

6/24/2025

FOR YOUR INFORMATION

2025-151/5-50

To: Fort Lauderdale/Hollywood International Airport (FLL), FL, Jeppesen
Sanderson Inc., FAA (ASO-600)

2222332

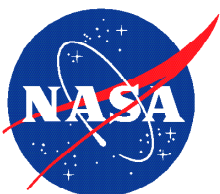
Info: FAA (AAS-1, AAS-300, AJV-A, AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA,
AOPA, APA, ASAP, ATSG, CAPA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA,
SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: FLL Hotspot Recommendation

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 222332**DATE / TIME**

Date of Occurrence	202503
Local Time Of Day	0601 to 1200

PLACE

Locale	FLL.Airport
State	FL
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	FLL
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Tower	FLL
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer

AIRCRAFT / EQUIPMENT Z

ATC / Advisory - Tower	FLL
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	222332

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Ground Conflict, Critical
Anomaly	Ground Incursion - Runway
Anomaly	Ground Incursion - Taxiway
Detector - Person	Air Traffic Control
Detector - Person	Flight Crew
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

Performing the flight ZZZ1 – FLL. On the approach and landing for Runway 28L we were light weighted for landing (approximately 57.5 tons) with a Vapp speed of about 122 kt. plus a headwind of about 15 kt., factors that made us land very short, making us between intersection J8 and J7 be at taxi speed. As there was traffic behind us we thought the best course of action would be to vacate the runway at J7 instead of continuing down the runway at taxi speed and vacate on J5 or J4.

Already turning on J7 the Tower advised us to continue down and vacate the next right, but the turn was already made and it was not possible to turn back to the runway. We were instructed to hold short on the

runway before Taxiway J, because there were aircraft taxiing to Runway 28L on Taxiway J. As we were still on the runway, Aircraft Z landing behind us was instructed for a go-around.

Contributing factors: Low approach speed making us land very short, fatigued, low experience operating at the airport, lack of information on the chart alerting the crews that Taxiway J7 is a hotspot when operating Runway 28L for takeoff, as vacating on this taxiway conflicts with traffic taxiing to Runway 28 for takeoff on Taxiway J.

Suggestions: Implementing a hotspot on Taxiway J7 alerting the risk of vacating on J7 when landing on Runway 28L and 28L being used for takeoff as there will be traffic taxiing in the opposite direction on Taxiway J.

SYNOPSIS

Air carrier Captain reported landing at FLL and exiting the runway at an earlier taxiway than normal that then led to an active runway. Reporter suggested a hotspot designation.