

## Know Before You Go

This information is subject to change. Not for navigation or legal pre-flight action.



[View the FAA's From the Flight Deck video](#) to see actual KFXE airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

**Ft. Lauderdale Executive (KFXE)** airport is a busy, medium sized, primarily business and general aviation airport. Located 7 miles north of Ft. Lauderdale/Hollywood International Airport, it is a convenient alternative to the larger more congested, International Airport. Pilots need also be aware that it is located just 4 miles southwest of the Pompano Beach Airport and the two are often confused. The airport has two intersecting runways and a complex system of taxiways. Not only does it serve as a reliever to the larger airport nearby, but it also serves as a jumping off point for general aviation aircraft heading for the Bahamas.

KFXE Tower Administrative Office

Business Phone 954-776-1046

Open 0800L-1600L– Monday through Friday

- ✓ The airport configuration consists of intersecting RWYS 09/27 and 13/31.
- ✓ HS-1 actually encompasses two different wrong surface issues.
  - ✓ Pilots landing RWY 09 will sometimes miss TWY B and turn right on RWY 13.
  - ✓ Aircraft, cleared to taxi to RWY 13 via TWY B, A hold short of RWY 13, sometimes miss the turn onto TWY A and continue on TWY B and make a right turn onto RWY 09/27.
- ✓ HS-2 concerns aircraft, cleared for intersection takeoff on RWY 13, who execute a back-taxi to gain more runway and cross the RWY 09/27 Hold Short Line.
- ✓ At Hot Spot 3, aircraft taxiing outbound from the “Charlie” ramp sometimes miss the turn onto TWY B, continue taxi on TWY C and enter RWY 13/31.
- ✓ Aircraft exiting U.S. Customs may miss the right turn onto TWY G and continue on TWY G8 and cross the RWY 31 Hold Short Line without clearance.
- ✓ After accepting a Land and Hold Short Operation (LAHSO) clearance, some pilots have informed TWR at the last minute that they could not comply.
- ✓ At KFXE, LAHSO is only conducted when RWY 27 and 31 are in use (west operations)
- ✓ It is OK to refuse a LAHSO clearance but this should be accomplished in plenty of time for the controller to formulate another plan and not on short final.
- ✓ Aircraft taxiing either direction on TWY F have missed the RWY 13 Approach Hold Short lines, conflicting with traffic landing or departing RWY 13/31.



## Airspace

The **airspace** at KFXE is **Class D** with a 2500' MSL Ceiling. KFXE underlies Fort Lauderdale (KFLL) Class C Airspace and also lies underneath the KMIA 30 NM MODE C & ADS-B OUT veil. (See Sectional Chart)

### Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):

- Visibility 3 statute miles
- Distance from Clouds 500 feet below | 1,000 feet above | 2,000 feet horizontal
- Communications Establish communications (controller response)
- Pilot No special certification required
- Equipment Two-way radio

### Class C Airspace Requirements (CFR §91.130 and AIM 3-1-4; 3-2-4)

- Visibility 3 statute miles
- Distance from Clouds 500 feet below | 1,000 ft above | 2,000 ft horizontal
- Communications Establish communications (controller response)
- Pilot No special certification required
- Equipment Two-way radio, operable radar transponder with altitude reporting and ADS-B Out

## Cautions

### Hot Spots

- HS 1** Active intersection when simultaneous operations occur on RWY 09 and RWY 13. Pilots taxi from RWY 13 & TWY E run-up area via TWY B. Do not continue on to RWY 09–27 without ATC authorization.
- HS 2** Active intersection when simultaneous operations occur on RWY 09 and RWY 13. Pilots taxi from RWY 13 and TWY E run-up area via TWY A, TWY B and TWY E. Do not continue on to RWY 13–31 without ATC authorization.
- HS 3** Large paved area with direct access to RWY 13–31 from TAXILANE C Ramp. Do not access RWY 13–31 without ATC authorization.

### Departure

- ✓ Verify proper heading prior to starting takeoff roll on all intersection departures.
- ✓ Aircraft, cleared for intersection takeoff on RWY 13, and back-taxiing to gain more runway sill sometimes cross the RWY 09/27 Hold Short Line.

### Landing

- ✓ Wrong airport landing risk with mistaking KPMP for KFXE.



- ✓ Pilots landing RWY 09 will sometimes miss TWY B and turn right onto RWY 13.
- ✓ Land and Hold Short Operations (LAHSO) may be in effect for RWY 27 and RWY 31.
  - ✓ At KFXE, LAHSO is only conducted when RWY 27 and 31 are in use (west operations).
  - ✓ After accepting a LAHSO clearance, some pilots have informed TWR at the last minute that they could not comply.
  - ✓ It is OK to refuse a LAHSO clearance but this should be accomplished in plenty of time for the controller to formulate another plan and not on short final.

### Surface Risk – Movement Area

- ✓ See Hot Spots 1-3 above.
- ✓ Aircraft, cleared to taxi to RWY 13 via TWY B, A hold short of RWY 13, sometimes miss the turn onto TWY A, continue on TWY B and make a right turn onto RWY 09/27.
- ✓ Aircraft, cleared for intersection takeoff on RWY 13, who execute a back-taxi to gain more runway sometimes cross the RWY 09/27 Hold Short Line.
- ✓ Aircraft taxiing outbound from the “Charlie” ramp sometimes miss the turn onto TWY B, continue taxi on TWY C and enter RWY 13/31.
- ✓ Aircraft exiting U.S. Customs may miss the right turn onto TWY G and continue on TWY G8 and cross the RWY 31 Hold Short Line without clearance.
- ✓ Aircraft taxiing either direction on TWY F have missed the RWY 13 Approach Hold Short lines, conflicting with traffic landing or departing RWY 13/31.

### Additional Cautions

- ✓ If ever in doubt about your position or your instructions, ask the TWR.
- ✓ Use caution for drones authorized at or below 400’ within Class D.

### Communications

- ✓ KFXE TWR operates 24 hours.
- ✓ Pilots are reminded to close out VFR Flight Plans on 127.95 (Clearance Delivery)
- ✓ Aircraft and Vehicles – check ATIS for proper frequencies to contact Clearance Delivery and Ground Control.



## From the KFXE Control Tower

### Local information that KFXE TWR controllers want you to know.

#### General

- ✓ RWY 13/31 CLOSED 0300–1200Z when RWY 09/27 is operating full length.

#### Ground

- ✓ Portions of RWY 31 run-up area (west of TWY B) are not visible from the TWR.
- ✓ TWY C west of TWY B not visible from TWR
- ✓ Taxi-lane C (SW of TWY B) is a non-controlled operating area.
- ✓ Request progressive taxi if unfamiliar.
- ✓ Aircraft/Tugs at the Atlantic East Ramp – contact ground control prior to approaching TWY S.
- ✓ Jets in the centerfield run-up area sometimes affect the wind cone/weather equipment. Be aware that your position in this area may affect the mentioned equipment.

#### Takeoff/Departure

- ✓ RWY 27 night-time preferential-use runway for all aircraft departures when winds permit.
- ✓ Always read-back RWY intersection assignments.

#### Arrival/Landing

- ✓ RWY 09 night-time preferential-use runway for all aircraft arrivals when winds permit.
- ✓ On practice approaches, advise on initial contact how the approach will terminate.

#### Special Traffic (Military / Commercial / Helicopter / etc.,)

- ✓ Use caution for drones authorized at or below 400' within Class D.

## 2. Additional Information for KFXE

- ✓ Noise abatement procedures in effect call airport manager 954–828–4955.
- ✓ All aircraft operators avoid overflights of residential area one-half mile SW of ATCT
- ✓ Customs ramp located TWY G7.
- ✓ US Customs available 1300-0459Z.
- ✓ US Customs ramp closed to arriving aircraft 0500–1300Z.

This information is subject to change. Not for navigation or legal pre-flight action. Refer to official pre-flight materials such as, but not limited to, NOTAMs, Airport Diagrams, Chart Supplement and VFR charts for the current airport-specific details.

