



FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL) INFORMAL RUNWAY USE PROGRAM

Tower Order FLL 8400.9a, Revised May 5, 2015

APPLICATION: Informal Runway Use Program - an approved runway use program which does not require a Letter of Understanding and participation in the program is voluntary for aircraft operators/pilots.

1. RUNWAY USE PROCEDURES:

- a) The Fort Lauderdale - Hollywood International Airport Informal Runway Use Program applies to all turbojet aircraft regardless of weight
- b) All turbojet departures on Runway 10L, 10R, 28R, and 28L: Remain on assigned heading until 3,000 feet or three (3) miles
- c) Voluntary User Program for Runway 10R – 28L as described in Appendix 2 (dated April 23, 2015)

2. HELICOPTER ARRIVAL AND DEPARTURE PROCEDURES:

- a) North and south enroute via beach-at or below 500 feet, or west of I-95
- b) East/West – between the parallel runways.



3. OPERATIONAL SAFETY CRITERIA:

- a. Windshear or Thunderstorms - There should be no significant windshear or thunderstorm which affect *the* use of the selected runways) such as:
 - 1. That reported by an operating Low Level Wind Shear Alert System (LLWAS), or
 - 2. Pilot report (PIREP) of windshear, or
 - 3. No thunderstorm on *the initial take-off* departure *path* or final approach path (within 5 nm) of *the* selected runway.

- b. Visibility - In order to utilize landing runways associated with a runway use program, the reported visibility shall not be less than one statute mile/runway visual range (RVR) 5,000 feet.

- c. Runway Braking Effectiveness - No braking effectiveness reports of less than "GOOD".

- d. Winds
 - 1. Clear and Dry Runways:
 - a. The crosswind component for selected runway (including gust values), must not be greater than 20 knots (see Appendix 1, Table 1).
 - b. The tailwind component must not be greater than five (5) knots (see Appendix 1, Table 3).

 - 2. Runways not Clear and Dry:
 - a. The crosswind component (including gust values), must not exceed 15 knots (see Appendix 1, Table 2).
 - b. No tailwind component may be present except the nominal range of winds reported as calm (0 - 3 knots), may be considered as no tailwind component.

APPENDIX 1 • TABLE OF MAXIMUM WIND VALUES

The following table illustrates the maximum components for wind directions in 10 degree increments relative to a runway. No headwind component limitation is stated because strong headwinds would indicate use of a runway aligned into the wind due to the crosswind limitation. Velocity values are rounded to the nearest whole number.

TABLE 1 CROSSWIND COMPONENT (DRY RUNWAY)

Wind Angle (Degrees) from Runway Heading	Wind Velocity (Knots)
10	114
20	58
30	40
40	31
45	28
50	26
60	23
70	21
80	20
<u>90</u>	<u>20</u>

TABLE 2 CROSSWIND COMPONENT (RUNWAY NOT DRY)

Wind Angle (Degrees) from Runway	Wind Velocity (Knots)
10	86
20	44
30	30
40	23
45	21
50	19
60	17
70	16
80	15
90	15

TABLE 3 TAILWIND COMPONENT (WITHOUT ANEMOMETERS, DRY RUNWAY)

Wind Angle (Degrees) from Runway Heading	Wind Velocity (Knots)
100	20
110	14
120	10
130	7
135	7
140	6
150	5
160	5
170	5

APPENDIX 2 • Voluntary Use Program for Runway 10R/28L, page 1 of 2



AVIATION DEPARTMENT - Fort Lauderdale/Hollywood International Airport
2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100

April 23, 2015

Re: Voluntary User Program for Runway 10R/28L at Fort Lauderdale-Hollywood International Airport

Dear Aircraft Operators:

I am writing to you about, and request your continued participation in, the voluntary user program involving the nighttime use of the reconstructed south parallel runway at the Fort Lauderdale-Hollywood International Airport (Airport). I had previously contacted you last year prior to the opening of the runway in September 2014, about this program. Since that time, we have been working with the communities surrounding the Airport regarding the operations on the runway while analyzing the use needs for Runway 10R-28L. Our collaborative efforts have resulted in an opportunity to adjust the operational conditions for the runway, and I am asking for your assistance.

This voluntary user program will facilitate Broward County's compliance with the Airport Noise Abatement Program, and the Interlocal Agreement executed between Broward County (County), and the City of Dania Beach (City) on November 25, 2013. In correspondence dated May 7, 2012, the Federal Aviation Administration (FAA) accepted the County's proposal to "reach agreement with the users concerning a voluntary nighttime limitation of the use of the new runway."

In furtherance of this goal, your voluntary cooperation with the following nighttime procedures for use of the south parallel runway is requested:

1. From 2230-0600 local, all aircraft are strongly encouraged to refrain from use of Runway 10R/28L unless:
 - a. When necessitated by considerations of weather, air traffic safety, or efficiency, as determined by pilots or the Air Traffic Control Tower; or
 - b. During construction or maintenance work on the airfield or Runway 10L/28R, or closure of Runway 10L/28R for any other reason; or
 - c. During the existence of an emergency or safety condition, as declared by the pilot, the Air Traffic Control Tower, or the Airport Aviation Director.
2. These procedures are to be implemented in a manner consistent with safety and operational criteria set forth in FAA Order 8400.9.
3. These procedures are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operation or to conflict with FAA instructions, regulations, or procedures.

Broward County Board of County Commissioners
Mark D. Bogen • Beam Furr • Dale V.C. Holness • Martin David Kiar • Chip LaMarca • Stacy Ritter • Tim Ryan • Barbara Sharief • Lois Waxler
www.broward.org/www.fil.net

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4. Voluntary compliance with these procedures is requested until a new Part 150 noise study (New Part 150 Study) for the Airport is completed by the County, and the FAA has made a determination based on the study. It is stipulated that the New Part 150 Study will commence eighteen (18) months following the opening of Runway 10R/28L, which took place in September 2014.

We appreciate your willingness to participate in this voluntary user program, as outlined above. Please assist in maximizing distribution of this letter by disseminating it to flight and dispatch crews within your organization.

The County appreciates your long-standing and continuing support of the Airport Noise Abatement Program.

Please do not hesitate to contact me directly if you have any questions, concerns, or suggestions.

Sincerely,



Kent G. George, A.A.E.
Director of Aviation

KGG/MN/me/ml

C: Doug Webster, Deputy Director, Aviation
Mike Nonnemacher, Director of Operations, Aviation
Chris Lee, Senior Assistant County Attorney