

25051

RNAV (GPS) RWY 10R

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

T LNAV procedure NA during simultaneous operations. Rwy 10R helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 7° C or above 54° C. For inop ALS, increase LNAV Cats C and D visibility to 1 3/8 SM. Use of FD or AP required during simultaneous operations

The diagram shows a circle containing the text 'A₄' and a solid black dot at the top. To the right of the circle is a vertical stack of four horizontal lines, representing a 4-qubit system.

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

HOLD 6000
4000

4 NM

276°

096°

3000

096° (3.3)

1800

096° (3.8)

4000 to BEZER
274° (12.1)

499±

FORT LAUDERDALE
FLL

335

310

ZALAL
1.8 NM to
RW10R

214

RW10R

(IAF) BUNKR
5000

4000 NoPT
096° (6.2)

(IF/IAF) BEZER

BLAIM

(FAF) LORII

1049

510

1049

1049

ULSUZ

15°

295°

4 NM

MSA RW 10 R 2.5 NM

2100

ELEV 65 D TDZE 14

SE-3, 07 AUG 2025 to 04 SEP 2025

SE-3, 07 AUG 2025 to 04 SEP 2025

The diagram illustrates the layout of HIRL Rwy 10L-28R and 10R-28L. Key features include:

- ELEV 65**: Elevation of the runway end.
- TDZE 14**: Threshold Crossing Height (TDZE) of the runway.
- 10L** and **28R**: Runway identifiers for the left runway.
- 10R** and **28L**: Runway identifiers for the right runway.
- TWR 194**: Tower frequency.
- 66**: Frequency for the Unicom/ATIS.
- 9000 X 150** and **8000 X 150**: Dimensions of the runways.
- 0.4% UP** and **1.0% DOWN**: Gradients of the runways.
- 096°**: Magnetic heading of the runways.
- A5** and **A4**: Altimeter settings.
- 66**: A star symbol indicating a specific point or frequency.

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