WELCOME
PUBLIC INFORMATION WORKSHOP
South-Central Florida Metroplex
FEDERAL AVIATION ADMINISTRATION
Welcome to the FAA’s Workshop on the South-Central Florida Metroplex.

The designs you will see tonight are preliminary. We welcome your input.

You may provide your comments tonight in writing, or you may leave your comments at this website:

https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/florida/
Environmental Study Process

Consideration of a Proposed Action under the National Environmental Policy Act (NEPA)

NEPA requires that the FAA evaluate the environmental and related social and economic effects of a proposed action.

Preliminary Technical Review
FAA conducts an internal technical review before deciding to consider moving forward with an environmental review.

Preliminary Environmental Review
FAA conducts an internal environmental review to evaluate any potential environmental concerns.

Internal Review and choice of appropriate level of NEPA review
Internal analysis such as the noise screening reports as well as input from the public are used to assist the FAA in determining the appropriate level of NEPA review to conduct.

Extraordinary Circumstances
Paragraph 5-2 of FAA Order 1050.1F identifies the range of factors which define Extraordinary Circumstances.

Significant Impacts
The FAA uses thresholds that serve as specific indicators of significant impact for some environmental impact categories. FAA proposed actions that would result in impacts at or above these thresholds require the preparation of an EIS, unless impacts can be reduced below threshold levels.
Project Goals

WHAT DOES THIS PROJECT HOPE TO ACHIEVE?

Take advantage of Performance Based Navigation by implementing procedures that will help enhance the safety and efficiency of the airspace.

Why are we doing this project?

The existing departure and arrival procedures do not take full advantage of modern technology. The project will replace outdated systems with satellite-based technology.

Provide deconfliction of arrivals and departures for airports in close proximity to one another, allowing for independent operations at each airport.

Improve the predictability of air traffic flows to enhance safety and efficiency while reducing the workload for air traffic controllers and pilots.

Reduce conflicts in routes between Florida airports, and in routes connecting Florida to other national and international destinations.

Reduce airspace constraints associated with restricted military airspace, general aviation operations, space vehicle launches, and drones.

Improve air traffic flow and efficiency, in order to keep pace with the growth in aviation and tourism in Florida.

Provide environmental benefits by reducing carbon emissions and aircraft fuel consumption.

TERMINOLOGY

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Metroplex Project Phases

- **Study Phase**
  - Approximately 9 months
  - Coordination with airports

- **Design and Procedure Development**
  - Approximately 12 months
  - Public workshops and comments

- **Operational, Environmental, and Safety Review**
  - Approximately 12 months
  - Draft Environmental Assessment (EA)
  - Public workshops and comments

- **Implementation and Training**
  - Approximately 12 months
  - Final EA/Record of Decision and public notification
  - Training, procedure publication and implementation

- **Post-Implementation**
  - Approximately 7 months
  - Post-implementation analysis
  - Procedure adjustments

We are here
South-Central Florida Metroplex

Overview Map

- Overview of the 21 airports included in the Metroplex
Jet aircraft departing to the east from FLL would follow these Standard Instrument Departures (SIDs).

- MHITO and GLADZ SID departures would initially depart navigating via the SID but would be vectored by ATC after departure.
- The proposed GLADZ SID would be used primarily for departures landing in Cuba, Key West, and Mexico.
- Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.
- Radar track data are a sample from January to May 2018.
Jet aircraft departing to the east from FLL would follow these Standard Instrument Departures (SIDs)

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South-Central Florida Metroplex

Area Navigation (RNAV)
Standard Instrument Departures (SIDs)

- AARPS ONE
- FEELX ONE
- GLADZ ONE
- MHITO ONE
- REGAE ONE
- SNAPR ONE
- TWZTR ONE
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Jet aircraft landing to the east at FLL follow Standard Terminal Arrival (STAR) routes

Air Traffic Controllers (ATC) may assign alternate runways for operational needs. Expected use includes:

- CUUDA and OLAHS STARs would be sequenced into a single downwind flow north of FLL airport and arrive Runway 10L
- TEEKY STAR would arrive on Runway 10L
- BAHIA STAR would arrive Runway 10R

ATC may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety

Radar track data are a sample from January to May 2018
Jet aircraft landing to the east at FLL follow Standard Terminal Arrival (STAR) routes

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South-Central Florida Metroplex

Preliminary Designs

Modernization of Our National Airspace

https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/florida/

West Flow Full View

- Jet aircraft landing to the west at FLL would follow Standard Terminal Arrival (STAR) routes
- Air Traffic Controllers (ATC) may assign alternate runways for operational needs. Expected use includes:
  - CUUDA STAR arrivals would arrive Runway 28R
  - OLAHS STARs arrivals would arrive runway 28L
  - TEEKY and BAHIA STAR arrivals would be sequenced into a single downwind flow north of FLL airport and arrive Runway 28R
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ATC may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

Radar track data are a sample from January to May 2018.
Jet aircraft departing from FXE flying to the Caribbean and South America would fly this Standard Instrument Departure (SID) today to join the GABOW SID at MNUDO.

- Departing jet aircraft typically would fly along the same paths and at similar altitudes as they do today to join the GABOW SID at MNUDO.

- ATC may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.
Jet aircraft arriving to FXE from the north would fly this Standard Terminal Arrival (STAR).

Arriving jet aircraft typically would fly along the same paths over the land as they do today, at potentially lower altitudes.

ATC may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.