



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

Tower Order FLL 8400.9a
March 15, 1998

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) Runway 9L is the preferred runway, and is the calm wind runway.
- c) All turbojet arrivals and departures will use Runway 9L/27R.
- d) Arrival and departure procedures:
 - 1. **Departures 9L, 9R, 27R, 27L:** Remain on runway heading until 3,000 feet or three (3) miles.
 - 2. **Departures 13:** Turn left heading 090 degrees as soon as practical; maintain 090 degrees until reaching 3,000 feet or three (3) miles.
 - 3. **Departures 31:** Turn left heading 270 degrees as soon as practical; maintain 270 degrees until reaching 3,000 feet or three (3) miles.
- e) Runway 9R/27L is closed from 2200 -0700 local for noise abatement.

3. OPERATIONAL SAFETY CRITERIA:

Note - The tail wind components only apply when operating on runway 9L.

- 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.

**CROSSWIND COMPONENT TABLE 1
(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>

**CROSSWIND COMPONENT TABLE 2
(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
<u>90</u>	<u>15</u>

**TAILWIND COMPONENT TABLE 3
(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

