

**KFXE**
**Fort Lauderdale Executive Airport**  
 Fort Lauderdale, Florida, United States

 Noise  
 Sensitivity  
 Level:
**HIGH****Diagram #1: FXE Noise Abatement Diagram**

All Aircraft Categories / All Runways



**KFXE****Fort Lauderdale Executive Airport**  
Fort Lauderdale, Florida, United StatesNoise  
Sensitivity  
Level:**HIGH****TEMPORARY INFORMATION****MANDATORY RESTRICTIONS****All Aircraft Categories / Runways: 13 & 31**

Runway 13-31 closed between 10:00 p.m. and 7:00 a.m. for landing and takeoff, when Runway 9-27 is operational.

**All Aircraft Categories**

Prohibit maintenance engine run-ups between 7:00 p.m. and 7:00 a.m. for all aircraft. Engine run-ups are prohibited on aprons.

**CURFEWS****All Aircraft Categories / All Runways**

Runway 13-31 closed between 10:00 p.m. and 7:00 a.m. for landing and takeoff, when Runway 9-27 is operational.

All Runways - Voluntary prohibition of repetitive operations on nights, weekends, and holidays.

All Runways - Voluntary prohibition of night operations.

**ARRIVALS****Aircraft Categories: A, B, C, D & E / All Runways**

Voluntary use of NBAA or manufacturer's standard noise abatement arrival procedures.

**All Aircraft Categories / All Runways**

Voluntary restriction of nighttime, weekend, and holiday repetitive landing and approach operations.

**Aircraft Categories: A, B, C, D & E / Runways: 13 & 31**

Voluntary restriction of jet aircraft on Runway 13-31.

**All Aircraft Categories / All Runways**

All aircraft avoid overflights of residential area ½ mile southwest of ATCT.

**All Aircraft Categories / All Runways**

All runways are noise sensitive and monitored 24 hours.

**DEPARTURES****Aircraft Categories: A, B, C, D & E / All Runways**

Voluntary use of NBAA or manufacturer's close-in noise abatement departure procedures.

**Aircraft Categories: A, B, C, D & E / Runway 09**

Runway 9 departures with destinations other than eastbound, turn left to 330 degree for jet aircraft (and 300 degrees for propeller aircraft), or as instructed by ATC, and climb at best angle. Jet aircraft fly over I-95 industrial area.

Runway 9 departures eastbound, jet aircraft climb at best angle to 2000 feet, or as instructed by ATC, with reduced power for minimum safe airspeed until over the ocean. Eastbound jet aircraft make a request with Ground, during taxi-out, an initial departure altitude to 3,000 feet.

**Aircraft Categories: A, B, C, D & E / Runway 27**

Runway 27 departures turn right to 315 degrees for all aircraft, or as instructed by ATC, and climb at best angle. Avoid turning before NW 31st Avenue until over the Florida Turnpike, or as instructed by ATC.

**Aircraft Categories: A, B, C, D & E / Runways: 13 & 31**

Voluntary restriction of jet aircraft on Runway 13-31.

**All Aircraft Categories / All Runways**

Voluntary restriction of nighttime, weekend, and holiday repetitive landing and approach operations.

**All Aircraft Categories / All Runways**

All aircraft avoid overflights of residential area ½ mile southwest of ATCT.

**All Aircraft Categories / All Runways**

All runways are noise sensitive and monitored 24 hours.

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Level:**HIGH****PREFERENTIAL RUNWAYS****All Aircraft Categories**

Voluntary nighttime Preferential Runway for departures is Runway 27 for all aircraft, wind permitting.

**All Aircraft Categories**

Voluntary nighttime Preferential Runway for arrivals is Runway 9 for all aircraft, wind permitting.

**PATTERN ALTITUDES***ALL VALUES ARE MSL (FEET)***Aircraft Categories: C, D & E / All Runways****TRAFFIC PATTERN ALTITUDES**

Jet aircraft 1500' AGL

**Aircraft Categories: A & B / All Runways****TRAFFIC PATTERN ALTITUDES**

Light Aircraft 1000' AGL

**Aircraft Category HELI****TRAFFIC PATTERN ALTITUDES**

Helicopters 500' AGL

**ENGINE RUNUP**

Prohibit maintenance engine run-ups between 7:00 p.m. and 7:00 a.m. for all aircraft.

Prohibit engine run-ups on aprons.

**FLIGHT TRAINING**

Voluntary restriction of nighttime, weekend, and holiday repetitive landing and approach operations.

**COMMUNITY GROUPS/INFO**

24-hour Aircraft Noise Reporting Line 954-828-6666.

See "Airport Contact Information" for webpage, online noise report form, and viewing flight tracks.

**STAGE II**

Stage II turbojets are prohibited from operating in the U.S., effective January 1, 2016.

**FLIGHT TRACK MONITORING**

In effect 24 hours.

Recommended voluntary maximum noise level, 80 dBA Lmax at Noise Monitoring Terminal #2, located 3 miles east of the departure end of Runway 09. All aircraft operators exceeding 80 dBA will be notified.

**NOISE MONITORING**

In effect 24 hours.

Recommended voluntary maximum noise level, 80 dBA Lmax at Noise Monitoring Terminal #2, located 3 miles east of the departure end of Runway 09. All aircraft operators exceeding 80 dBA will be notified.

**PRIOR PERMISSION (PPR) OPERATIONS**

Maximum weight bearing capacity,

Runway 09-27: S-56, D-81

Runways 13-31: S-30, D-60

PPR for aircraft in excess of runway weight bearing capacity. Call Airport Manager Mon-Fri 8am-5pm, 954-828-4955.

**NBAA PROCEDURES**

Our airport recommends use of NBAA procedures, please see the appendix.

**AOPA NOISE AWARENESS STEPS**

Our airport recommends use of AOPA procedures, please see the appendix.

**AIRPORT CONTACT INFORMATION**

**Name**  
**Title**  
**Noise Hotline**  
**Phone**  
**Fax**  
**Email**



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Fort Lauderdale, Florida, United States

Noise  
Sensitivity  
Level:

HIGH



**Web Address** Rufus James  
Airport Manager  
954-828-6666  
954-828-4955  
954-938-4974



**KFXE****Fort Lauderdale Executive Airport**  
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<http://www.flyfxe.com>**Fort Lauderdale Executive Airport**  
6000 NW 21 Avenue  
Fort Lauderdale FL 33309

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## ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.  
See [http://whispertrack.com/pdf/faa\\_handbook.pdf](http://whispertrack.com/pdf/faa_handbook.pdf)

$$V_{REF} = 1.3 \times V_{SO}$$

OVERVIEW (NONE)

PREFERENTIAL INSTRUMENT PROCEDURES (NONE)

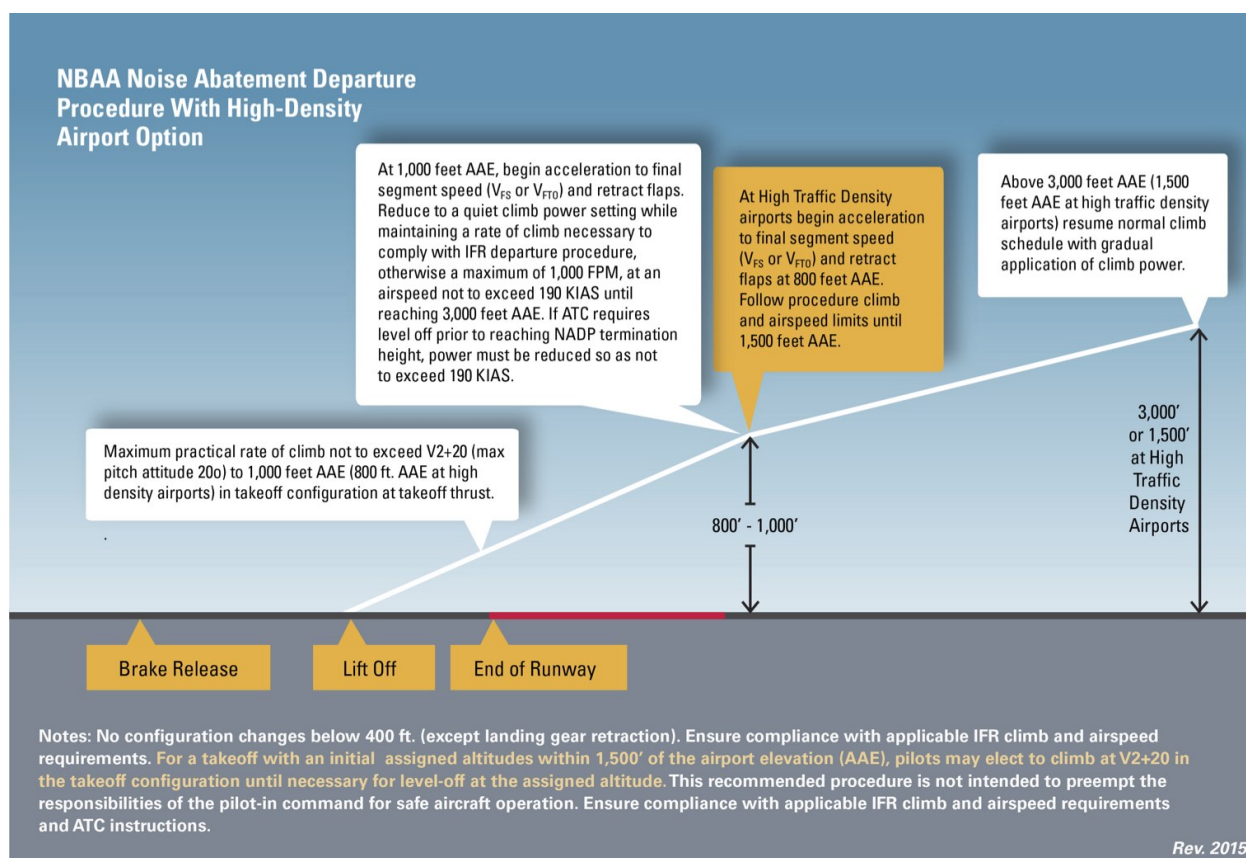
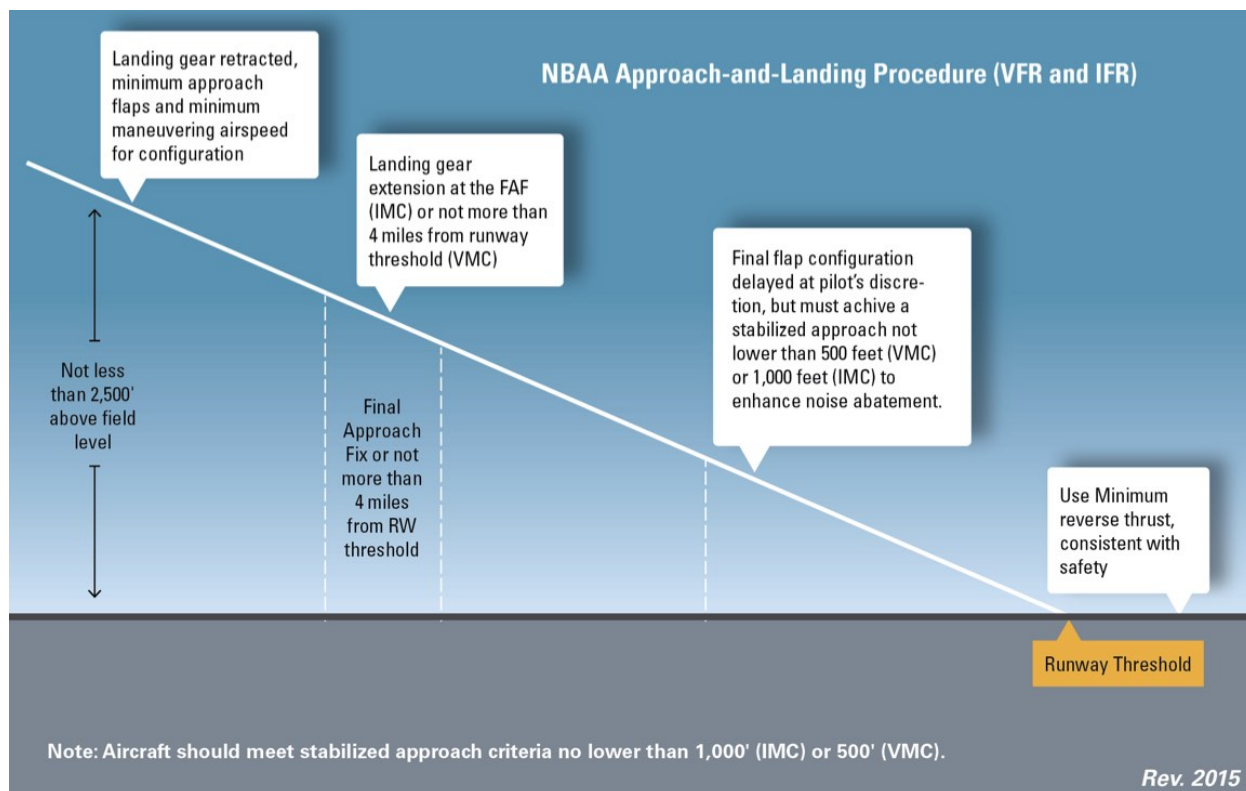
REVERSE THRUST (NO RESTRICTIONS)

INTERSECTION TAKEOFFS (NO RESTRICTIONS)

APU USE (NO RESTRICTIONS)

STAGE III (NO RESTRICTIONS)

NOISE ORDINANCE (NONE)

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## AOPA Noise Awareness Steps

Following are some general guidelines and techniques to minimize the noise impact produced by aircraft operating near the ground.

1. If practical, avoid noise-sensitive areas such as residential areas, open-air assemblies (e.g. sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical rpm setting will reduce the aircraft's noise level substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Many airports have established specific noise abatement procedures. Familiarize yourself and comply with these procedures.
5. To contain aircraft noise within airport boundaries, avoid performing engine runups at the ends of runways near housing developments. Instead, select a location for engine runup closer to the center of the field.
6. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
7. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
8. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
9. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
10. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
11. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
12. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft.)

Note: These recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise safety.