

APPENDIX C

Airspace and Procedures

This Appendix provides a detailed overview of FLL's airspace, and approach and departure procedures.

- Appendix C Airspace and Procedures
- Attachment 1 Published Instrument Approach and Departure Procedures

APPENDIX C

Airspace and Procedures

1.1 Airspace

The FAA has six classifications of airspace under the National Airspace System (NAS). These classifications, which are designated Class A, B, C, D, E, and G and shown on **Figure C-1**, are critical to the safety of all flights and to the efficient operation of all air traffic control facilities and the NAS. The airspace in the southeast Florida region is highly congested and complex with many airports, both commercial service and general aviation. Miami International Airport's (MIA) Class B airspace is the largest area of airport allocated airspace in the region and is located in immediate proximity to FLL's Class C airspace.

FIGURE C-1
AIRSPACE CLASSIFICATIONS



SOURCE: FAA Course ALC-42, *Airspace, Special Use Airspace and TFRs*, 2016.

The following paragraphs describe each airspace classification in the vicinity of FLL. **Figure C-2** depicts the airspace in the vicinity of the Airport.

Class A Airspace

Class A airspace is designated for positive control of aircraft and ranges from 18,000 feet above mean sea level (MSL) to 60,000 feet MSL. Within Class A airspace, only aircraft operating under instrument flight rules (IFR) that are on instrument flight plans are authorized. The aircraft must have specific equipment and Air Traffic Control (ATC) clearance before entering the airspace. This airspace is controlled by the FAA's Air Route Traffic Control Center (ARTCC).

Class B Airspace

Class B airspace at MIA is generally defined as the airspace from the ground surface up to 10,000 feet MSL. Class B airspace can sometimes be described as an “upside down wedding cake” designed to contain all published instrument procedures once an aircraft enters the airspace. ATC clearance is required for all aircraft to operate in Class B airspace. All aircraft that are so cleared also receive separation services from other aircraft within the airspace.

Aircraft operating under Visual Flight Rules (VFR) or IFR are permitted into Class B airspace; however, the aircraft must be equipped with a two-way radio capable of communicating with ATC on appropriate frequencies and an operable radar beacon transponder with automatic altitude reporting equipment. For IFR operations, the aircraft must have an operable VOR or TACAN receiver. The pilot must hold at least a private pilots certificate.

Further surrounding the Class B airport is a 30-nautical mile (nm) Mode C veil that is designated by a thin, solid magenta line that circles the Class B airspace and extends from the surface upward to 7,000 feet MSL. Unless otherwise authorized, an aircraft operating within the Mode C veil must be equipped with automatic pressure altitude reporting equipment having Mode C radar capability. This allows Miami TRACON to see all aircraft operating close to the Class B airspace and provide adequate aircraft separation minimums.

Class C Airspace

The airspace immediately surrounding FLL is classified as Class C airspace, designated by solid magenta lines on the navigation charts provided in **Figure C-2**. Note that the Class C airspace surrounding FLL encompasses the Fort Lauderdale Executive Airport (FXE).

Class C airspace is the airspace from the surface up to 4,000 feet above the airport elevation charted in MSL surrounding those airports that have an operational control tower, are serviced by a radar approach control, and that have a certain number of IFR operations or passenger enplanements. Class C airspace is represented by solid magenta lines. Like Class B airspace, Class C airspace is individually tailored to meet the needs of the respective airport. As shown on **Figure C-2**, the layers are identified with magenta numbers representing the base and ceiling altitudes of the airspace. The airspace usually consists of a surface area with a 5-nm radius from the surface up to 4,000 feet above airport elevation, and a 10-nm radius that extends from 1,200 feet to 4,000 above the airport, which is the case at FLL. Pilots must establish two-way radio communications with the ATC facility providing air traffic control services prior to entering the airspace. VFR aircraft are separated from IFR aircraft in Class C airspace.

Class D Airspace

Class D airspace is generally that airspace from the surface to 2,500 feet AGL. The configuration of Class D airspace is individually tailored and shown as a dashed blue line with an altitude representing the extent of the airspace from the surface. When instrument procedures are published, the airspace will normally be designed to contain the procedures with either Class D or E airspace. Class D airspace only surrounds airports that have an operational control tower; pilots are required to establish and maintain two-way radio communication with the ATC facility.

Examples of Class D airspace within the Class B and Class C airspace in the Southeast Florida area include Fort Lauderdale Executive (FXE), Miami Executive (TMB), Miami-Opa Locka Executive (OPF), Pompano Beach Airpark (PMP), and North Perry Airport (HWO). For example, FXE's airspace is shown as a dashed blue circle and extends from the surface up to 2,500 feet AGL.

Class E Airspace

Class E airspace is generally controlled airspace that is not Class A, B, C, or D. Class E airspace extends upward from either the surface or designated altitude to the overlying or adjacent controlled airspace. Also in this class are Victor airways (airspace beginning at either 700 feet or 1,200 feet AGL used to transition to/from the terminal or enroute environments) and offshore airspace areas designated below 18,000 feet MSL. Unless designated at a lower altitude, Class E airspace begins at 14,500 feet MSL over the United States, including that airspace overlying the water within 12 nm off the coast of the 48 contiguous states and Alaska. It does not include airspace at or above 18,000 feet MSL. Class E airspace ensures that IFR aircraft remain in controlled airspace when approaching airports without Class D airspace or when flying on Victor airways that are below 18,000 feet MSL.

Most of the U.S. has a Class E airspace limit of 1,200 feet AGL. Where it decreases to 700 feet AGL is depicted on **Figure C-2** by a shaded, gradient magenta line. The floor of the vast majority of Class E airspace is 700 feet around the Southeast Florida area. The more defined side of the magenta line indicates areas where the floor of Class E airspace rises to 1,200 feet AGL. When Class E airspace extends down to the surface, it is depicted by a dashed magenta line. Class E airspace extending down to the surface usually abuts Class D airspace surrounding an airport.

Class G Airspace

Where the lower level of Class E airspace is not depicted, the airspace beneath is considered uncontrolled or Class G airspace. Class G airspace begins at ground level and, in very remote areas, it has an upper limit of up to but not including 14,500 feet MSL. The top of Class G airspace is usually where Class E airspace begins, usually either 700 foot AGL depicted by magenta shading or 1,200 foot AGL areas depicted by blue shading. Class G airspace begins at the surface throughout much of the area surrounding the Class B, C, D, and E airspaces throughout the Southeast Florida area. Uncontrolled airports located in Class G airspace are depicted in magenta since they do not have a control tower.

Special Use Airspace

Special use airspace consists of that airspace wherein activities must be confined because of their nature, or wherein limitations are imposed on aircraft operations that are not a part of those activities, or both.

1.2 FLL Terminal Procedures Publications

U.S. Terminal Procedures Publications (TPP) are published on a regular, periodic basis by the FAA. Collectively, the instrument approach procedures (IAPs), standard terminal arrival routes

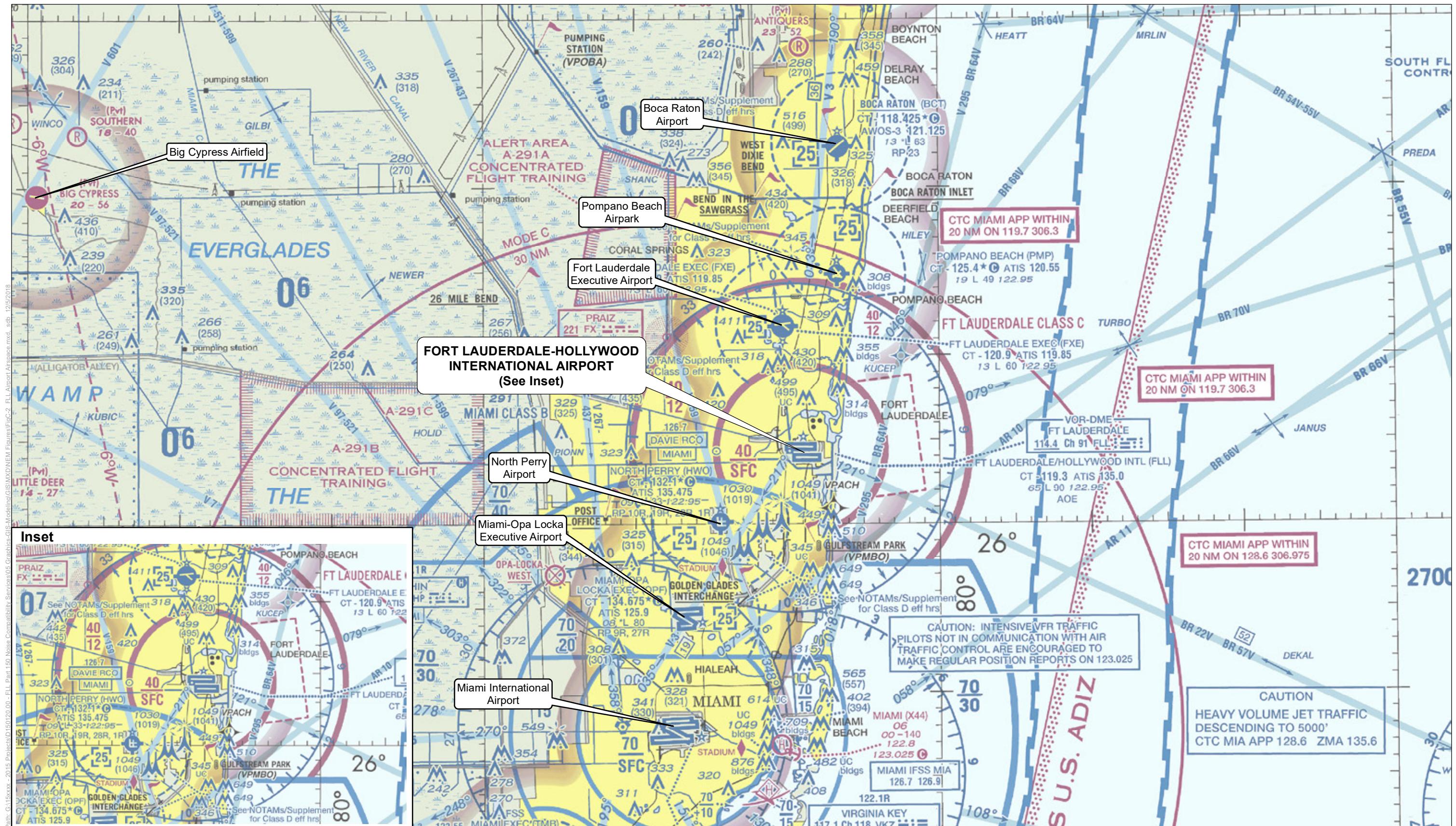
(STARs), and departure procedures (DPs) published within provide a system of procedures to move aircraft through the airspace into and out of an airport.

1.2.1 Instrument Approach Procedures

Instrument approach procedures are flight procedures developed and published by the FAA that pilots use to navigate their aircraft to the runway. The IAPs currently published for FLL are provided in **Attachment 1**.

1.2.2 Standard Terminal Arrival Routes and Departure Procedures

When flying a standard terminal arrival route or departure procedure, the pilot will follow waypoints or fixes that are either ground-based or RNAV-based depending on aircraft capability. In conventional procedures, fixes are defined by the location of a navigational aid (e.g., VOR) or determined by reference to these navigational aids such as DME intersections. The advantage of the RNAV STARs and DPs are that waypoints are defined by longitude and latitude, and allow aircraft to fly a more direct course from point to point instead of from navigational aid to navigational aid. STARs and DPs may serve more than one airport in an area, and an airport such as FLL may have multiple STARs and DPs. Each of the published procedures is noted in the following sections. Navigational aids and airspace fixes used by aircraft arriving and departing FLL are shown on **Figure C-3**. The STARs and DPs currently published for FLL are provided in **Attachment 1**.



Miami Sectional Chart #103, published 2018-08-16

SOURCE: Federal Aviation Administration, 2018; Adapted by ESA, 2018

Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study . 150120

Figure C-2

Airport Airspace

Fort Lauderdale-Hollywood International Airport

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Miami Sectional Chart #103, published 2018-08-16

SOURCE: Federal Aviation Administration, 2018; Adapted by ESA, 2018

Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study . 150120

Figure C-3
Navigational Aids
Fort Lauderdale-Hollywood International Airport

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Appendix C Attachment 1

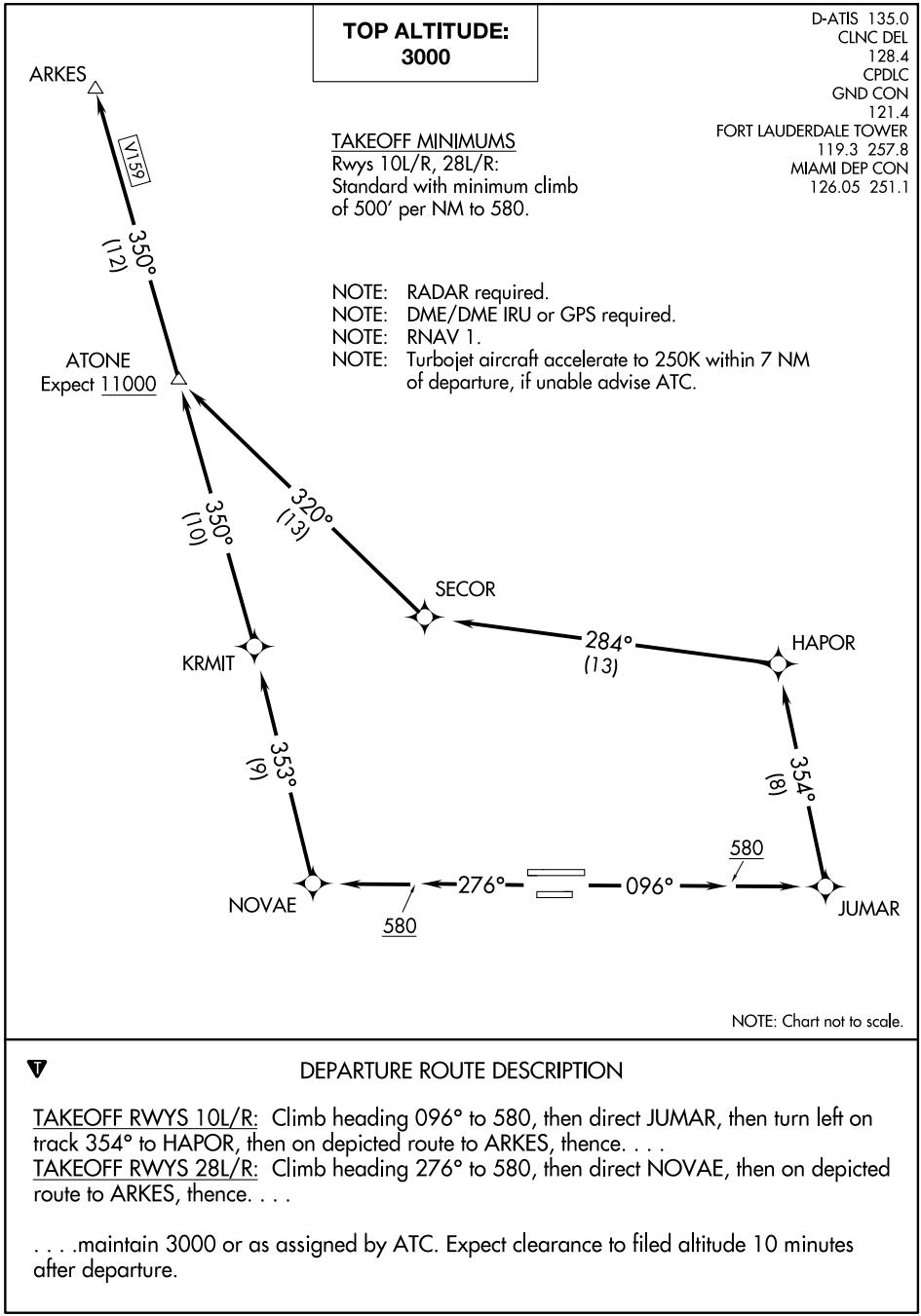
Published Instrument Approach and Departure Procedures

(ARKES4.ARKES) 18088

AI-744 (FAA)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA

ARKES FOUR DEPARTURE (RNAV)

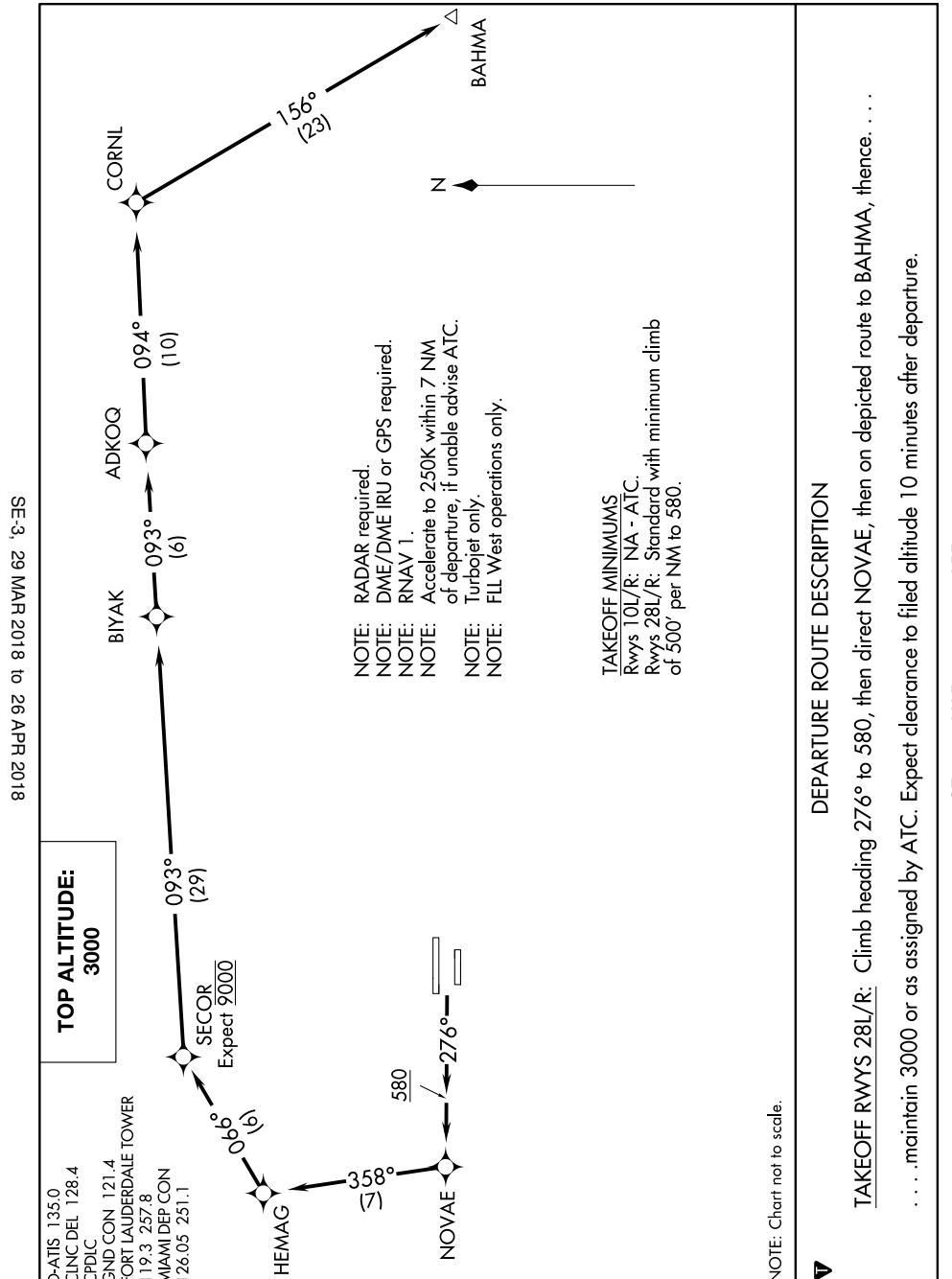


ARKES FOUR DEPARTURE (RNAV)
(ARKES4.ARKES) 25JUN15

FORT LAUDERDALE, FLORIDA
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

(BAHMA5.BAHMA) 18088 AI-744 (FAA)
BAHMA FIVE DEPARTURE (RNAV)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)
 FORT LAUDERDALE, FLORIDA

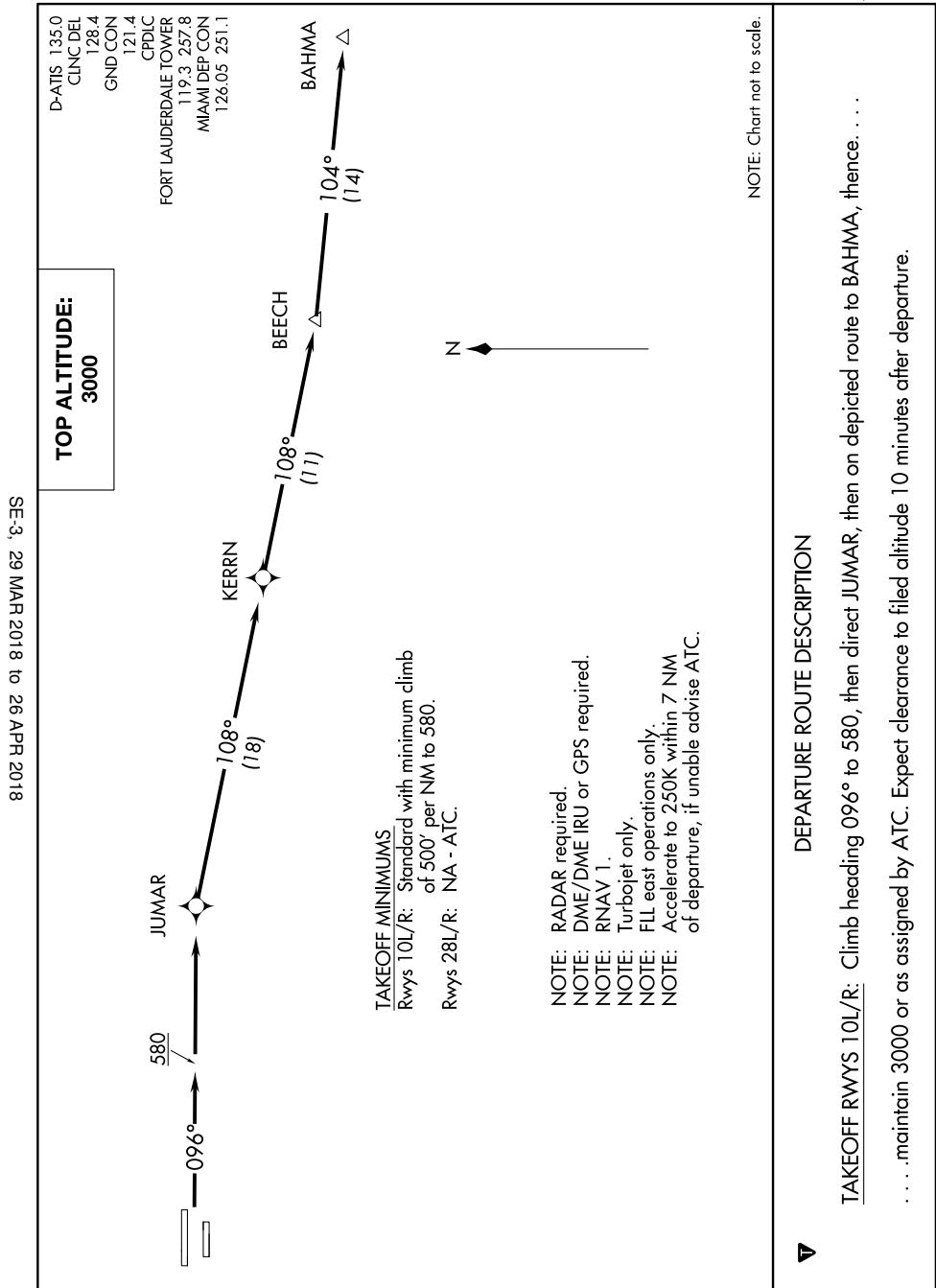


BAHMA FIVE DEPARTURE (RNAV)
 (BAHMA5.BAHMA) 25JUN15

FORT LAUDERDALE, FLORIDA
 FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

(BEECH5.BEECH) 18088 AL-744 (FAA)
BEECH FIVE DEPARTURE (RNAV)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)
 FORT LAUDERDALE, FLORIDA



BEECH FIVE DEPARTURE (RNAV)
 (BEECH5.BEECH) 25JUN15

FORT LAUDERDALE, FLORIDA
 FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

SE-3, 29 MAR 2018 to 26 APR 2018

(FLL6.FLL) 18088

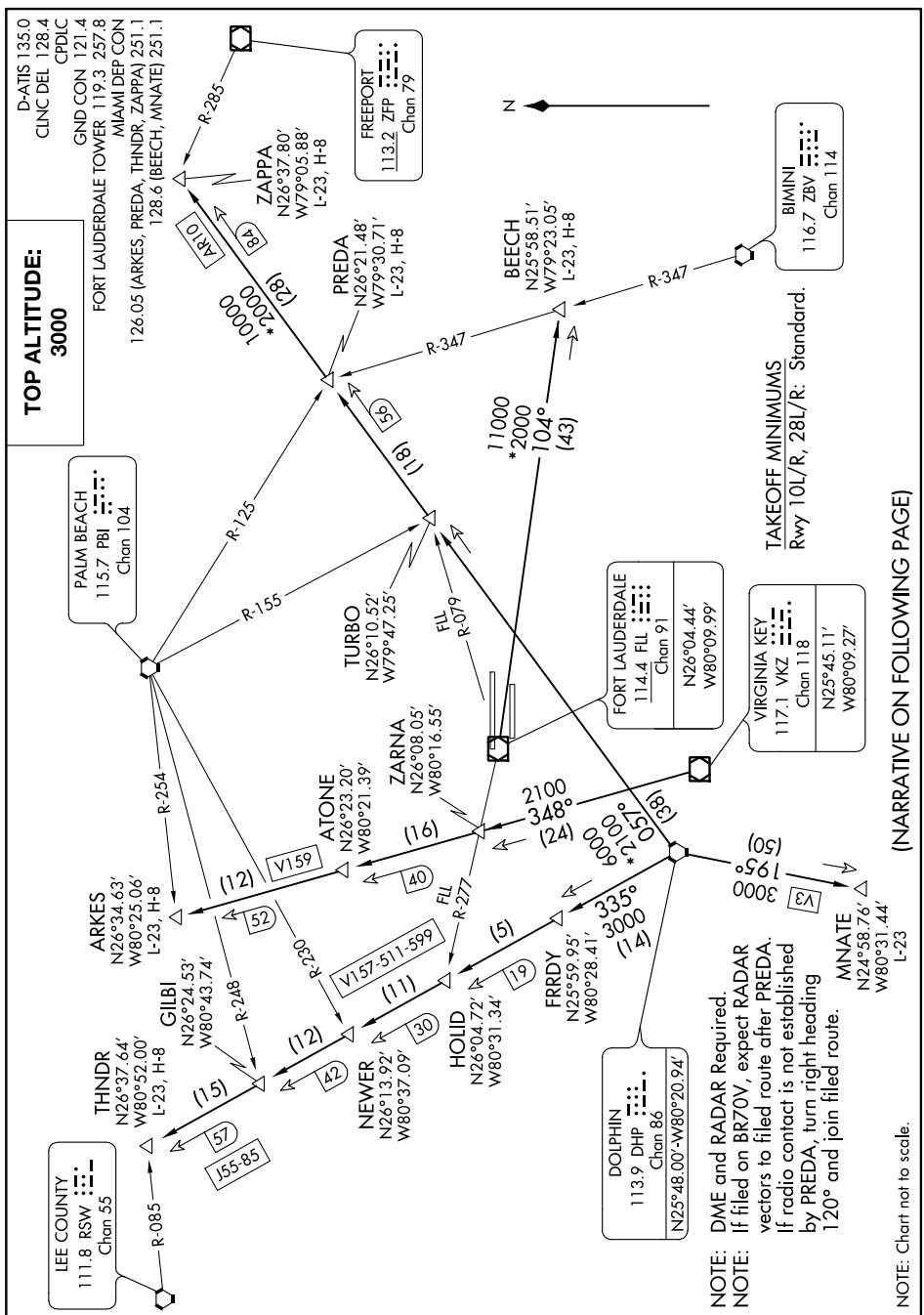
AL-744 (FAA)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

FORT LAUDERDALE SIX DEPARTURE

FORT LAUDERDALE, FLORIDA

SE-3, 29 MAR 2018 to 26 APR 2018



FORT LAUDERDALE SIX DEPARTURE

(FLL6.FLL) 25JUN15

FORT LAUDERDALE, FLORIDA

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

SE-3, 29 MAR 2018 to 26 APR 2018

(FLL6.FLL) 18088

AL-744 (FAA)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

FORT LAUDERDALE SIX DEPARTURE

FORT LAUDERDALE, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 10L/R: Climb on assigned heading. Thence. . . .

TAKEOFF RWY 28R: Climb on assigned heading. If assigned left turn, climb to 500 before turning left. Thence. . . .

TAKEOFF RWY 28L: Climb on assigned heading. If assigned left turn, climb to 700 before turning left. Thence. . . .

. . . . maintain 3000 or assigned lower altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

ARKES TRANSITION (FLL6.ARKES): From over VKZ VOR/DME on VKZ R-348 to ARKES INT.

BEECH TRANSITION (FLL6.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH INT.

MNATE TRANSITION (FLL6.MNATE): From over DHP VORTAC on DHP R-195 to MNATE.

PREDA TRANSITION (FLL6.PREDA): From over DHP VORTAC on DHP R-057 to PREDA INT.

THNDR TRANSITION (FLL6.THNDR): From over DHP VORTAC on DHP R-335 to THNDR INT.

ZAPPA TRANSITION (FLL6.ZAPPA): From over DHP VORTAC on DHP R-057 to ZAPPA INT.

SE-3, 29 MAR 2018 to 26 APR 2018

SE-3, 29 MAR 2018 to 26 APR 2018

FORT LAUDERDALE SIX DEPARTURE
(FLL6.FLL) 25JUN15

FORT LAUDERDALE, FLORIDA
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

(THNDR4.THNDR) 17117

AI-744 (FAA)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA

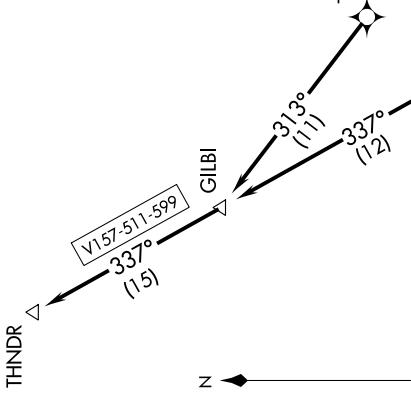
THNDR FOUR DEPARTURE (RNAV)

D-ATIS 135.0
CLNC DEL 128.4
CPDIC 121.4
GND CON 119.3 257.8
FORT LAUDERDALE TOWER MIAMI DEP CON
126.05 251.1

TOP ALTITUDE:
3000

NOTE: RADAR required.
NOTE: DME/DME IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft accelerate to 250K
within 7 NM of departure,
if unable advise ATC.

TAKEOFF MINIMUMS
Rwys 10L/R, 28L/R: Standard with minimum climb of 500' per NM to 580.



THNDR FOUR DEPARTURE (RNAV)
(THNDR4.THNDR) 25JUN15

FORT LAUDERDALE, FLORIDA
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

NOTE: Chart not to scale.
(NOTES CONTINUED ON FOLLOWING PAGE)

▼ DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 10L/R: Climb heading 096° to 580, then direct JUMAR, then on depicted route to THNDR, thence . . .
TAKEOFF RWYS 28L/R: Climb heading 276° to 580, then direct NOVAE, then on depicted route to THNDR, thence . . .
. . . . maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

SE-3, 29 MAR 2018 to 26 APR 2018

(THNDR4.THNDR) 17117

AI-744 (FAA)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA

THNDR FOUR DEPARTURE (RNAV)

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.

SE-3, 29 MAR 2018 to 26 APR 2018

SE-3, 29 MAR 2018 to 26 APR 2018

THNDR FOUR DEPARTURE (RNAV)
(THNDR4.THNDR) 25JUN15

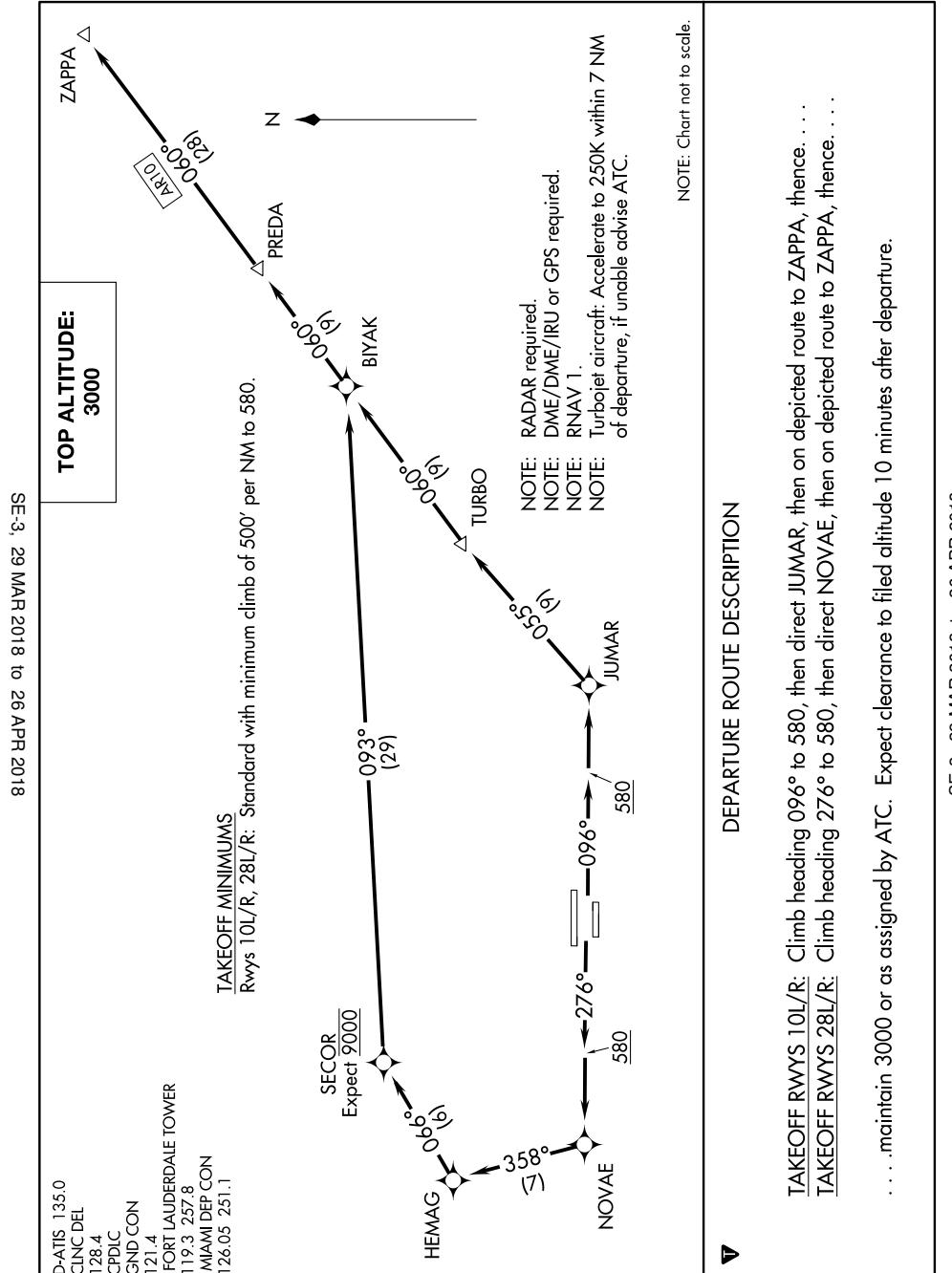
FORT LAUDERDALE, FLORIDA
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

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AI-744 (FAA)

ZAPPA FOUR DEPARTURE (RNAV)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA



ZAPPA FOUR DEPARTURE (RNAV)
(ZAPPA4.ZAPPA) 25JUN15

FORT LAUDERDALE, FLORIDA
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

SE-3, 29 MAR 2018 to 26 APR 2018

FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

17117

RNAV (GPS) RWY 28L

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

WAAS CH 58336 APP CRS 276°

Rwy Idg 8000

TDZE 65

Apt Elev 65

W28B

MISSING APCH FIX

GEHEY

260° 080° 4 NM

Procedure NA for arrival

on FLL VOR/DME

airway radials 013 CW 121.

MALSF

MISSING APPROACH:

Climb to 1000 then

climbing left turn to

4000 direct GEHEY

and hold, continue

climb-in-hold to 4000.

D-ATIS 135.0

MIAMI APP CON 133.775 285.6

FORT LAUDERDALE TOWER 119.3 257.8

GND CON 121.4

CLNC DEL 128.4

CPDLC

MISSING APCH FIX

GEHEY

260° 080° 4 NM

Procedure NA for arrival

on FLL VOR/DME

airway radials 013 CW 121.

499± A

216 A 324 A 250 A

2000 (5) A 276° A

(IF/IAF) WIKIR A

2500 NoPT 277° (5.5) A

(IAF) ZADIL (RADAR REQD) A

4 NM Holding Pattern

MSA RW 28L 25 NM

2100

ELEV 65 D TDZE 65

1000 4000 GEHEY

VGSI and RNAV glidepath not coincident

(VGSI Angle 3.00/TCH 69).

*LNAV only.

WIKIR 4 NM Holding Pattern

276° 096° 2500

GP 3.00° TCH 53

*1.2 NM to RW28L

RW28L 2000

2000 276° 096°

1.2 NM 4.7 NM 5 NM

CATEGORY A B C D

265/40 200 (200-3/4)

343/40 278 (300-3/4)

500/40 435 (500-3/4)

500/50 435 (500-1)

680-1 615 (700-1)

800-2 735 (700-2)

735 (800-2 1/4)

HIRL Rwy 10L-28R and 10R-28L

276° to RW28L

FORT LAUDERDALE, FLORIDA

Amdt 1 02MAR17

26°04'N 80°09'W

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

RNAV (GPS) RWY 28L

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FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

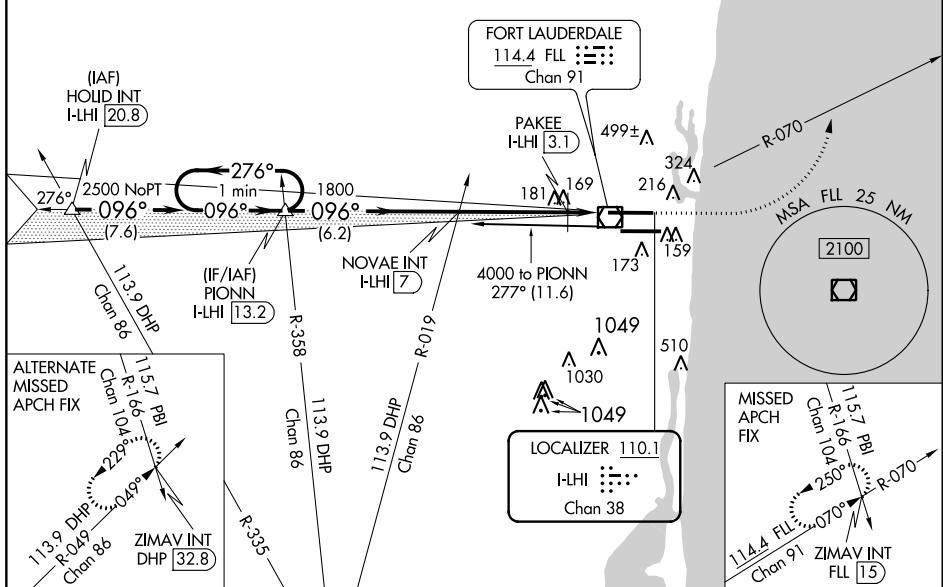
17117

LOC/DME I-LHI 110.1 Chan 38	APP CRS 096°	Rwy Idg 8424 TDZE 7 Apt Elev 65
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FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

T Inop table does not apply to S-ILS 10L all Cts. For inop MALS, increase S-LOC 10L Cts A, B visibility to RVR 5000 and Cts C, D visibility to 1% miles. A PAKEE Fix Minimums: increase S-LOC 10L all Cts visibility to RVR 5500. Helicopter visibility reduction below RVR 4000 NA. Simultaneous approach authorized with Rwy 10R.	MALS (A5)	MISSSED APPROACH: Climb to 800 then climbing left turn to 2000 on FLL VOR/DME R-070 to ZIMAV INT/FLL 15 DME and hold.
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D-ATIS 135.0	MIAMI APP CON 133.775 285.6	FORT LAUDERDALE TOWER 119.3 257.8	GND CON 121.4	CLNC DEL 128.4	CPDLC
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SE-3, 29 MAR 2018 to 26 APR 2018

VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 66).		800	2000	ZIMAV INT	ELEV 65	D TDZE 7
One Minute Holding Pattern	PIONN I-LHI 13.2	2500	096°	PAKEE I-LHI 3.1	*LOC only.	
GS 3.00°	NOVAE INT I-LHI 7	276°	1800	I-LHI 2.4		
TCH 48				I-LHI 1.5		
CATEGORY	A	B	C	D		
S-ILS 10L	257/40	250 (200-3/4)				
S-LOC 10L	560/40 553 (500-3/4)	560/60 553 (500-1 1/4)				
C CIRCLING	560-1 495 (500-1)	600-1 535 (600-1)	760-2 1/4 695 (700-2 1/4)	760-2 1/2 695 (700-2 1/2)		
PAKEE FIX MINIMUMS (DME REQUIRED)						
S-LOC 10L	380/40	373 (400-3/4)				
C CIRCLING	540-1 475 (500-1)	600-1 535 (600-1)	760-2 1/4 695 (700-2 1/4)	760-2 1/2 695 (700-2 1/2)	Knots 60 90 120 150 180	
					Min:Sec 5:30 3:40 2:45 2:12 1:50	

FORT LAUDERDALE, FLORIDA

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

Amend 24 18SEP14

26°04'N 80°09'W

ILS or LOC RWY 10L

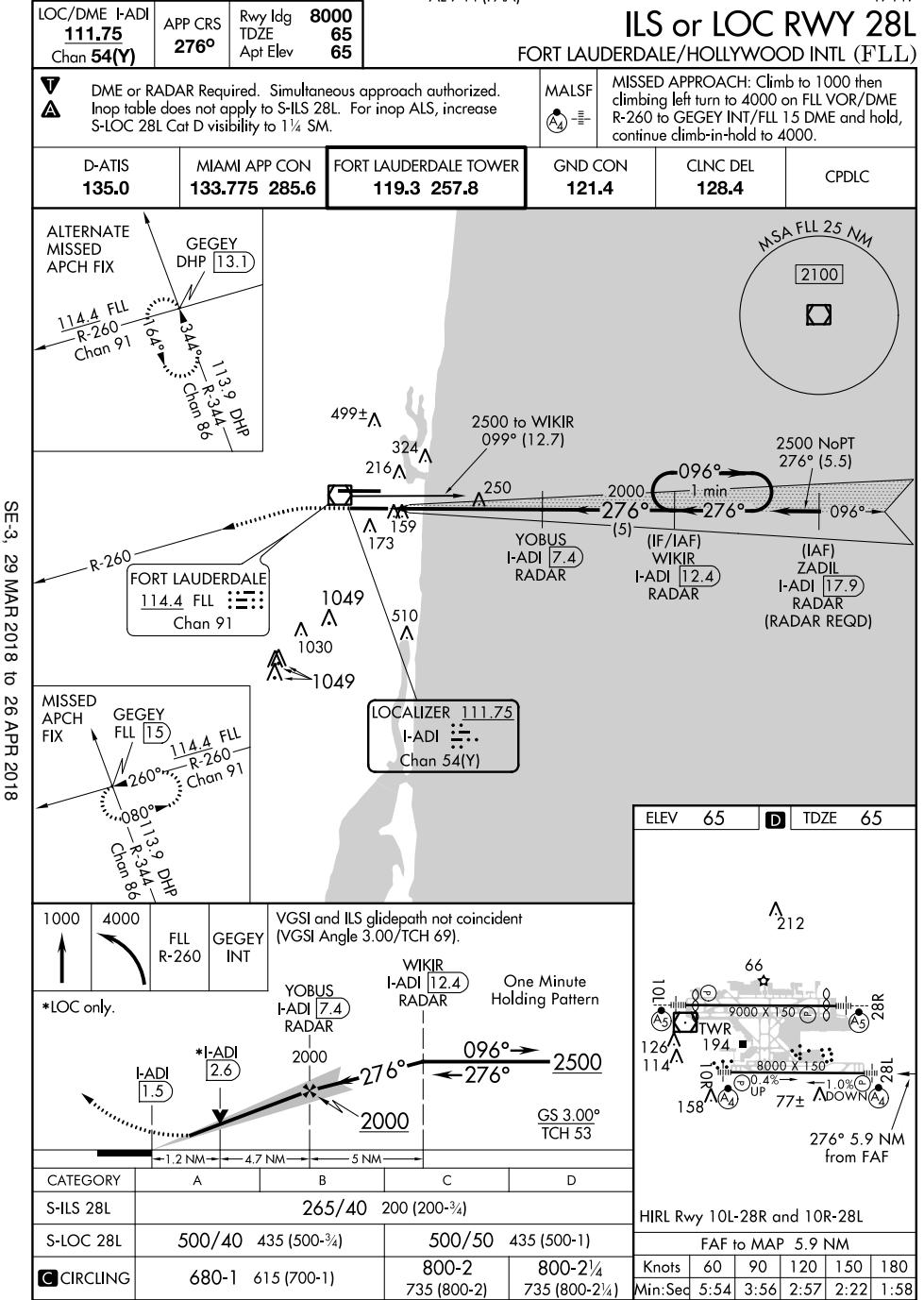
FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

17117

ILS or LOC RWY 28L

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)



FORT LAUDERDALE, FLORIDA

Amtd 1 02MAR17

26°04'N 80°09'W

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

ILS or LOC RWY 28L

FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

17117

APP CRS 096°	Rwy Idg 8424
TDZE 7	Apt Elev 9

RNAV (RNP) Y RWY 10L

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)



Inop table does not apply.
For uncompensated Baro-VNAV systems, procedure NA below 5°C (40°F)
or above 54°C (130°F).
GPS Required.

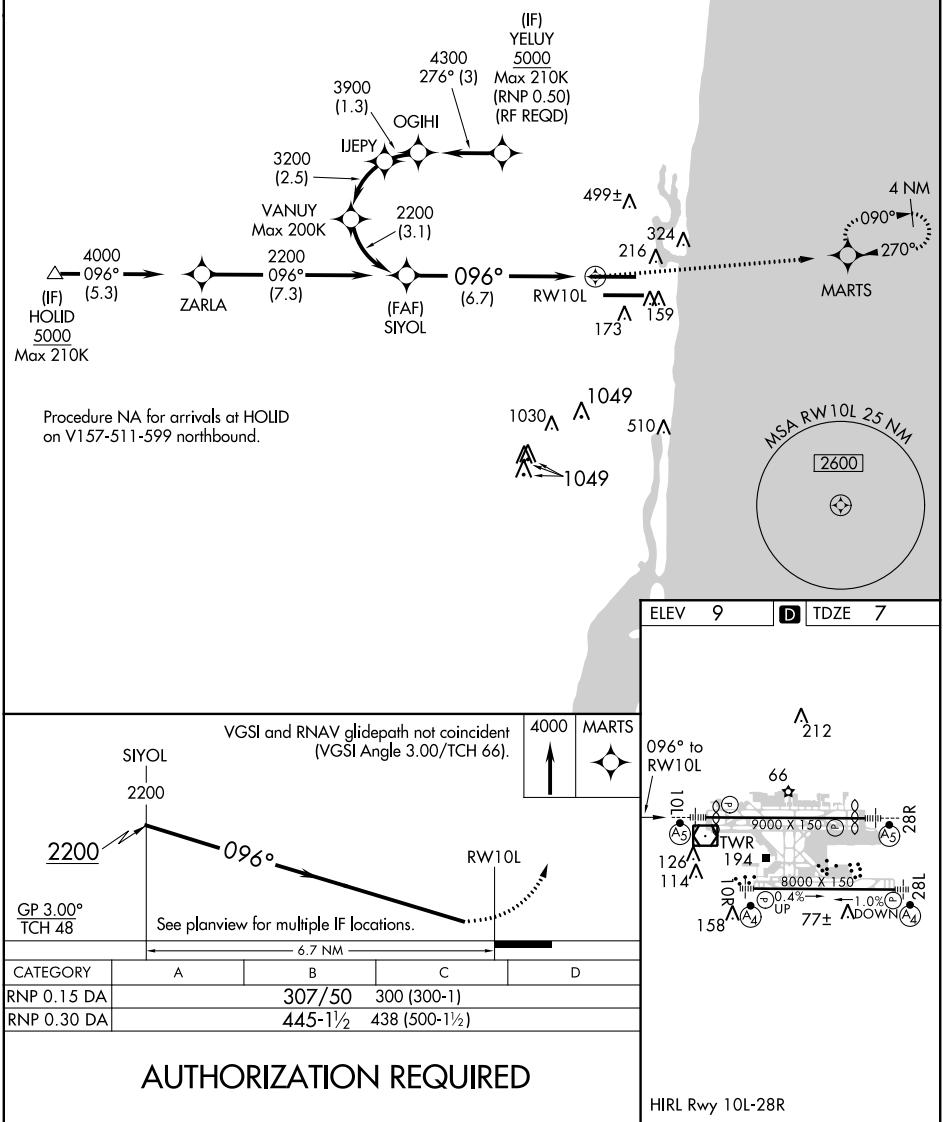
MALSR
(A5)

MISSED APPROACH: Climb to 4000 direct MARTS and hold, continue climb-in-hold to 4000.

D-ATIS 135.0	MIAMI APP CON 133.775 285.6	FORT LAUDERDALE TOWER 119.3 257.8	GND CON 121.4	CINC DEL 128.4	CPDLC
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SE-3, 29 MAR 2018 to 26 APR 2018

SE-3, 29 MAR 2018 to 26 APR 2018

FORT LAUDERDALE, FLORIDA
Amdt 1A 29MAY14FORT LAUDERDALE/HOLLYWOOD INTL (FLL)
26°04'N-80°09'W **RNAV (RNP) Y RWY 10L**

FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

17117

WAAS CH 48902	APP CRS 096°	Rwy Idg TDZE Apt Elev	8424 7 65
W10A			

RNAV (GPS) Z RWY 10L

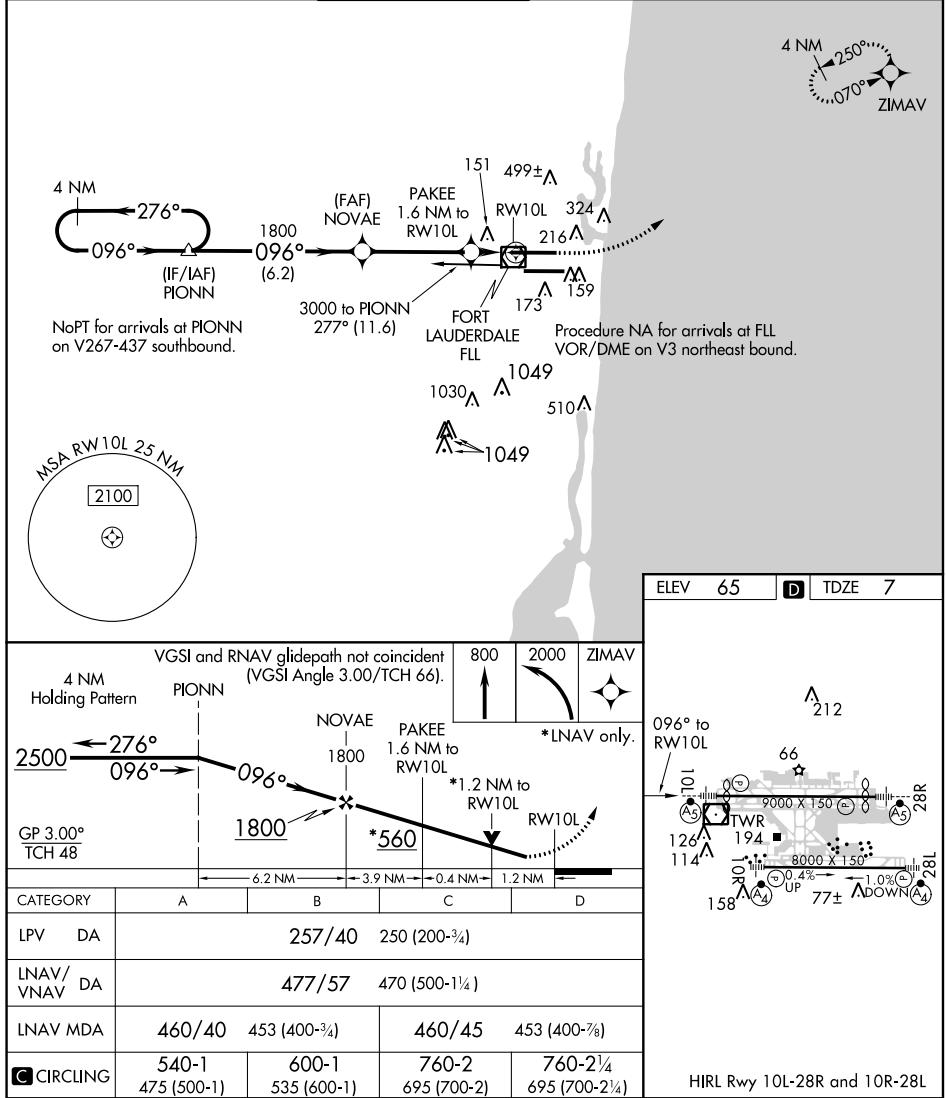
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (40°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALS, increase LNAV Cat A, B visibility to RVR 5500. Helicopter visibility reduction below 4000 RVR NA. Inop table does not apply to LPV all Cats. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 10R.	MALS  A5	MISSSED APPROACH: Climb to 800 then climbing left turn to 2000 direct ZIMAV and hold.
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D-ATIS 135.0	MIAMI APP CON 133.775 285.6	FORT LAUDERDALE TOWER 119.3 257.8	GND CON 121.4	CLNC DEL 128.4	CPDLC
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SE-3, 29 MAR 2018 to 26 APR 2018

SE-3, 29 MAR 2018 to 26 APR 2018



FORT LAUDERDALE, FLORIDA

Amendt 4 18SEP14

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

26°04'N 80°09'W

RNAV (GPS) Z RWY 10L

FORT LAUDERDALE, FLORIDA

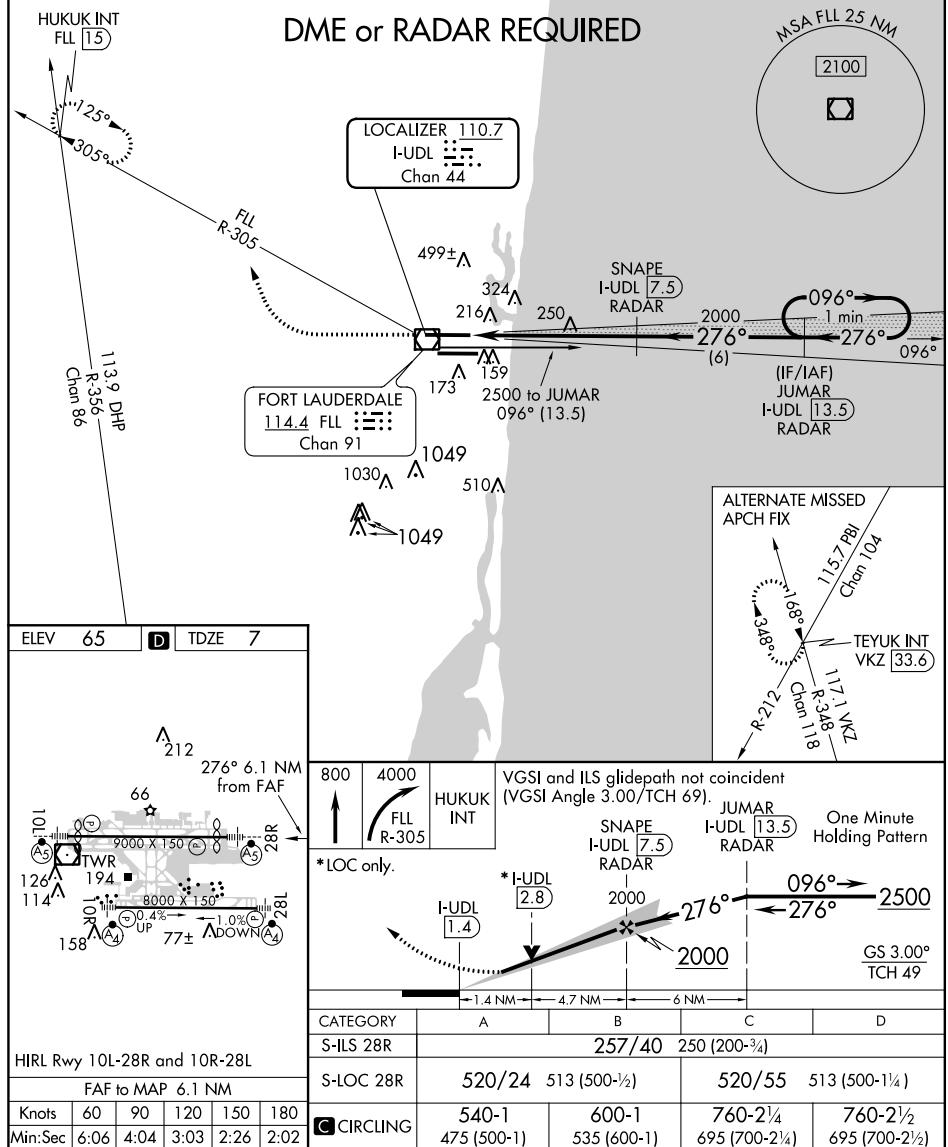
AL-744 (FAA)

17117

LOC/DME I-UDL 110.7 Chan 44	APP CRS 276°	Rwy Idg TDZE 7 Apt Elev 65	8394
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ILS or LOC RWY 28R
FORT LAUDERDALE/HOLLYWOOD INT'L (FLL)

V For inop MALSR, increase S-LOC 28R Cat C/D visibility to 1 1/8 mile. A Simultaneous approach authorized with Rwy 28L. Inop table does not apply to S-ILS 28R.	MALSR (S)	MISSIED APPROACH: Climb to 800 then climbing right turn to 4000 on FLL VOR/DME R-305 to HUKUK INT/FLL 1.5 DME and hold, continue climb-in-hold to 4000.
D-ATIS 135.0	MIAMI APP CON 133.775 285.6	FORT LAUDERDALE TOWER 119.3 257.8



FORT LAUDERDALE, FLORIDA

Amdt 11 18SEP14

26°04'N-80°09'W

FORT LAUDERDALE/HOLLYWOOD INT'L (FLL)
ILS or LOC RWY 28R

SE-3, 29 MAR 2018 to 26 APR 2018

FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

17117

LOC/DME I-FLL 111.75 Chan 54 (Y)	APP CRS 096°	Rwy Idg 8000 TDZE 14 Apt Elev 65
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FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

▼ Simultaneous approach authorized. Helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 10R all Cts.
For inop ALS, increase S-LOC 10R Cat D visibility to 1½ SM.
For inop ALS when using ZALAL FIX minimums, increase S-LOC 10R Cat D visibility to 1½ SM.

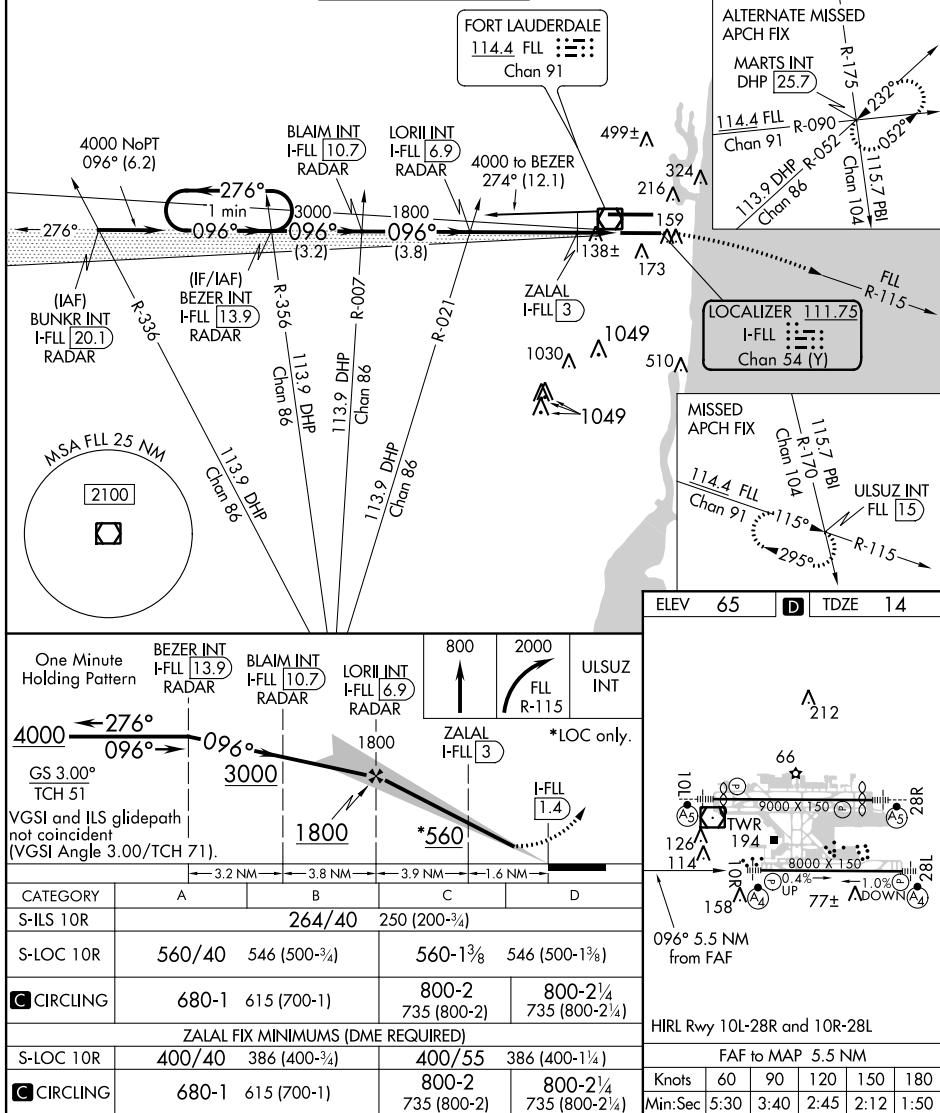
▲ MALS F

MISSSED APPROACH: Climb to 800 then climbing right turn to 2000 on FLL VOR/DME R-115 to ULSUZ INT/FLL 15 DME and hold.

D-ATIS 135.0	MIAMI APP CON 133.775 285.6	FORT LAUDERDALE TOWER 119.3 257.8	GND CON 121.4	CLNC DEL 128.4	CPDLC
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SE-3, 29 MAR 2018 to 26 APR 2018

SE-3, 29 MAR 2018 to 26 APR 2018



FORT LAUDERDALE, FLORIDA

Amtd 1 02MAR17

26°04'N-80°09'W

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

ILS or LOC RWY 10R

8

FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

17117

RNAV (GPS) RWY 10R

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

WAAS CH 63236 W10B	APP CRS 096°	Rwy Idg TDZE Apt Elev	8000 14 65
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T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C (43°F) or above 54°C (130°F), DME/DME RNP<0.3 NA. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LNAV/VNAV Cat D and LNAV Cats C and D visibility to 1% SM. Inop Table does not apply to LPV all Cats.

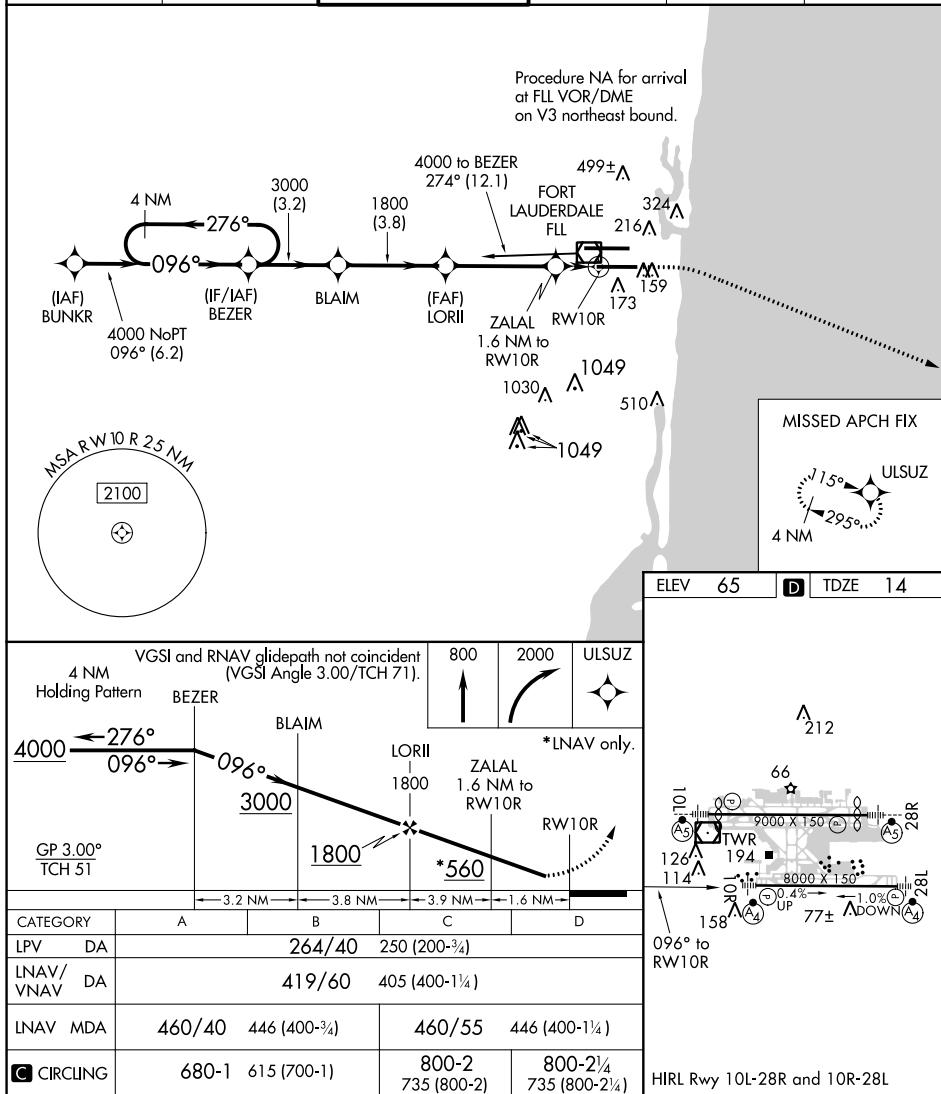
MALS F

MISSSED APPROACH: Climb to 800 then climbing right turn to 2000 direct ULSUZ and hold.

D-ATIS 135.0	MIAMI APP CON 133.775 285.6	FORT LAUDERDALE TOWER 119.3 257.8	GND CON 121.4	CLNC DEL 128.4	CPDLC
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SE-3, 29 MAR 2018 to 26 APR 2018

SE-3, 29 MAR 2018 to 26 APR 2018



FORT LAUDERDALE, FLORIDA

Amtd 1 02MAR17

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

26°04'N 80°09'W

RNAV (GPS) RWY 10R

FORT LAUDERDALE, FLORIDA

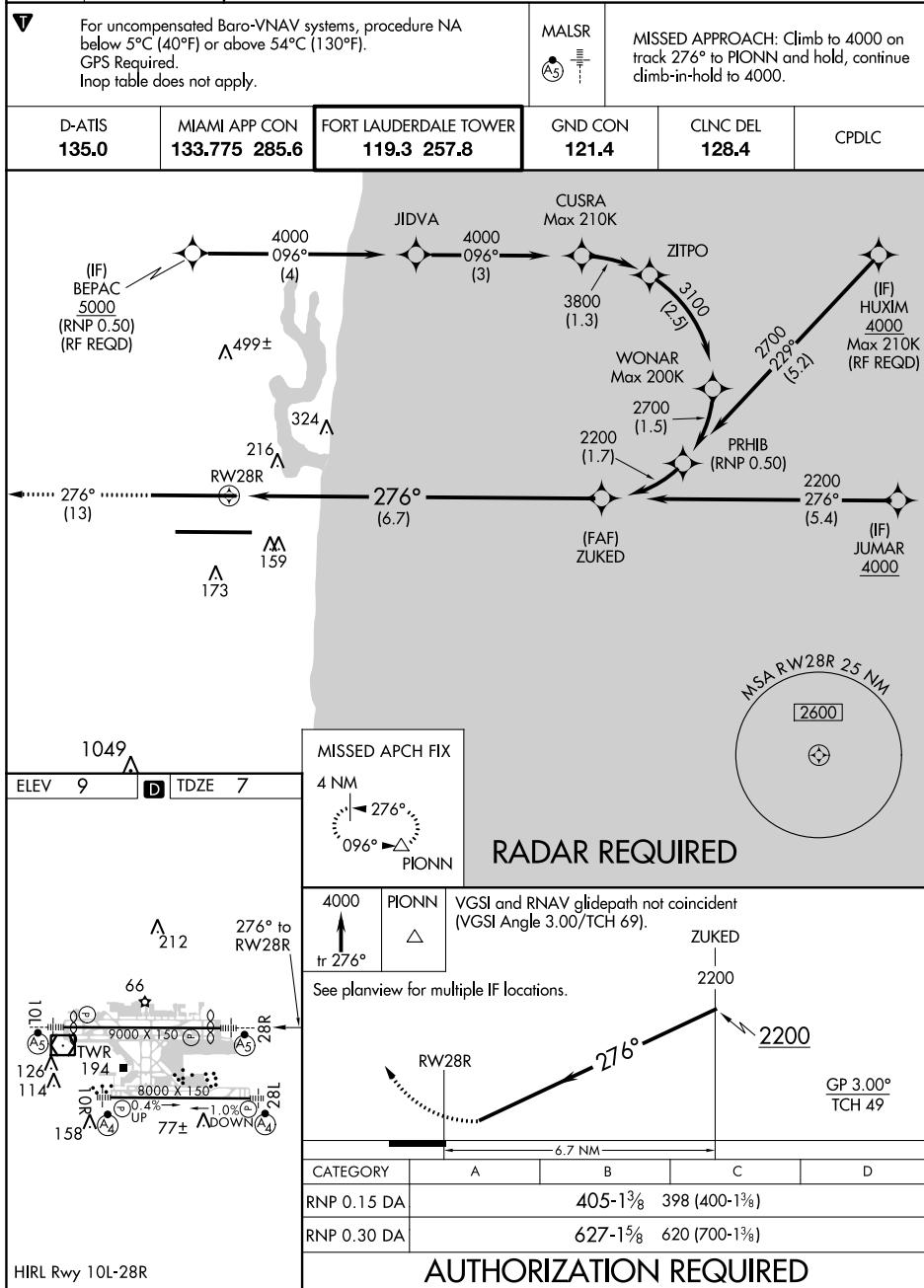
AL-744 (FAA)

17117

APP CRS 276°	Rwy Idg 8394
TDZE	7
Apt Elev	9

RNAV (RNP) Z RWY 28R

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

FORT LAUDERDALE, FLORIDA
Amdt 1A 29MAY14FORT LAUDERDALE/HOLLYWOOD INTL (FLL)
26°04'N-80°09'W **RNAV (RNP) Z RWY 28R**

SE-3, 29 MAR 2018 to 26 APR 2018

FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

17117

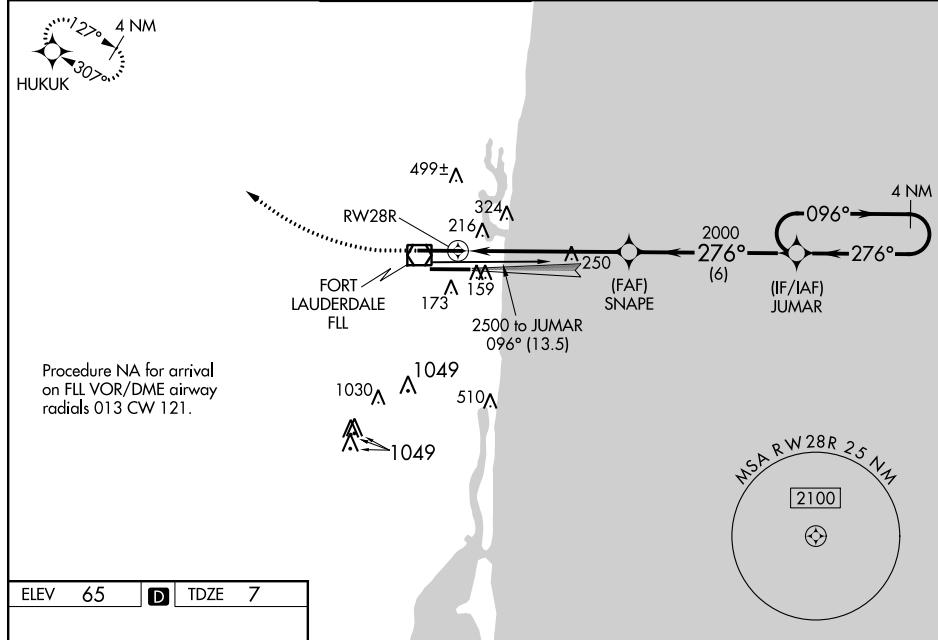
WAAS CH 61002	APP CRS 276°	Rwy Idg TDZE 7	8394
W28A		Apt Elev	65

RNAV (GPS) Y RWY 28R

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

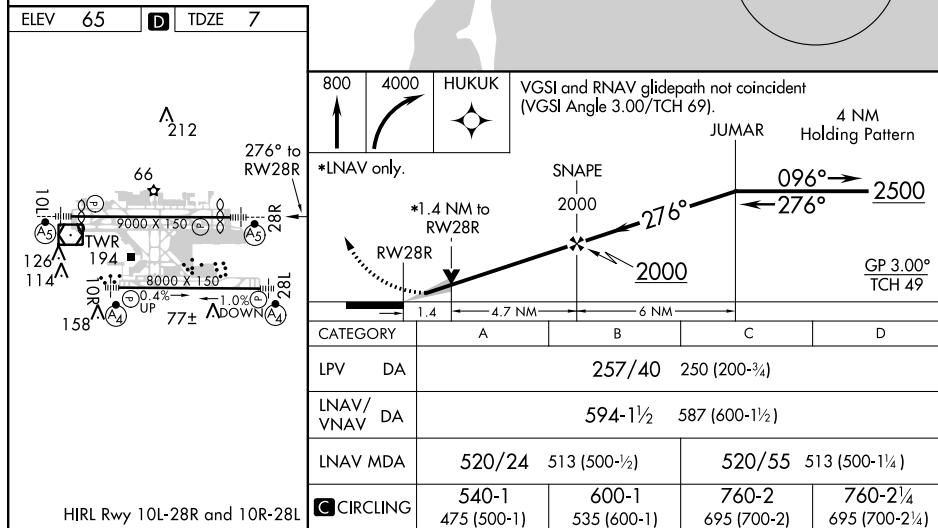
V A	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (40°F) or above 54°C (130°F), DME/DME RNP>0.3 NA. Inop table does not apply to LPV all Cts. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 28L.	MALSR (A5)	MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct HUKUK and hold, continue climb-in-hold to 4000.
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D-ATIS 135.0	MIAMI APP CON 133.775 285.6	FORT LAUDERDALE TOWER 119.3 257.8	GND CON 121.4	CLNC DEL 128.4	CPDLC
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SE-3, 29 MAR 2018 to 26 APR 2018

SE-3, 29 MAR 2018 to 26 APR 2018



FORT LAUDERDALE, FLORIDA

Amdt 4 18SEP14

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

RNAV (GPS) Y RWY 28R

26°04'N-80°09'W

(DVALL.CURSO5) 18032

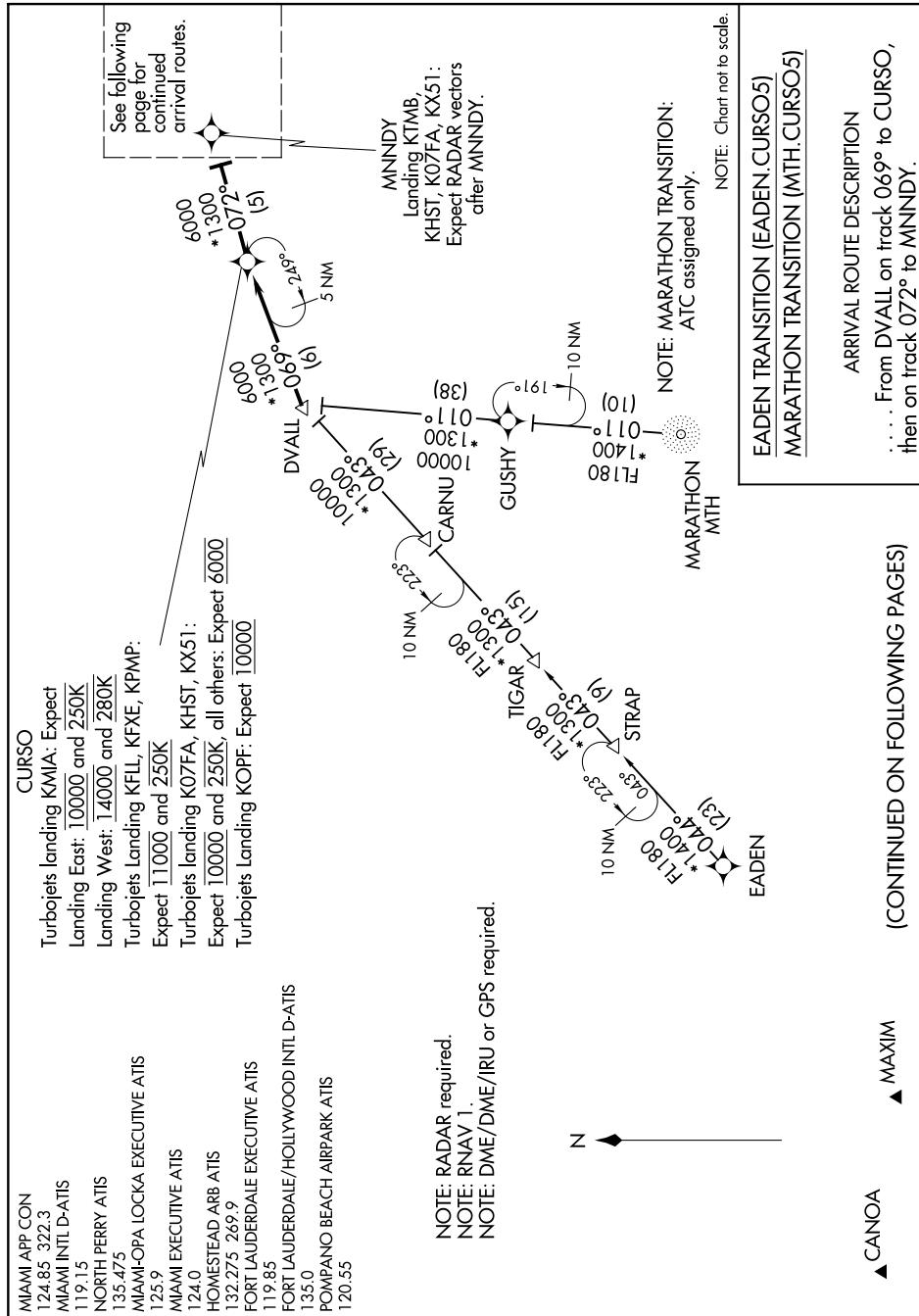
AI-257 (FAA)

CURSO FIVE ARRIVAL

(RNAV) Transition Routes

MIAMI, FLORIDA

SE-3, 29 MAR 2018 to 26 APR 2018



SE-3, 29 MAR 2018 to 26 APR 2018

CURSO FIVE ARRIVAL
(DVALL.CURSO5) 07DEC17

(RNAV) Transition Routes

MIAMI, FLORIDA

(DVALL.CURSO5) 17341

AI-257 (FAA)

CURSO FIVE ARRIVAL (RNAV) Arrival Routes

MIAMI, FLORIDA

MIAMI APP CON

124.85 322.3

MIAMI INTL D-ATIS

119.15

NORTH PERRY ATIS

135.475

MIAMI-OPA LOCKA EXECUTIVE ATIS

125.9

MIAMI EXECUTIVE ATIS

124.0

HOMESTEAD ARB ATIS

132.275 269.9

FORT LAUDERDALE EXECUTIVE ATIS

119.85

FORT LAUDERDALE/HOLLYWOOD INTL D-ATIS

135.0

POMPANO BEACH AIRPARK ATIS

120.55

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

JAREM
Landing KFLL:
Expect RADAR vectors
prior to JAREM.
Landing KFXE, KPMP:
Expect RADAR vectors
after JAREM.

JODPO
KMIA Landing East:
Expect RADAR vectors
prior to JODPO.
Landing KOPF,
KHWO: Expect
RADAR vectors
prior to JODPO.

MNNDY
Landing KTMB,
KHST, K07FA, KX51:
Expect RADAR vectors
after MNNDY.

SE-3, 29 MAR 2018 to 26 APR 2018

SE-3, 29 MAR 2018 to 26 APR 2018

NOTE: Chart not to scale.

GULPE

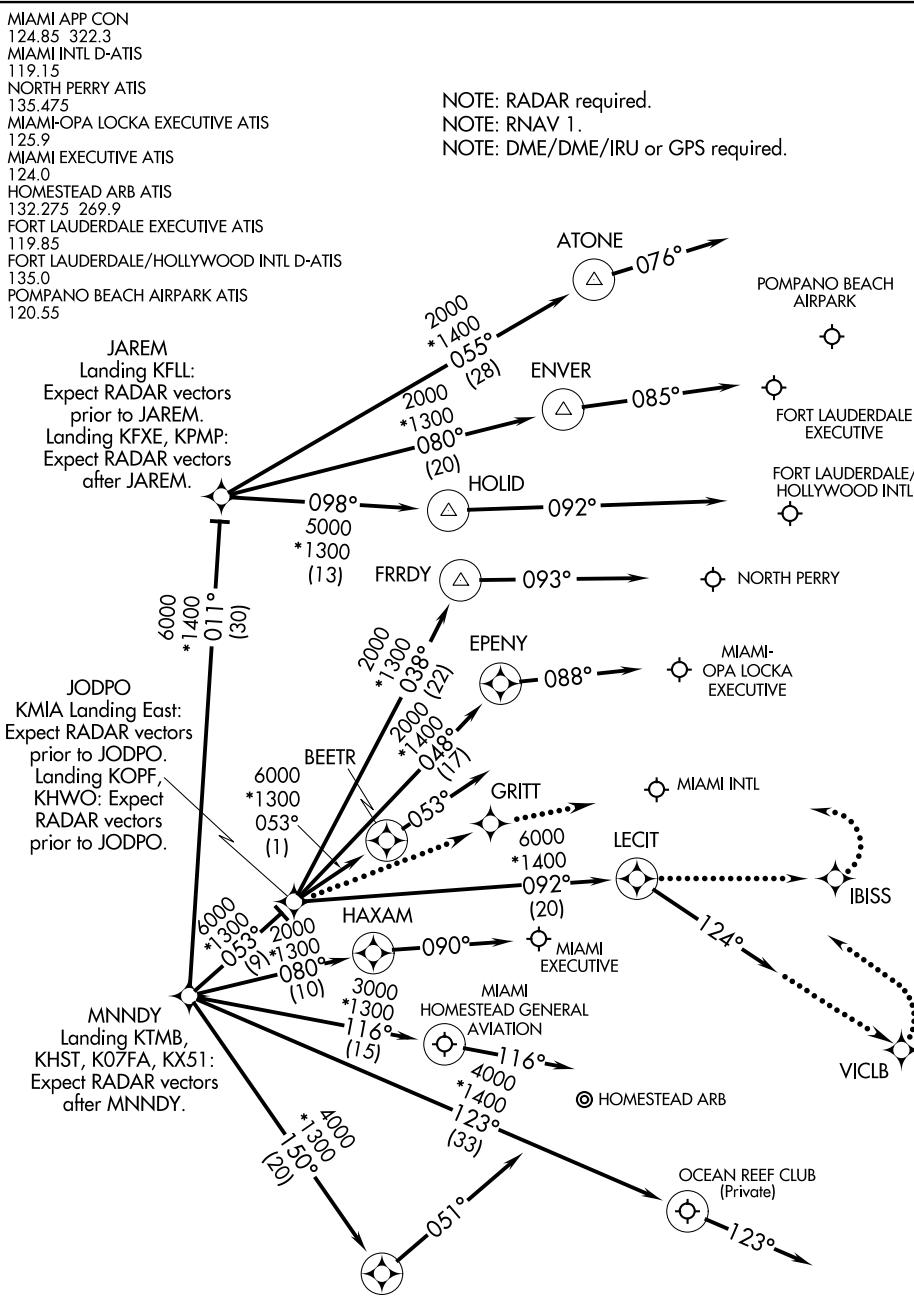
(NARRATIVE ON FOLLOWING PAGE)

CURSO FIVE ARRIVAL (RNAV) Arrival Routes

Arrival Routes

MIAMI, FLORIDA

(DVALL.CURSO5) 07DEC17



ARRIVAL ROUTE DESCRIPTION

KMIA: From DVALL on track 069° to CURSO, then on track 072° to MNNDY.

KMIA Landing East Rwys 08R/L, 09, 12: From MNNDY on track 053° to JODPO, then on track 053° to BEETR, then on heading 053°. Expect RADAR vectors to final approach course.

KMIA Landing West Rwys 26R/L, 27, 30: From MNNDY on track 053° to JODPO, then on track 092° to LECIT, then on heading 124°. Expect RADAR vectors to final approach course.

Landing K07FA: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 123° to K07FA, then on heading 123°. Expect RADAR vectors to final approach course.

Landing KFLL: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 011° to JAREM, then on track 098° to HOLID, then on heading 092°. Expect RADAR vectors to final approach course.

Landing KFXE: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 011° to JAREM, then on track 080° to ENVER, then on heading 085°. Expect RADAR vectors to final approach course.

Landing KHST: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 150° to GULPE, then on heading 051°. Expect RADAR vectors to final approach course.

Landing KHWO: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 053° to JODPO, then on track 038° to FRRDY, then on heading 093°. Expect RADAR vectors to final approach course.

Landing KOPF: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 053° to JODPO, then on track 048° to EPENY, then on heading 088°. Expect RADAR vectors to final approach course.

Landing KPMP: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 011° to JAREM, then on track 055° to ATONE, then on heading 076°. Expect RADAR vectors to final approach course.

Landing KTMB: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 080° to HAXAM, then on heading 090°. Expect RADAR vectors to final approach course.

Landing KX51: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 116° to KX51, then on heading 116°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

KMIA Landing East: Track to JODPO, then proceed direct to GRITT, intercept Rwy 09 final approach course, conduct approach.

KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

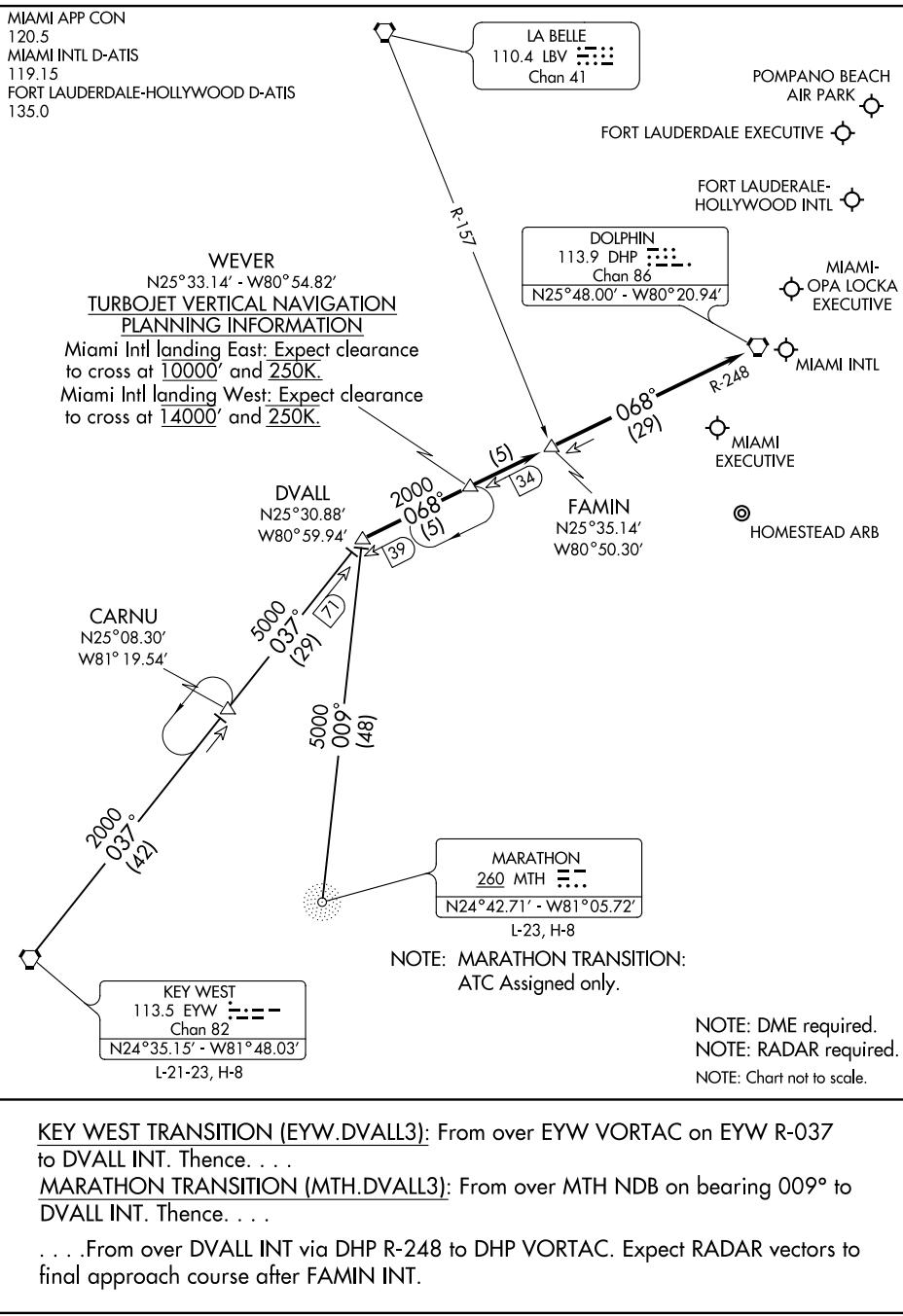
Group 6 aircraft: track to LECIT, then proceed direct IBISS, turn left to intercept Rwy 27 final approach course, conduct approach.

17341

AL-257 (FAA)

DVALL THREE ARRIVAL (DVALL.DVALL3)

MIAMI, FLORIDA



SE-3, 29 MAR 2018 to 26 APR 2018

SE-3, 29 MAR 2018 to 26 APR 2018

DVALL THREE ARRIVAL (DVALL.DVALL3)

MIAMI, FLORIDA

07DEC17

(BLUFI.BLUFI4) 17341

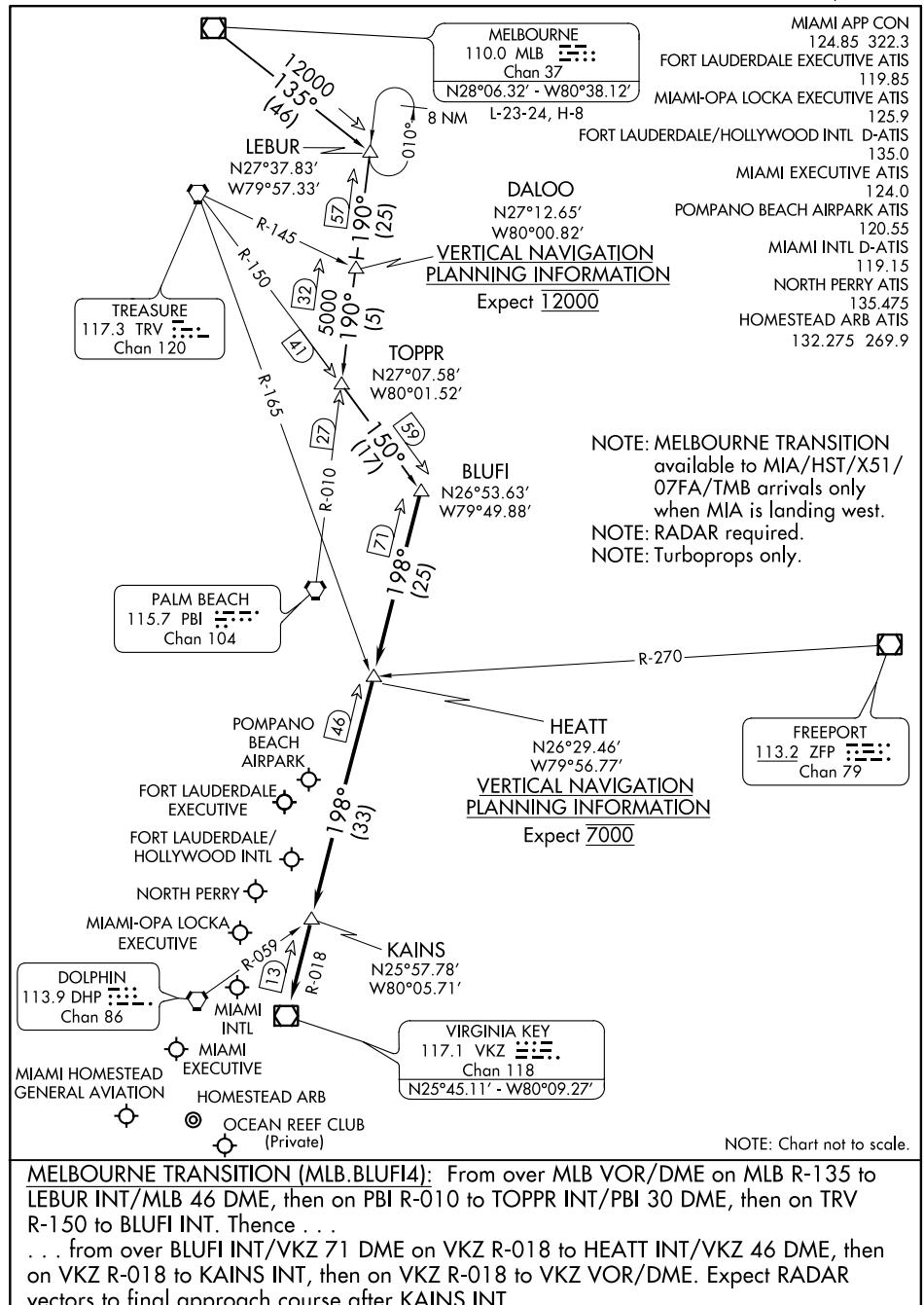
AL-744 (FAA)

BLUFI FOUR ARRIVAL

FORT LAUDERDALE, FLORIDA

SE-3, 29 MAR 2018 to 26 APR 2018

SE-3, 29 MAR 2018 to 26 APR 2018



BLUFI FOUR ARRIVAL
(BLUFI.BLUFI4) 22JUN17

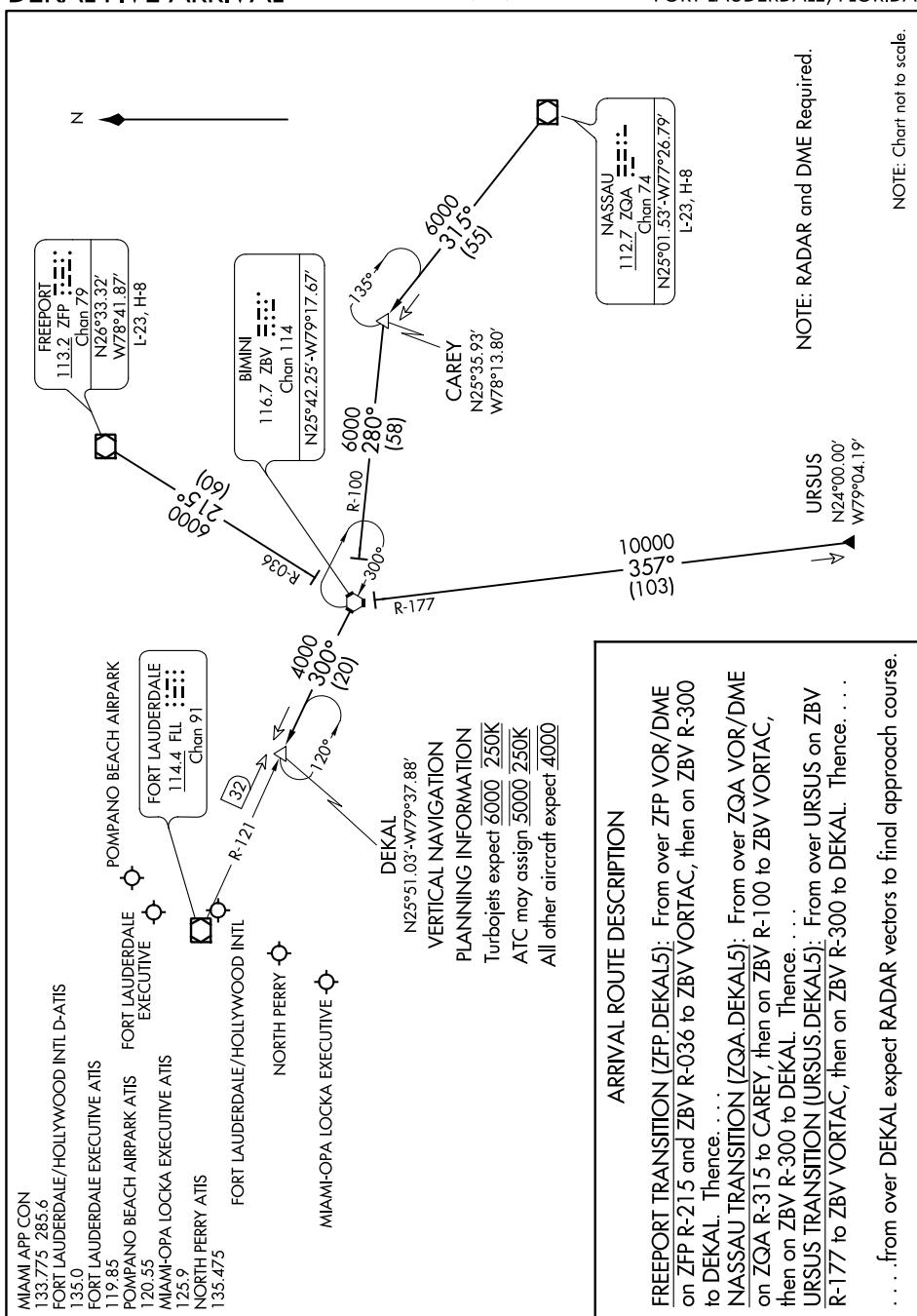
FORT LAUDERDALE, FLORIDA

(DEKAL.DEKAL5) 17173
DEKAL FIVE ARRIVAL

AL-744 (FAA)

FORT LAUDERDALE, FLORIDA

SE-3, 29 MAR 2018 to 26 APR 2018



DEKAL FIVE ARRIVAL
(DEKAL.DEKAL5) 22JUN17

FORT LAUDERDALE, FLORIDA

SE-3, 29 MAR 2018 to 26 APR 2018

(FISEL.FISEL7) 17173

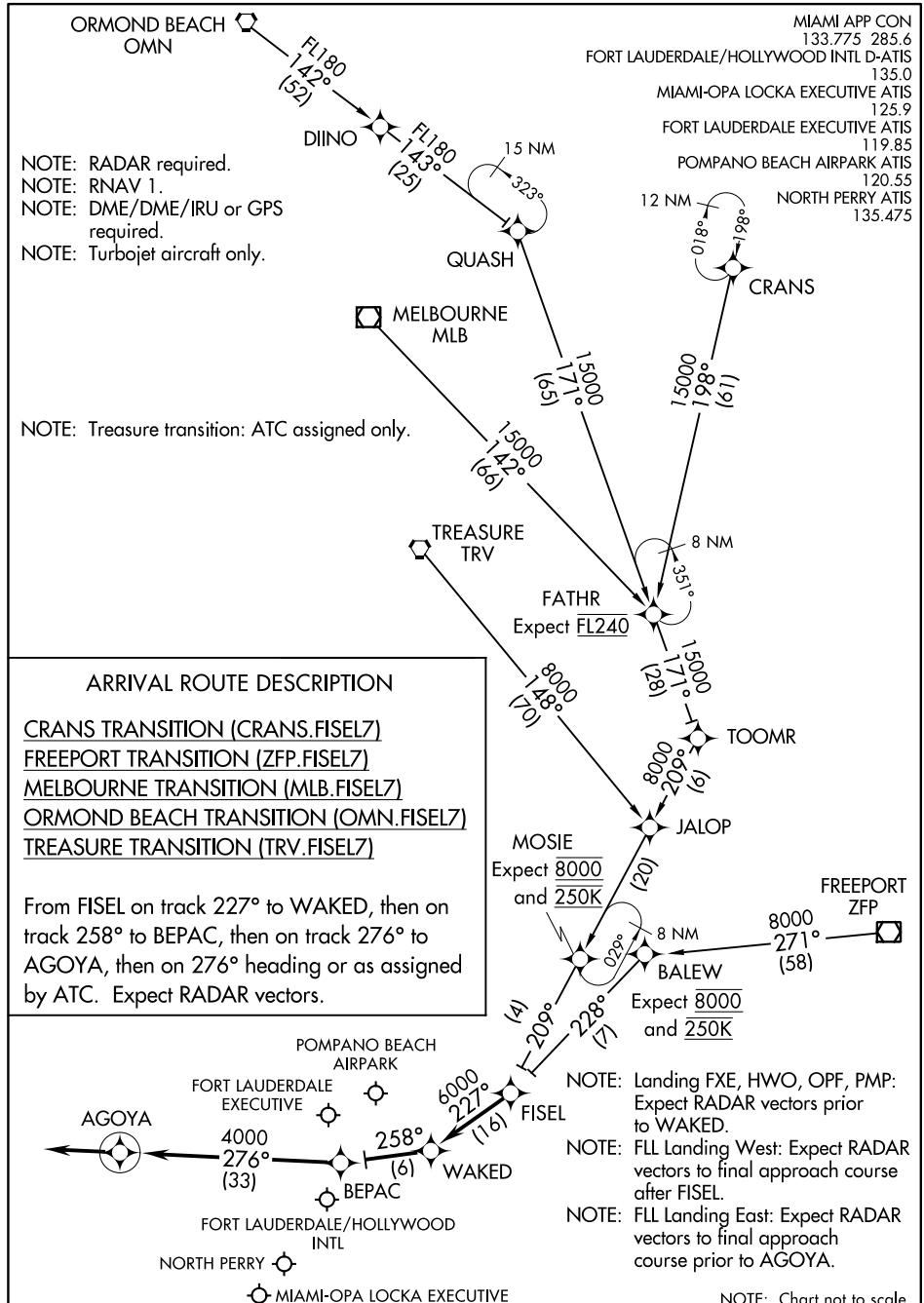
FISEL SEVEN ARRIVAL (RNAV)

AL-744 (FAA)

FORT LAUDERDALE, FLORIDA

SE-3, 29 MAR 2018 to 26 APR 2018

SE-3, 29 MAR 2018 to 26 APR 2018



FISEL SEVEN ARRIVAL(RNAV)

(FISEL.FISEL7) 22JUN17

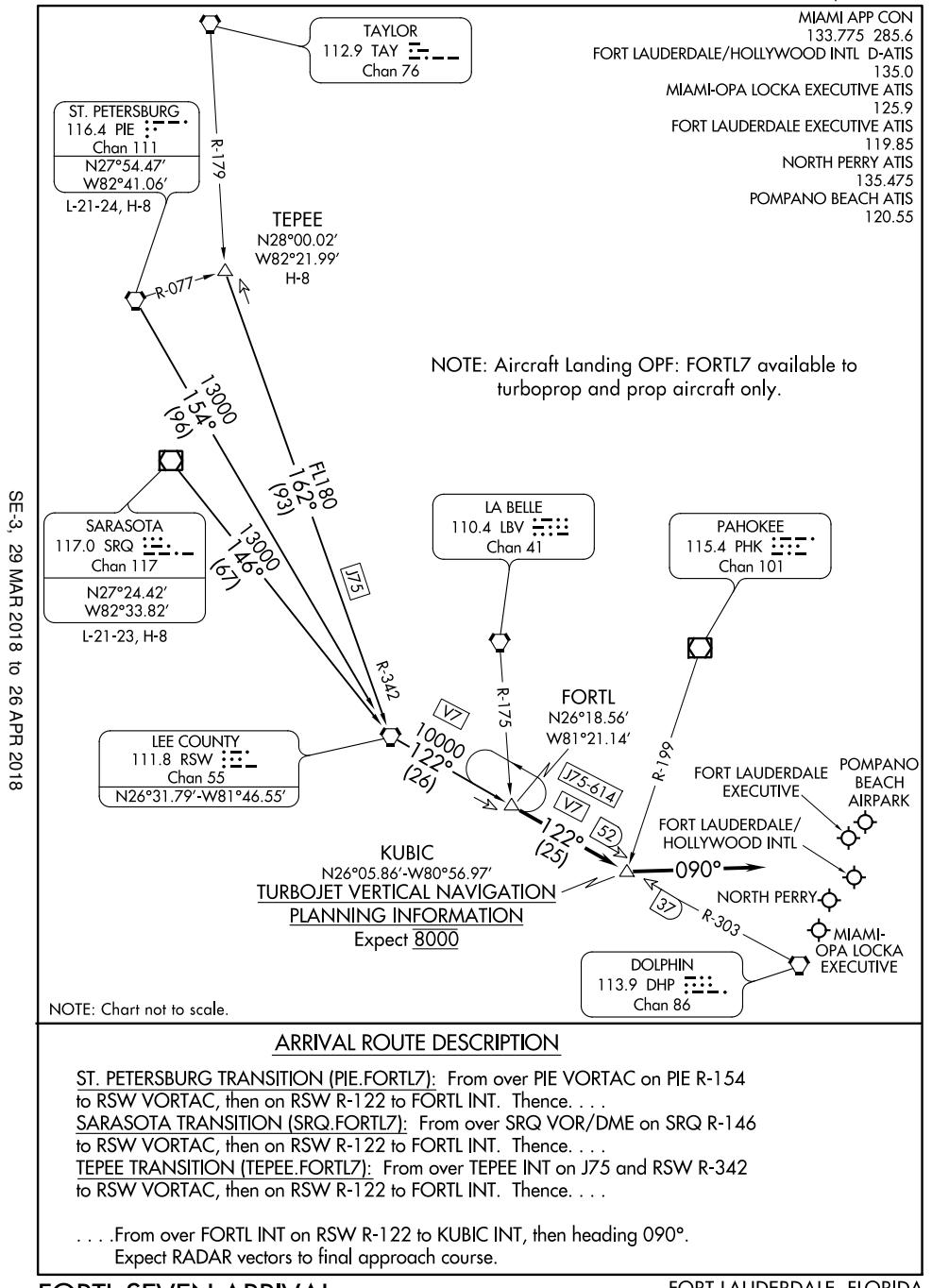
FORT LAUDERDALE, FLORIDA

(FORTL.FORTL7) 17173

FORTL SEVEN ARRIVAL

AL-744 (FAA)

FORT LAUDERDALE, FLORIDA



FORTL SEVEN ARRIVAL
(FORTL.FORTL7) 22JUN17

FORT LAUDERDALE, FLORIDA

SE-3, 29 MAR 2018 to 26 APR 2018

(GISSH.GISSH5) 17173
GISSH FIVE ARRIVAL

AL-744 (FAA)

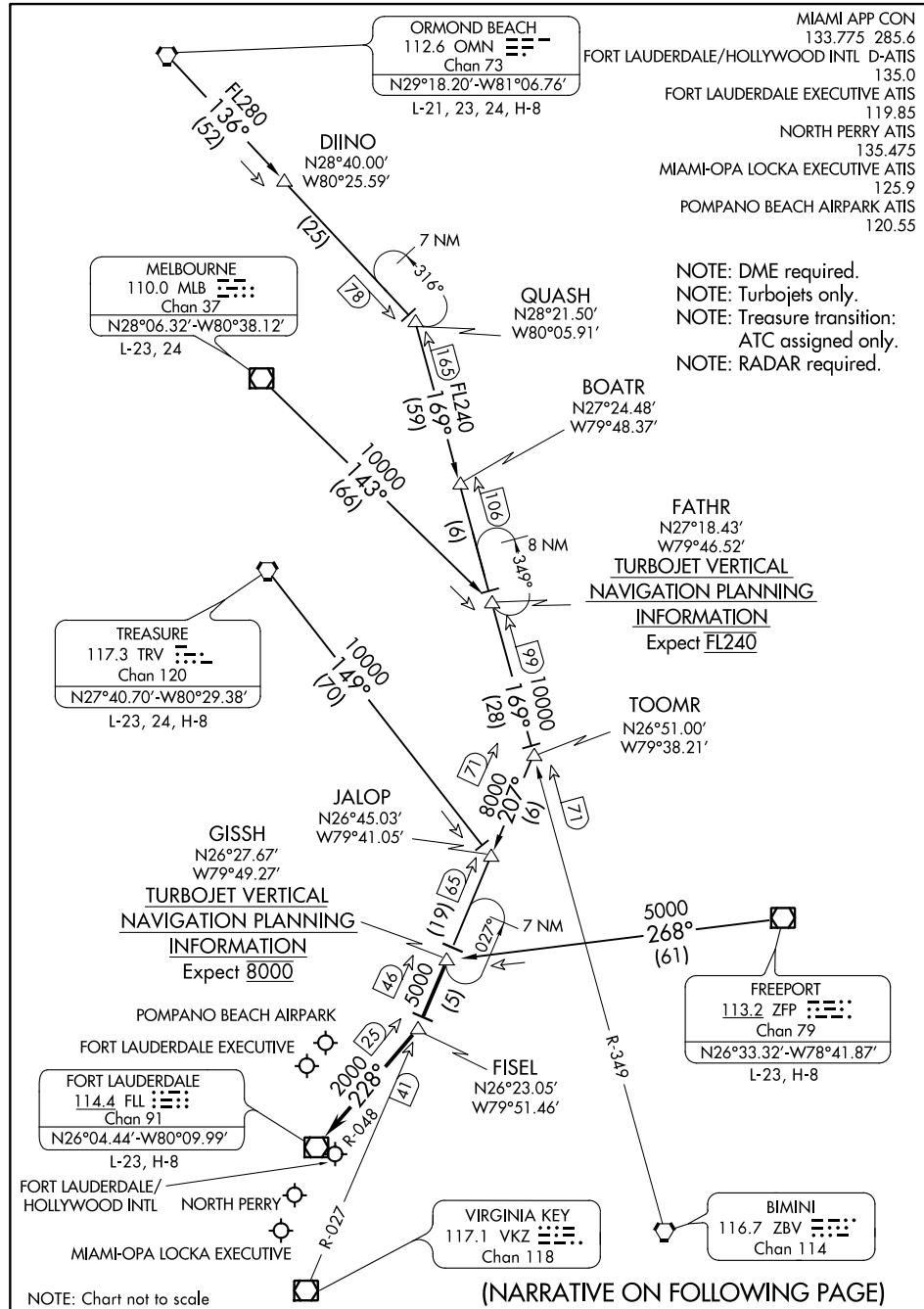
FORT LAUDERDALE, FLORIDA

MIAMI APP CON
133.775 285.6
FORT LAUDERDALE/HOLLYWOOD INTL D-ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
NORTH PERRY ATIS
135.475
MIAMI-OPA LOCKA EXECUTIVE ATIS
125.9
POMPANO BEACH AIRPARK ATIS
120.55

NOTE: DME required.
NOTE: Turbojets only.
NOTE: Treasure transition:
ATC assigned only.
NOTE: RADAR required.

SE-3, 29 MAR 2018 to 26 APR 2018

SE-3, 29 MAR 2018 to 26 APR 2018



GISSH FIVE ARRIVAL
(GISSH.GISSH5) 22JUN17

FORT LAUDERDALE, FLORIDA

(GISSH.GISSH5) 17173
GISSH FIVE ARRIVAL

AI-744 (FAA)

FORT LAUDERDALE, FLORIDA

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH5): From over ZFP VOR/DME on ZFP R-268 to GISSH INT/ZFP 61 DME. Thence

MELBOURNE TRANSITION (MLB.GISSH5): From over MLB VOR/DME on MLB R-143 to FATHR INT/MLB 66 DME, then on ZBV R-349 to TOOMR INT/ZBV 71 DME, then on VKZ R-027 to GISSH INT/VKZ 46 DME. Thence

ORMOND BEACH TRANSITION (OMN.GISSH5): From over OMN VORTAC on OMN R-136 to QUASH INT/OMN 78 DME, then on ZBV R-349 to TOOMR INT/ZBV 71 DME, then on VKZ R-027 to GISSH INT/VKZ 46 DME. Thence

TREASURE TRANSITION (TRV.GISSH5): From over TRV VORTAC on TRV R-149 to JALOP INT/TRV 70 DME, then on VKZ R-027 to GISSH INT/VKZ 46 DME. Thence

. . . . from over GISSH INT/VKZ 46 DME on VKZ R-027 to FISEL INT/FLL 25 DME, then on FLL VOR/DME R-048 to FLL VOR/DME, expect RADAR vectors to final approach course.

SE-3, 29 MAR 2018 to 26 APR 2018

SE-3, 29 MAR 2018 to 26 APR 2018

GISSH FIVE ARRIVAL
(GISSH.GISSH5) 22JUN17

FORT LAUDERDALE, FLORIDA

(JINGL.JINGL5) 17173

JINGL FIVE ARRIVAL (RNAV)

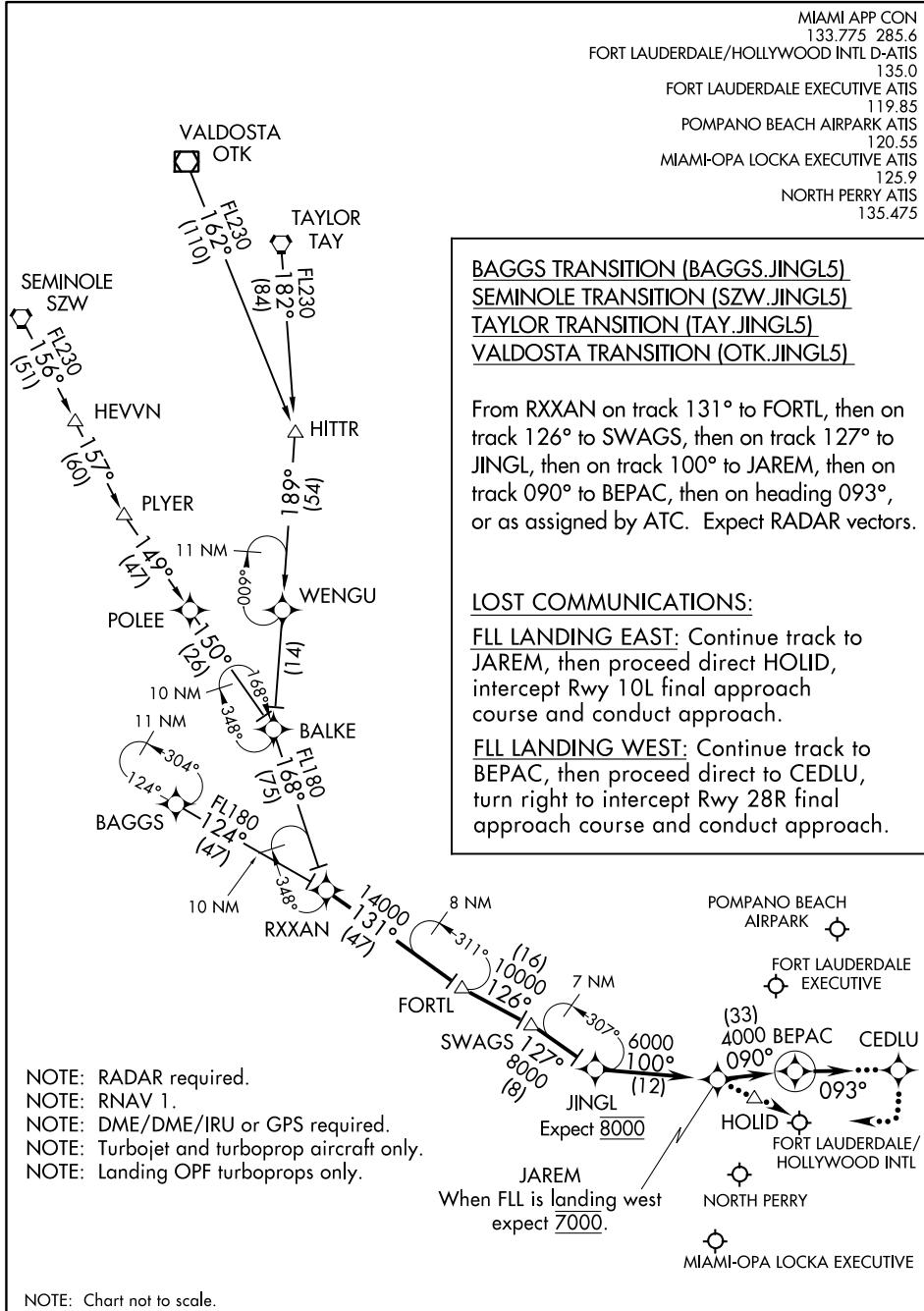
AL-744 (FAA)

FORT LAUDERDALE, FLORIDA

MIAMI APP CON	133.775	285.6
FORT LAUDERDALE/HOLLYWOOD INTL D-ATIS	135.0	
FORT LAUDERDALE EXECUTIVE ATIS	119.85	
POMPANO BEACH AIRPARK ATIS	120.55	
MIAMI-OPA LOCKA EXECUTIVE ATIS	125.9	
NORTH PERRY ATIS	135.475	

SE-3, 29 MAR 2018 to 26 APR 2018

SE-3, 29 MAR 2018 to 26 APR 2018



JINGL FIVE ARRIVAL (RNAV)
(JINGL.JINGL5) 22JUN17

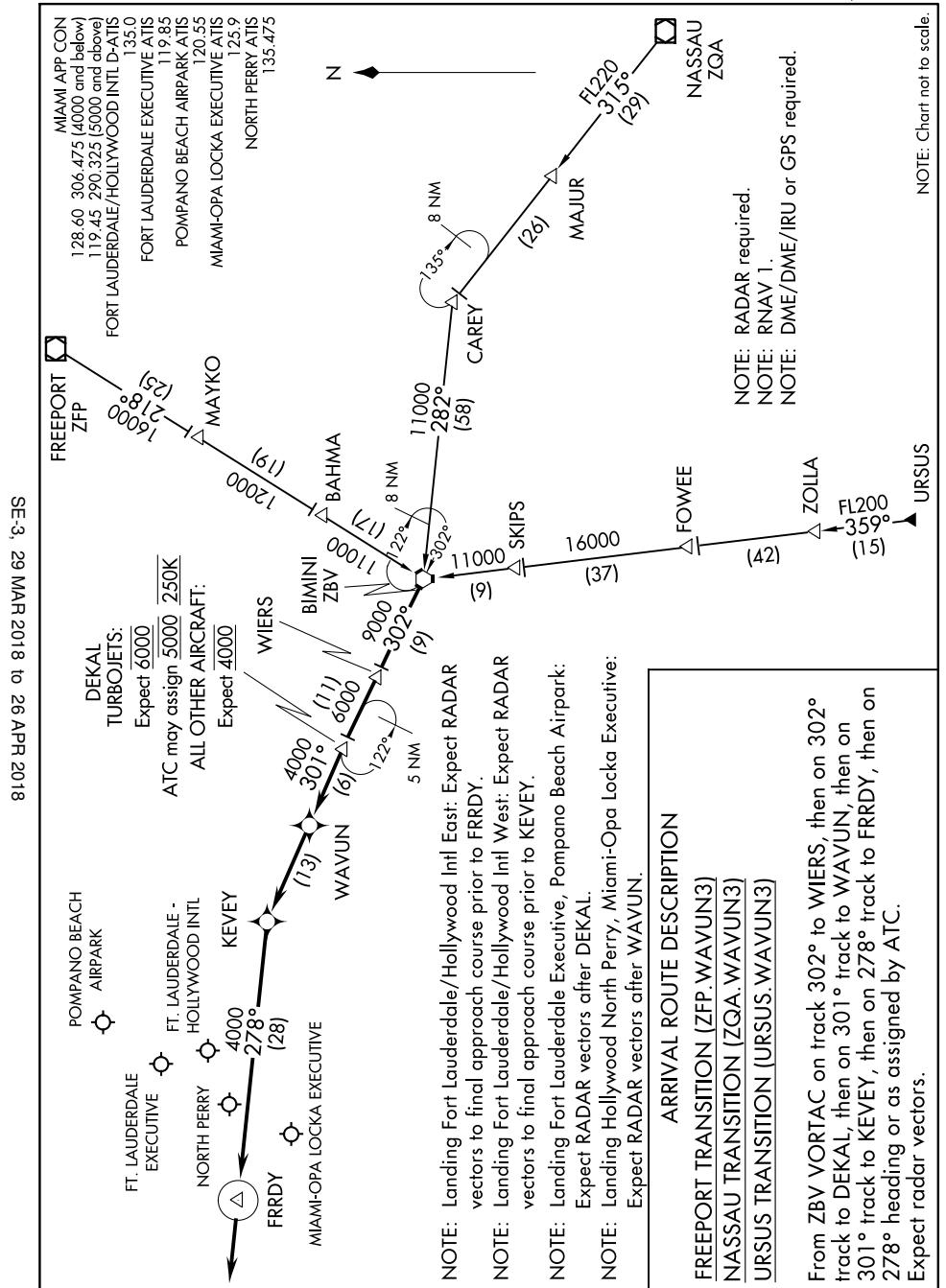
FORT LAUDERDALE, FLORIDA

(WAVUN.WAVUN3) 17173

AI-744 (FAA)

WAVUN THREE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



WAVUN THREE ARRIVAL (RNAV)

(WAVUN.WAVUN3) 22JUN17

FORT LAUDERDALE, FLORIDA

ARRIVAL ROUTE DESCRIPTION

- FREEPORT TRANSITION (ZFP.WAVUN3)
- NASSAU TRANSITION (ZQA.WAVUN3)
- URSUS TRANSITION (URSUS.WAVUN3)

From ZBV VORTAC on track 302° to WIERS, then on 302° track to DEKAL, then on 301° track to WAVUN, then on 301° track to KEVEY, then on 278° track to FRRDY, then on 278° heading or as assigned by ATC. Expect radar vectors.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

SE-3, 29 MAR 2018 to 26 APR 2018