



U.S. DEPARTMENT OF ATC OPERATIONS
IAAO United States Division
Air Traffic Organization Policy

FLL 7110.65A

SUBJ: FXE STANDARD OPERATING PROCEDURES

Effective Date: 01 DEC 2014

This order provides Standard Operating Procedures which are applicable to the FXE Control Tower. These procedures supplement the Air Traffic Control Handbook, Order 7110.65 and the Facility Operation and Administration Handbook, Order 7210.3A.

Signed,
U.S. ATC Operations Department
Air Traffic Organization

CHAPTER 1. LOCAL CONTROL (LC)

1-1 JURISDICTIONAL BOUNDARIES

The Local Controller (LC) is responsible for the published arrival, departure and missed approach courses for the runways in use, and the active runways up to 2000 ft MSL and 4NM outwards from the Ft Lauderdale Executive airport.

FXE is a Class D airport that handles IFR and local VFR traffic.

1-2 FREQUENCIES

The LC frequency is 120.9 MHz.

1-3 RUNWAY CROSSINGS

When an aircraft under the control of LC will cross an active runway, LC is responsible for retaining that aircraft on the LC frequency until conflicts have been resolved, at which time communications may be transferred to Ground Control (GC).

1-4 DUTIES AND RESPONSIBILITIES

- a. The local controller shall advise all landing and departing aircraft of helicopter traffic that is a factor. This advisory should be in sufficient detail for the pilot to understand that the helicopter will be crossing the runway in use or remaining clear of the runway.
- b. Arriving aircraft shall be issued a turn onto one of the taxiways adjacent to the landing runway to ensure the aircraft continues its taxi away from the runway exit. Coordinate with Ground Control, as needed, to determine the traffic flow on the taxiways.
- c. Advise Class D of traffic in the vicinity of helicopters operations

1-5 DEPARTURE STOPS

- a. Any go-around or missed approach regardless of runway configuration will automatically STOP departures off any and all runways.
- b. Coordination between the TRACON and tower is required to resume departures.
- c. Any departure already rolling when a go-around or missed approach is initiated will continue to depart at the discretion of the tower.
- d. The tower shall coordinate with departure controller if an aircraft will depart with a go-around or missed approach in progress.

1-6 RUNWAY SELECTION

- a. East Operations (standard):
Landing and Departing runways 8 & 13.
- b. West Operations:
Landing and Departing runways 26 & 31.

1-7 NOISE ABATEMENT PROCEDURES

- a. Runway 8 jet departures, heading north or westbound, turn left to 330° and fly above I-95, or as instructed by ATC, and climb at best angle.
- b. Nighttime I-95 Turn - Runway 8, all jet departures turn left to 330°, between 2300 and 0700L.
- c. Runway 27 departures turn right to 315 degrees or as instructed by ATC, and climb at best angle. Avoid turning right (northbound) before NW 31st Avenue or as instructed by ATC.
- d. Voluntary nighttime Preferential Runway for departures is Runway 26 for all aircraft, wind permitting.
- e. Voluntary nighttime Preferential Runway for arrivals is Runway 8 for all aircraft, wind permitting.
- f. Voluntary restriction of jet aircraft on Runway 13-31
- g. Voluntary restriction of repetitive landing and approach operations 2200L - 0700L, and all day on weekends and holidays.
- h. Runway 13-31 closed between 2200L - 0700L, when runway 08-26 is operational.
- i. Local training (touch and go operations) by turbojet aircraft is prohibited between 2200L and 0700L.

1-8 COORDINATION WITH APPROACH CONTROL

Local Control shall coordinate the following with Approach Control:

- a. Inbound estimates and radar handoffs, when required.
- b. Non-standard arrivals and departures.
- c. Missed approaches and go-arounds.
- d. Departure releases.
- e. Emergencies, priority flights and unusual situations.
- f. Aircraft with lost/not established communications.
- g. Frequencies in use at FXE Tower and Miami Approach Control.
- h. Advise of runway closures/openings, and advise of taxiway closures affecting traffic flows.

1-9 LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is approved at FXE as follows: (See Appendix 1 for airport diagram)

1. Arrivals/departures are authorized on the following runways:

Landing Runway	Available Landing Distance (ALD)	Hold Short Location
26	3000 ft	Prior to Runway 13/31
31	3250 ft	Prior to Runway 8/26

2. Weather conditions must be equal to or greater than a ceiling of 1000 feet and a visibility of 3 statute miles.

3. The LAHSO runway ALD must be dry.

4. The tailwind on the hold short runway shall be calm (less than 3 knots).

8. An announcement shall be placed on the Automatic Terminal Information Service (ATIS) stating LAHSO operations are being utilized. e.g. "Land and Hold Short Operations in Effect" or "Expect Landing on Runway 26 to hold short of Runway 31". The ALD for the LAHSO runway shall be included on the ATIS broadcast.

9. Aircraft conducting closed traffic operations need only be advised once that "land and hold short operations are in effect". Acknowledgment of current ATIS meets this requirement.

10. Traffic information shall be exchanged and a readback shall be obtained from the landing aircraft with a LAHSO clearance. An acknowledgment shall be received from the crossing aircraft/vehicle.

11. Aircraft/vehicles may be allowed to cross the portion of the runway surface beyond the hold- short point. All other operations beyond the hold short point are prohibited. An acknowledgement shall be received from the crossing aircraft/vehicle.

13. No more than one hold-short operation shall be conducted on the same runway at any one time.

CHAPTER 2. VFR

2-1 JURISDICTIONAL BOUNDARIES

LC is responsible for all VFR aircraft within 4 nm around KFXE airport and up to 1000 ft MSL

2-2 FREQUENCIES

LC Frequency is 120.9 MHz

2-3 REQUIREMENTS

- a. Two-way communication with ATC must be established before entering Class D airspace, but no transponder is required.
- b. VFR flights in Class D airspace must have three miles of visibility, and fly an altitude at least 500 feet below, 1,000 feet above, and 2,000 feet laterally from clouds.

CHAPTER 3. GROUND CONTROL

3-1 JURISDICTIONAL BOUNDARIES

The Ground Control position is responsible for the airport movement area, including taxiways and non-active runways released by Local Control.

3-2 FREQUENCIES

Ground Control frequency is 121.75 MHz.

3-3 DUTIES AND RESPONSIBILITIES

- a. Coordinate with the Local Controller to determine the most efficient routes for aircraft to utilize in their movement to and from active runways. Give way to all aircraft exiting the active runways, unless LC coordinates otherwise.
- b. Obtain verbal approval from the Local Controller to cross active runways, block runway exit taxiways and to taxi an aircraft that may be a factor to aircraft exiting an active runway.
- c. The Ground Controller shall ensure that taxiing traffic is informed of arriving and departing helicopters.

3-4 CONTROL OF ACTIVE HELIPADS

- a. The Ground Controller is assigned control responsibility over all helipads on movement areas.
- b. LC shall request approval from Ground Control for any helicopter operations on movement area helipads.

CHAPTER 4. CLEARANCE DELIVERY (CD)

4-1 FREQUENCIES

The CD frequency is 127.95 MHz.

4-2 DUTIES AND RESPONSIBILITIES

a. Issue ATC clearances to IFR/VFR departures. IFR clearances shall at least contain the following items:

- (1) Clearance Limit
- (2) Published Departure Procedures (DP)
- (3) Climbout instructions
- (4) Initial altitude instructions.
- (5) Departure control frequency.

b. Inform the appropriate position of any change in an aircraft's filed flight plan.

d. All IFR aircraft shall maintain 2000 ft MSL.

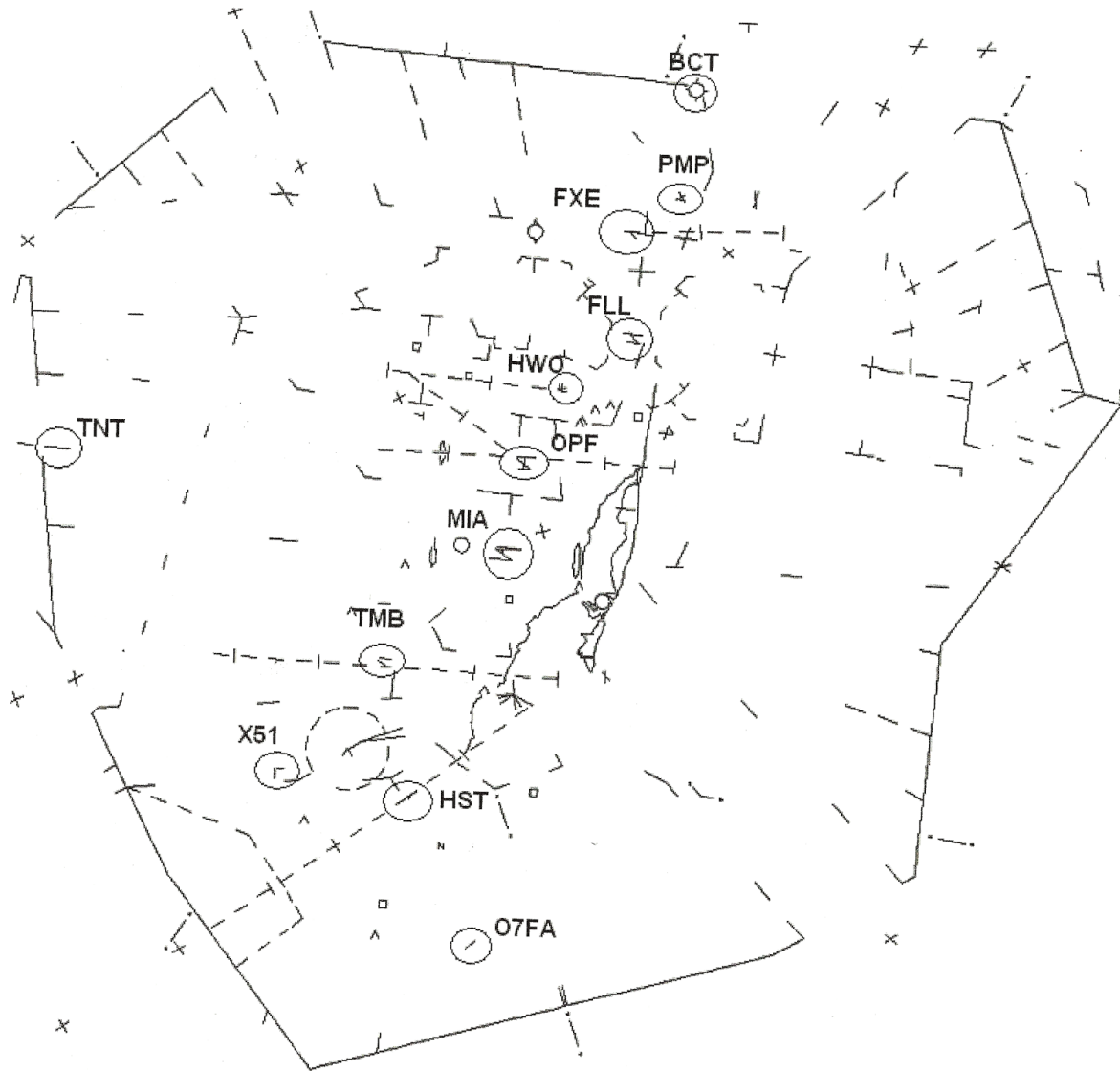
4-3 DEPARTURE PROCEDURE

All IFR aircraft shall be cleared via the FLL SID and the most suitable DTA (Departure Transition Area).

- a. ARKES (North)
- b. BEECH (East)
- c. MNATE (South)
- d. PREDA (Northeast)
- e. THNDR (Northwest)
- f. ZAPPA (Northeast)

See Appendix 3, 4, 5.

APPENDIX 2 - MIA TRACON AIRPORTS



APPENDIX 4 - MIA TRACON ATAs/DTAs

<u>ATA</u>	<u>ID</u>		<u>DTA</u>	<u>ID</u>
DEKAL	DEK		HEDLY ARKES	HED ARK
WORPP	WOR		VALLY ZAPPA PADUS PREDA	VAL ZAP PAD PRE
			BEECH	BEE
			BAHMA	BAH
JUNUR	JUN		EONNS	EON
WEVER	WEV		DORMY	DOR
GILBI	GIL		WINCO THNDR	WIN THN
KUBIC	KUB			
HILEY	HIL		MNATE	MNA
FISEL	FIS		SKIPS	SKI

APPENDIX 5 - ATAs/DTAs MAP

