAIGHT-IN LANDING RWY 28L			CIRCLE-TO-LAND		
LPV		DA(H) 315' (250')	LNAV/VNAV		DA(H) 333' (268')	1 LNAV		MDA(H) 500' (435')
		ALS out			ALS out			ALS out
A						RVR 40 or 3/4	RVR 55 or 1	90
B								120
C	RVR 40 or 3/4		RVR 40 or 3/4			RVR 45 or 3/4	1 1/4	140
D				RVR 60 or 1 1/4				165

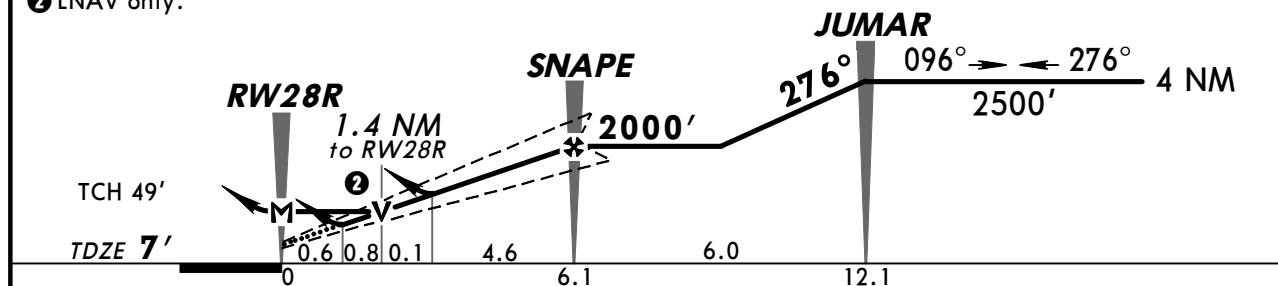
1 Procedure not authorized during simultaneous operations.

BRIEFING STRIP™

D-ATIS 135.0		MIAMI Approach (R) 133.77		FT LAUDERDALE Tower Rwys 10L/28R 120.2 Rwys 10R/28L 119.3		Ground Alternate 121.4 121.7				
WAAS Ch 61002 W-28A		Final Apch Crs 276°		Minimum Alt SNAPE 2000' (1993')		LPV DA(H) 257' (250')		Apt Elev 65' TDZE 7'		2100' MSA RW28R
MISSED APCH: Climb to 800', then climbing RIGHT turn to 4000' direct HUKUK and hold, continue climb-in-hold to 4000'.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. Simultaneous approach authorized with Rwy 28L. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C(40°F) or above 54°C(130°F). 4. DME/DME-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident.										



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	800'	4000'	D→	HUKUK
Glide Path Angle 3.00°	372	478	531	637	743	849					
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW28R											

TERPS			STRAIGHT-IN LANDING RWY 28R						CIRCLE-TO-LAND		
LPV DA(H) 257' (250')			LNAV/VNAV DA(H) 594' (587')			1 LNAV MDA(H) 520' (513')				Max Kts	MDA(H)
RAIL out		ALS out	RAIL out		ALS out	RAIL out		ALS out			
A	RVR 40 or 3/4		1 1/2		2	RVR 24	RVR 40	RVR 55	90	540' (475')-1	
or 1/2						or 3/4	or 1	120	600' (535')-1		
RVR 55						1 1/4	1 3/8	140	760' (695')-2		
or 1								165	760' (695')-2 1/4		

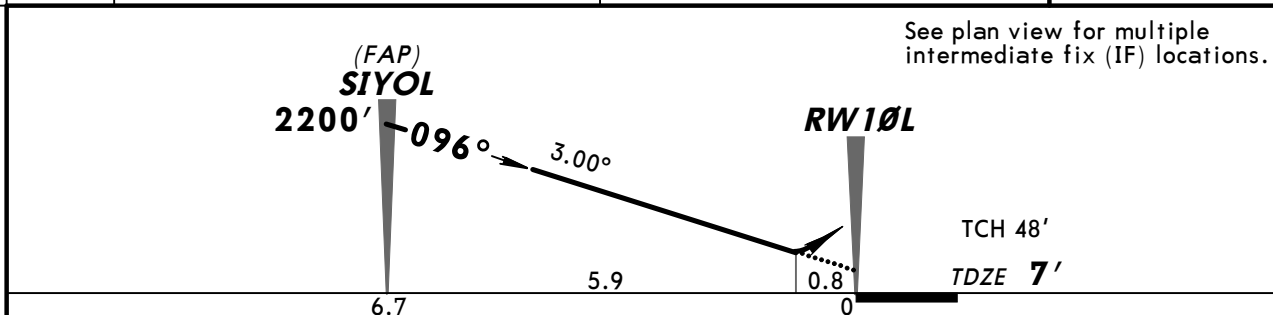
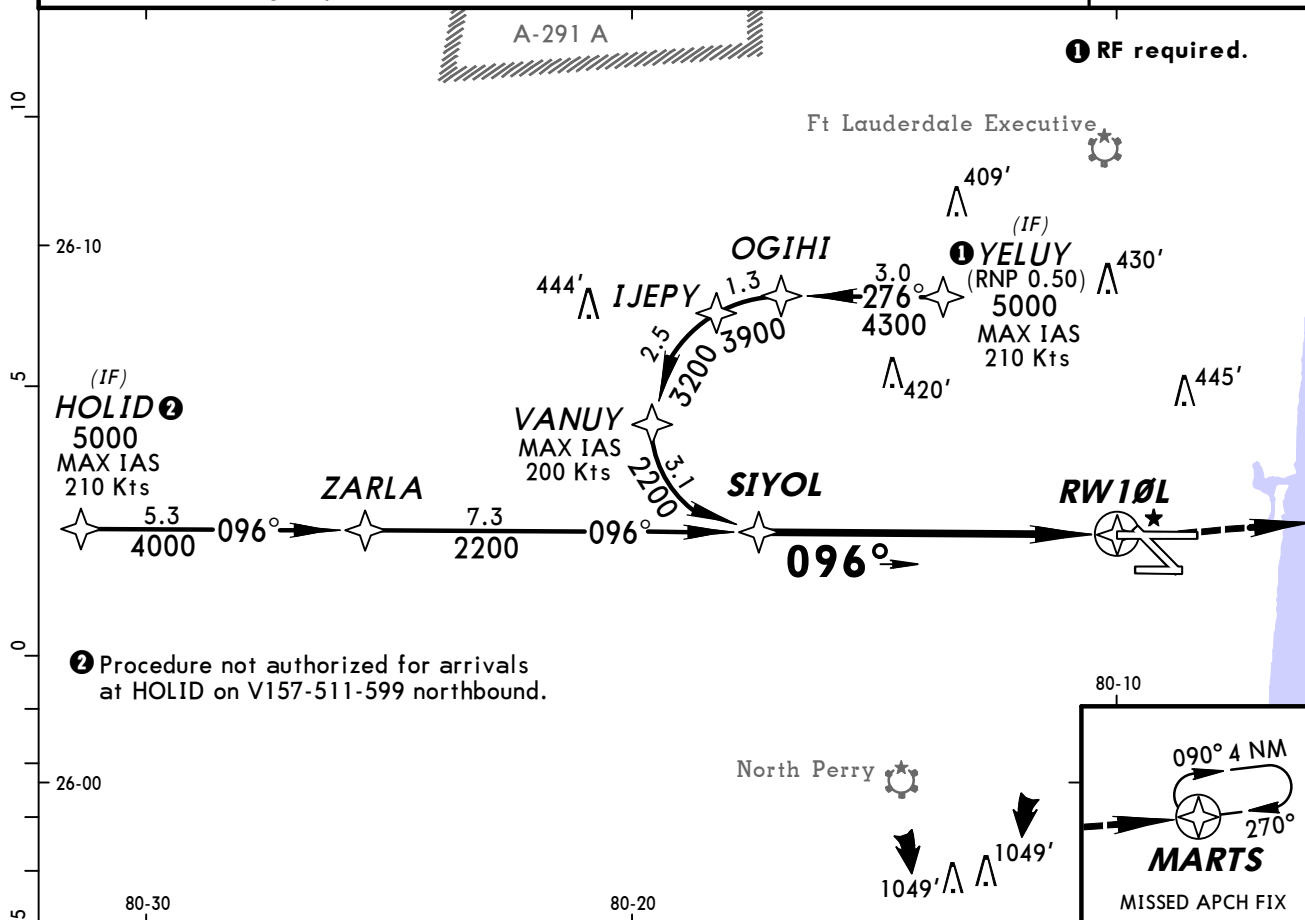
① Procedure not authorized during simultaneous operations.

CHANGES: Communications.

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BRIEFING STRIP™

D-ATIS 135.0		MIAMI Approach (R) 133.77		FT LAUDERDALE Tower Rwys 10L/28R Rwys 10R/28L 120.2 119.3		Ground Alternate 121.4 121.7	
RNAV	Final Apch Crs 096°	Minimum Alt SIYOL 2200' (2193')	RNP 0.15 DA(H) 307' (300')		Apt Elev 65' TDZE 7'		2600' MSA RW10L
MISSED APCH: Climb to 4000' direct MARTS and hold, continue climb-in-hold to 4000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (40°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident.							



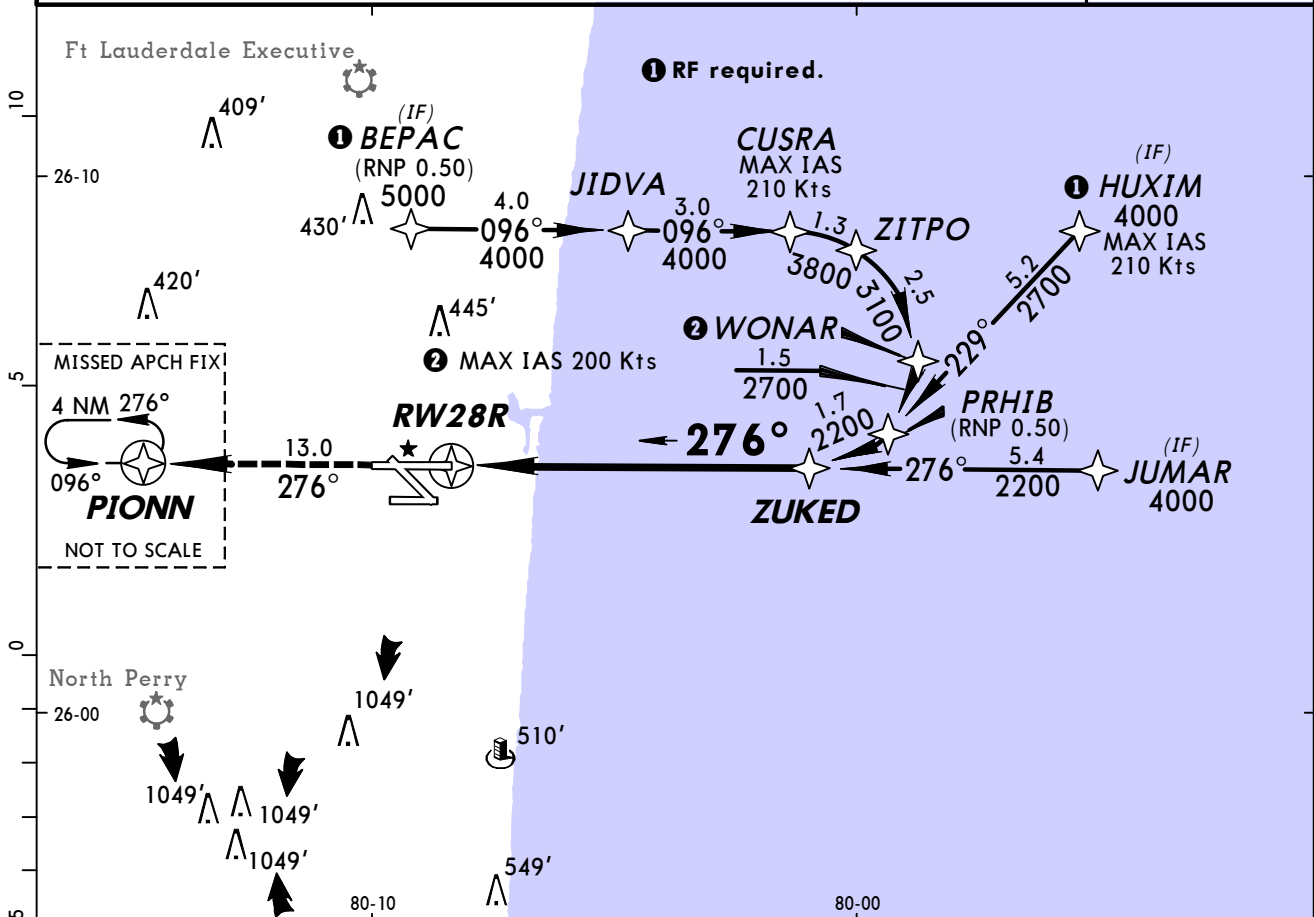
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 4000' D→ MARTS
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at DA							

TERPS		STRAIGHT-IN LANDING RWY 10L	
RNP 0.15 DA(H) 307' (300')		RNP 0.30 DA(H) 445' (438')	
RAIL or ALS out		RAIL or ALS out	
A	RVR 50 or 1	1½	
B			
C			
D			

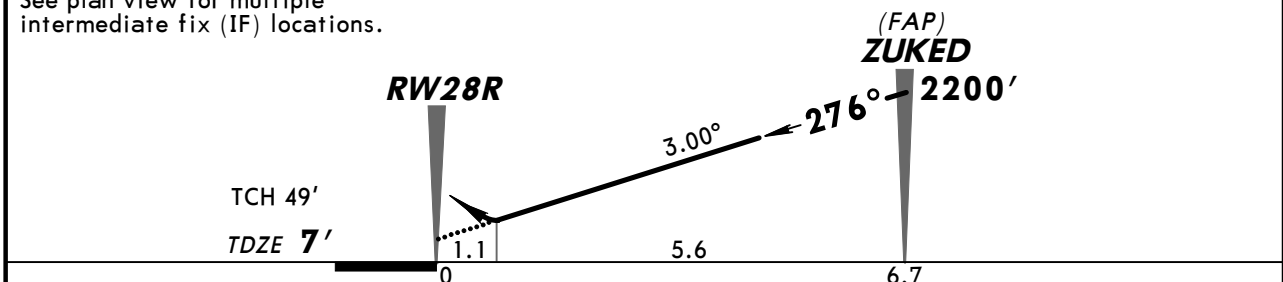
TERPS AMEND 1A 29 MAY 2014

BRIEFING STRIP

D-ATIS 135.0		MIAMI Approach (R) 133.77		FT LAUDERDALE Tower Rwys 10L/28R 120.2 Rwys 10R/28L 119.3		Ground Alternate 121.4 121.7	
RNAV	Final Apch Crs 276°	Minimum Alt ZUKED 2200' (2193')	RNP 0.15 DA(H) 405' (398')	Apt Elev 65' TDZE 7'		2600' MSA RW28R	
MISSED APCH: Climb to 4000' on track 276° to PIONN and hold, continue climb-in-hold to 4000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (40°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident.							



See plan view for multiple
intermediate fix (IF) locations.

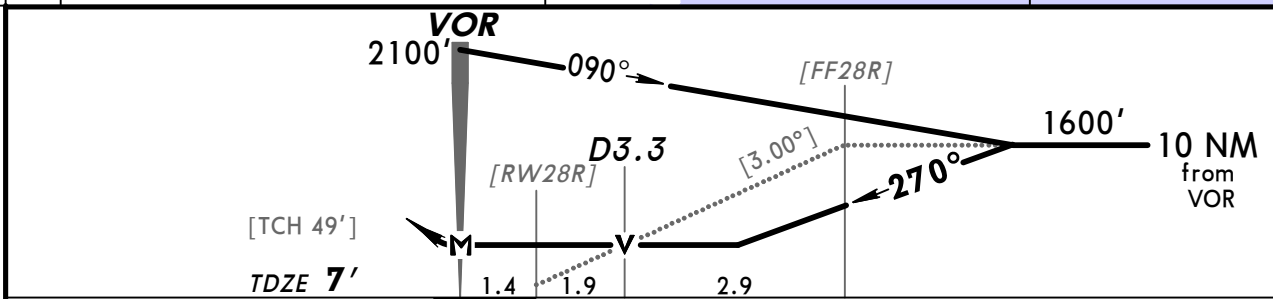
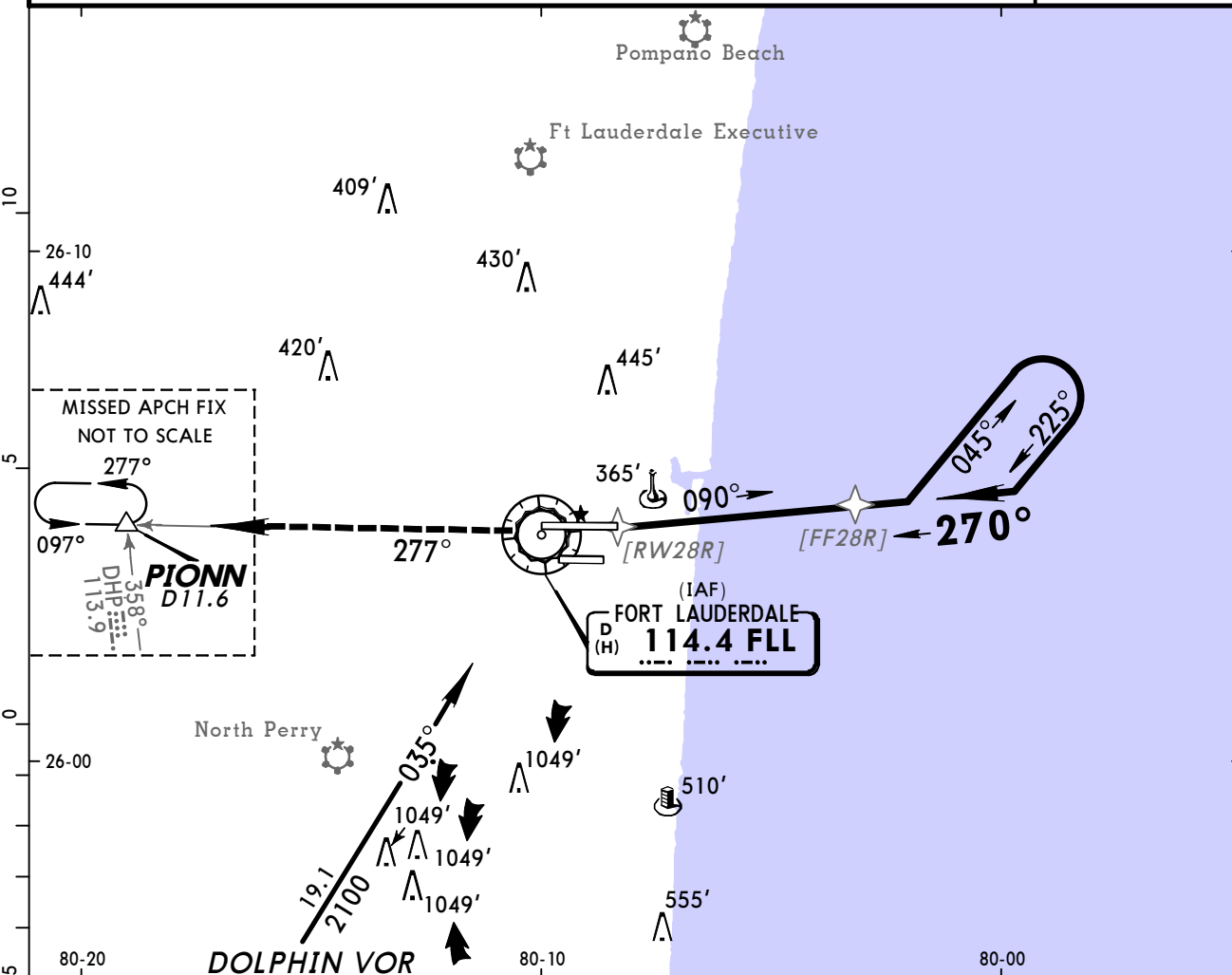


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 4000' on 276° PIONN	
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at DA								

TERPS		STRAIGHT-IN LANDING RWY 28R	
RNP 0.15 DA(H) 405' (398')		RNP 0.30 DA(H) 627' (620')	
RAIL or ALS out		RAIL or ALS out	
A			
B			
C	1 3/8		1 5/8
D			

TERPS AMEND 1A 29 MAY 2014

D-ATIS 135.0	MIAMI Approach (R) 133.77	FT LAUDERDALE Tower Rwys 10L/28R 120.2 Rwys 10R/28L 119.3	Ground 121.4	Alternate 121.7
VOR FLL 114.4	Final Apch Crs 270°	No FAF	MDA(H) 680' (673')	Appt Elev 65' TDZE 7'
MISSED APCH: Climb to 4000' outbound on FLL VOR R-277 to PIONN INT/D11.6 and hold, continue climb-in-hold to 4000'.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'



Gnd speed-Kts	70	90	100	120	140	160		MALSR	4000'	FLL	PIONN
Descent Angle [3.00°]	372	478	531	637	743	849		PAPI	↑	on 114.4 R-277	
MAP at VOR											

TERPS				STRAIGHT-IN LANDING RWY 28R		CIRCLE-TO-LAND	
				MDA(H) 680' (673')		Not Authorized to Rwy 28L at Night	
				RAIL out		ALS out	
A	RVR 24 or 1/2			RVR 40 or 3/4		RVR 55 or 1	
B	1 1/2			1 3/4		1 7/8	
C							
D							

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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FT LAUDERDALE, FL (FT LAUDERDALE-HOLLYWOOD INTL - KFLL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KFLI

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Airport elevation changed from 9' to 65'.