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/
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.
- Provide deconfliction of arrivals and departures for airports in close proximity to one another, allowing for independent operations at each airport.
- Reduce conflicts in routes between Florida airports, and in routes connecting Florida to other national and international destinations.
- Improve air traffic flow and efficiency, in order to keep pace with the growth in aviation and tourism in Florida.

**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 The project will replace outdated systems with satellite-based technology.
- Improve the predictability of air traffic flows to enhance safety and efficiency while reducing the workload for air traffic controllers and pilots.
- Reduce airspace constraints associated with restricted military airspace, general aviation operations, space vehicle launches, and drones.
- Provide environmental benefits by reducing carbon emissions and aircraft fuel consumption.

**TERMINOLOGY**

<table>
<thead>
<tr>
<th>RNAV</th>
<th>SID</th>
<th>STAR</th>
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<tbody>
<tr>
<td>Area Navigation</td>
<td>Standard Instrument Departure</td>
<td>Standard Terminal Arrival Route</td>
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[https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/florida/]
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

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

- Overview of the 21 airports included in the Metroplex

Metroplex Study Area

https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/florida/
Aircraft departing to the north from MCO will follow these Standard Instrument Departures (SIDs).

Departures typically will fly along similar paths and altitudes as they do today.

Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

When PALATKA Military Operating Area is not in use north of MCO, departures may be routed direct MICKI waypoint by ATC.

Radar track data are a sample from January to May 2018.
Aircraft departing to the north from MCO will follow these Standard Instrument Departures (SIDs).

- Departures typically will fly along similar paths and altitudes as they do today.
- Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.
- When PALATKA Military Operating Area is not in use north of MCO, departures may be routed direct MICKI waypoint by ATC.
- Radar track data are a sample from January to May 2018.
Aircraft departing to the south from MCO will follow these Standard Instrument Departures (SIDs).

Departures typically will fly along the same paths and at similar altitudes as they do today.

Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

When PALATKA Military Operating Area is not in use north of MCO, departures may be routed direct MICKI waypoint by ATC.

Radar track data are a sample from January to May 2018.
Aircraft departing to the South from MCO will follow these Standard Instrument Departures (SIDs).

- Departures typically will fly along the same paths and at similar altitudes as they do today.
- Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.
- When PALATKA Military Operating Area is not in use north of MCO, departures may be routed direct MICKI waypoint by Air Traffic Control (ATC).
- Radar track data are a sample from January to May 2018.
Preliminary Designs

South-Central Florida Metroplex

Area Navigation (RNAV) Standard Terminal Arrivals (STARs)

- ALINA ONE
- GRNCH ONE
- JAFAR ONE
- JOKRS ONE
- PRICY ONE
- RIDES ONE
- SNFLD ONE

North Flow Full View

- Aircraft landing to the north at MCO follow Standard Terminal Arrival (STAR) routes.
- Arrival aircraft typically will fly along the same paths and at similar altitudes as they do today.
  - Air Traffic Controllers (ATC) will merge the JAFAR and GRNCH STARs into a single stream
  - ATC will merge the SNFLD and ALINA STARs into a single stream
  - ATC will merge the PRICY and JOKRS STARs into a single stream
  - The RIDES STAR is a single stream arrival
- ATC occasionally will direct aircraft away from procedure weather to avoid bad weather or for safety.
- Radar track data are a sample from January to May 2018
Aircraft landing to the North at MCO follow Standard Terminal Arrival (STAR) routes.

- Arrival aircraft typically will fly along the same paths and at similar altitudes as they do today.
- Air Traffic Controllers (ATC) occasionally will direct aircraft away from procedure weather to avoid bad weather or for safety.
- Radar track data are a sample from January to May 2018.

MCO Orlando International Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)

ALINA ONE
GRNCH ONE
JAFAR ONE
JOKRS ONE
PRICY ONE
RIDES ONE
SNFLD ONE

North Flow Close View
Aircraft landing to the South at MCO follow Standard Terminal Arrival (STAR) routes.

Arrival aircraft typically will fly along the same paths and at similar altitudes as they do today.

Air Traffic Controllers (ATC) will merge the JAFAR and GRNCH STARs into a single stream.

ATC will merge the SNFLD and ALINA STARs into a single stream.

ATC will merge the PRICY and JOKRS STARs into a single stream.

The RIDES STAR is a single stream arrival.

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.
Aircraft landing to the South at MCO follow Standard Terminal Arrival (STAR) routes.

- Arrival aircraft typically will fly along the same paths and at similar altitudes as they do today.
- 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.
Aircraft departing from ORL to the East and West follow Standard Departures (SIDs).

- Departing aircraft typically will fly along the same paths and at similar altitudes as they do today.
- 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.