

FAA Information Meeting

Elected Officials Briefing

Date: December 17, 2019



Federal Aviation
Administration



Introductions, Background and Opening Remarks



Agenda

- **Southeast Florida Airspace Complexity and Growth**
- **Air Traffic Control (ATC) Operations Review**
- **Construction Impacts to ATC**
- **Current Efforts**



Southeast Florida Airspace Complexity and Growth

- **Airspace Overview**
 - Airspace complexity
 - Nearby airport constraints
 - Multiple airport traffic interactions
- **Aviation Growth**



Southeast Florida Airport Proximity



ATAAC



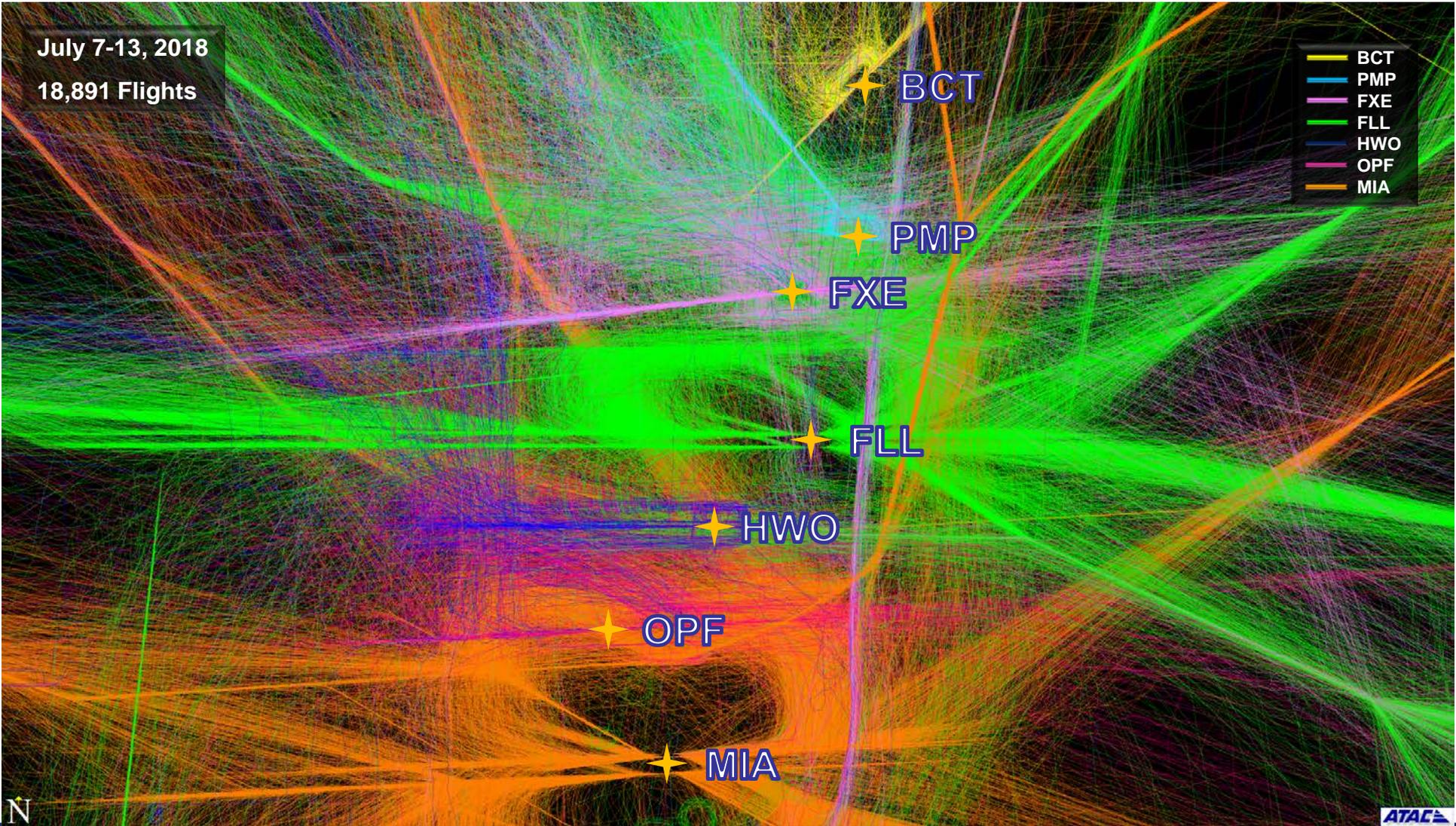
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Surrounding Airport Flight Tracks

July 7-13, 2018

18,891 Flights

- BCT
- PMP
- FXE
- FLL
- HWO
- OPF
- MIA



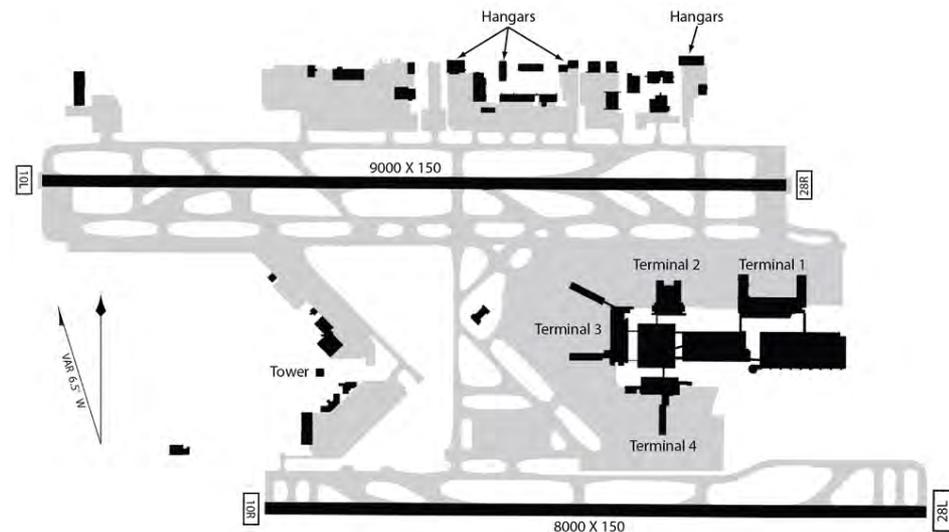
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Aviation Growth

- Evaluated aircraft traffic over the Weston and Southwest Ranches communities

- Evaluated 1 week in 4 different years based on significant airport operational changes*

- July 7-13, 2014 – Prior to completion of RWY10R/28L expansion (November 22, 2015)
- July 7-13, 2018 – After RWY10R/28L expansion (November 22, 2015) and prior to beginning of RWY10L/28R construction (June 3, 2019)
- July 7-13, 2019 – During RWY10L/28R closure
- November 3-9, 2019 – RWY10L and RWY10R open, with RWY10L Taxiway access restrictions (Re-open October 1, 2019)



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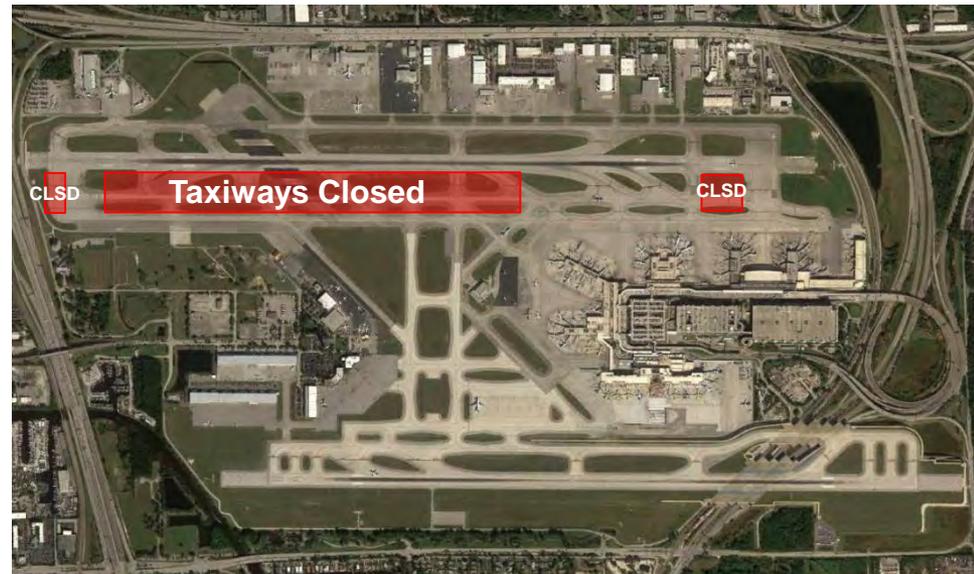


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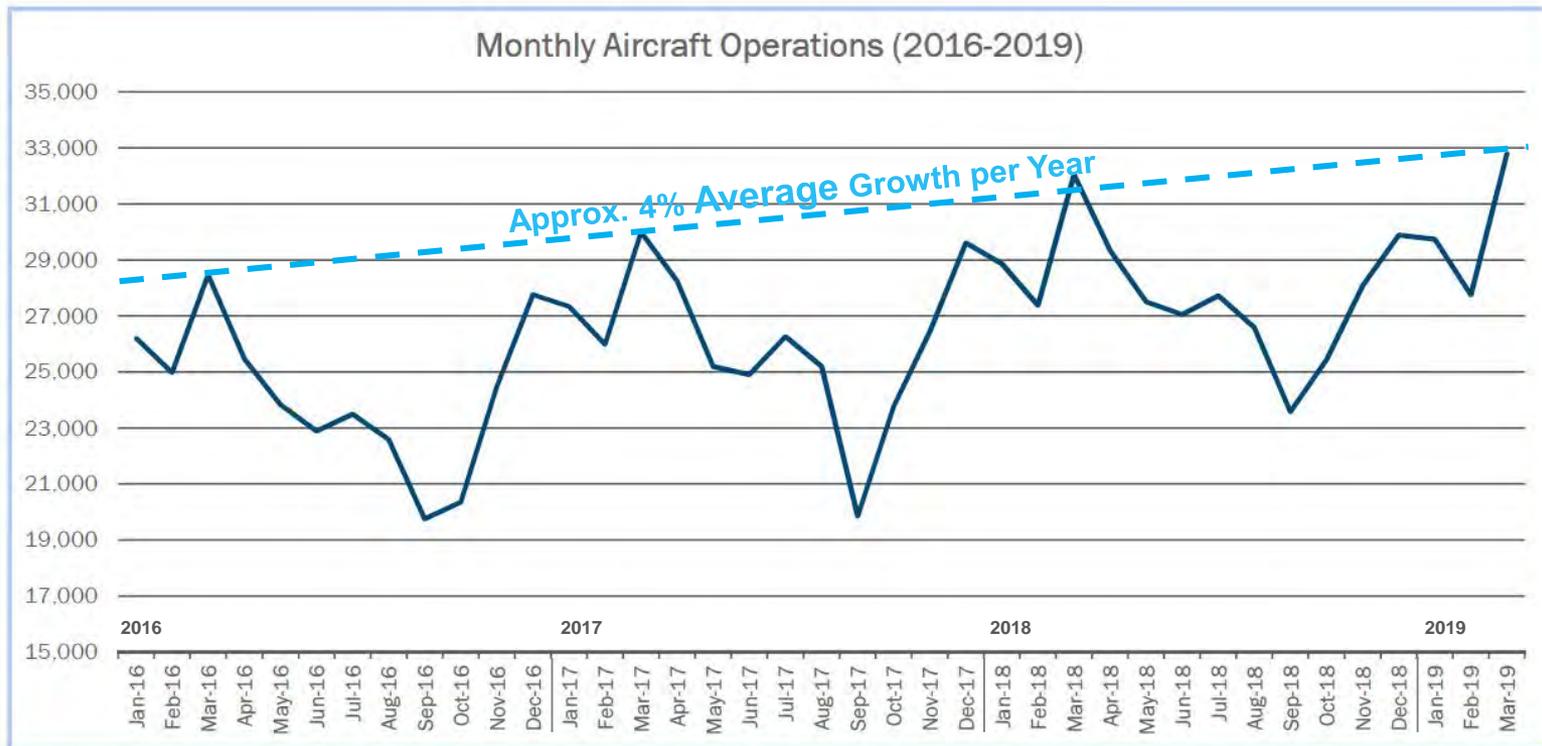


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FLL Airport Operations

Seasonality of Aircraft Operations



Source: FAA Air Traffic Activity System (ATADS), 2019.



Surrounding Airport Flight Metrics

Arrival and Departure Flights for Each Period

Airport	July 7-13, 2014	July 7-13, 2018	July 7-13, 2019	% Change 2014-2019	Nov 3-9, 2019**
BCT	507	659	690	+36%	653
PMP	480	607	708	+48%	449
FXE	1637	1813	1852	+13%	1589
FLL	4614	6242	5868*	+27%	6179
HWO	475	677	691	+45%	660
OPF	1319	1414	1508	+14%	1391
MIA	7506	7724	7752	+3%	7643

* Period of FLL single runway operation. **Excluded from %Change as it is not valid comparison.



ATC Operations Review



Traffic Flows

Arrivals

- Normally, runway assignments are determined by the assigned arrival route to prevent airborne crossing situations during peak traffic times
- Strive to balance traffic load to both runways



Traffic Flows

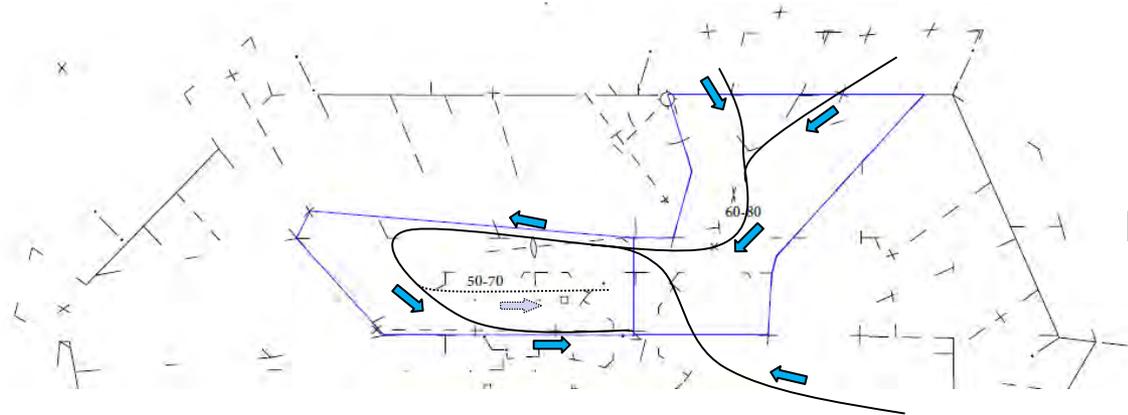
Arrivals

- **VFR conditions**
 - East operations
 - Runway 10L Visual approach
 - Runway 10R Instrument approach
 - West operation
 - Runway 28L Instrument approach
 - Runway 28R Visual approach
- **Marginal VFR and IFR conditions**
 - All operations will be instrument approaches

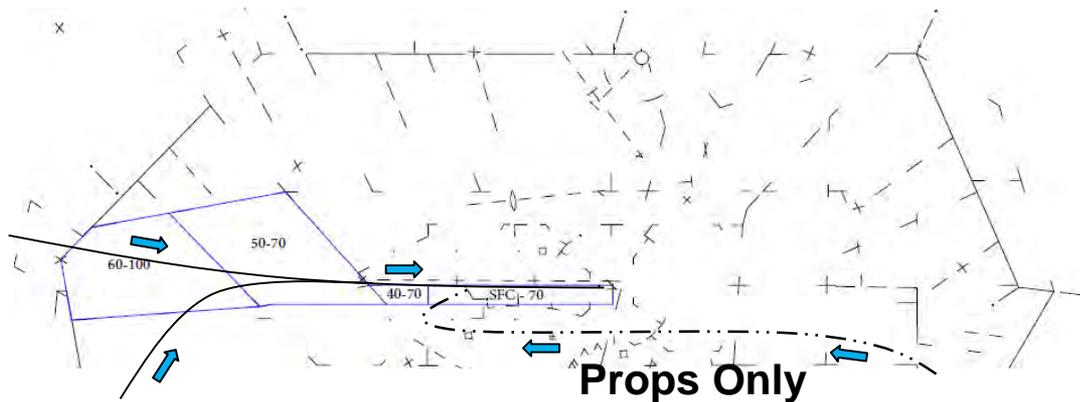


Traffic Flow - Arrivals

East Operation



Landing Runway 10L

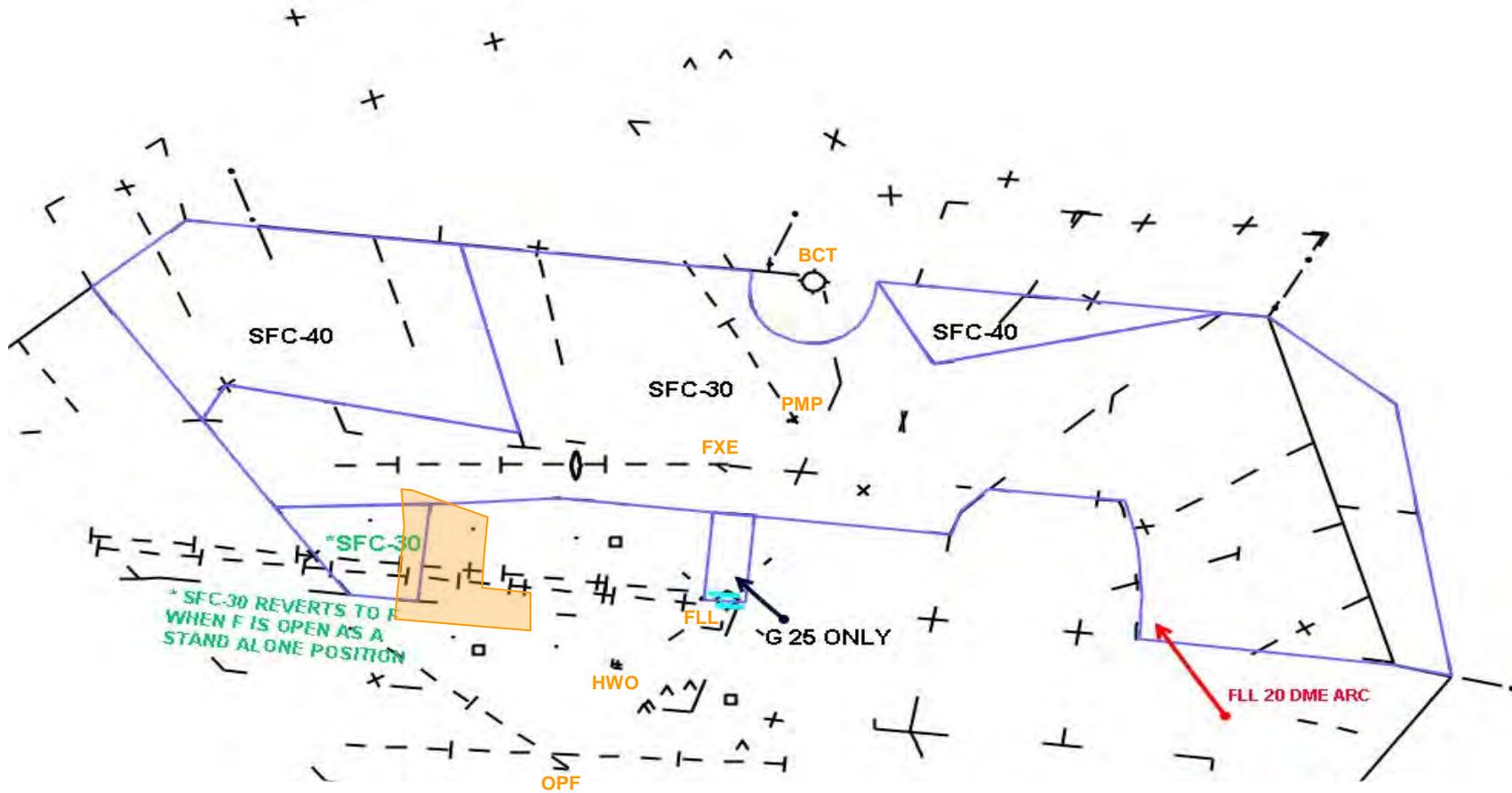


Landing Runway 10R

Props Only



Arrival Sector G – EAST Operation



Current Efforts



Metroplex Project Goals

WHAT DOES THIS PROJECT HOPE TO ACHIEVE?

Take advantage of Performance Based Navigation by implementing procedures that will help improve 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 Caribbean 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 increase 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

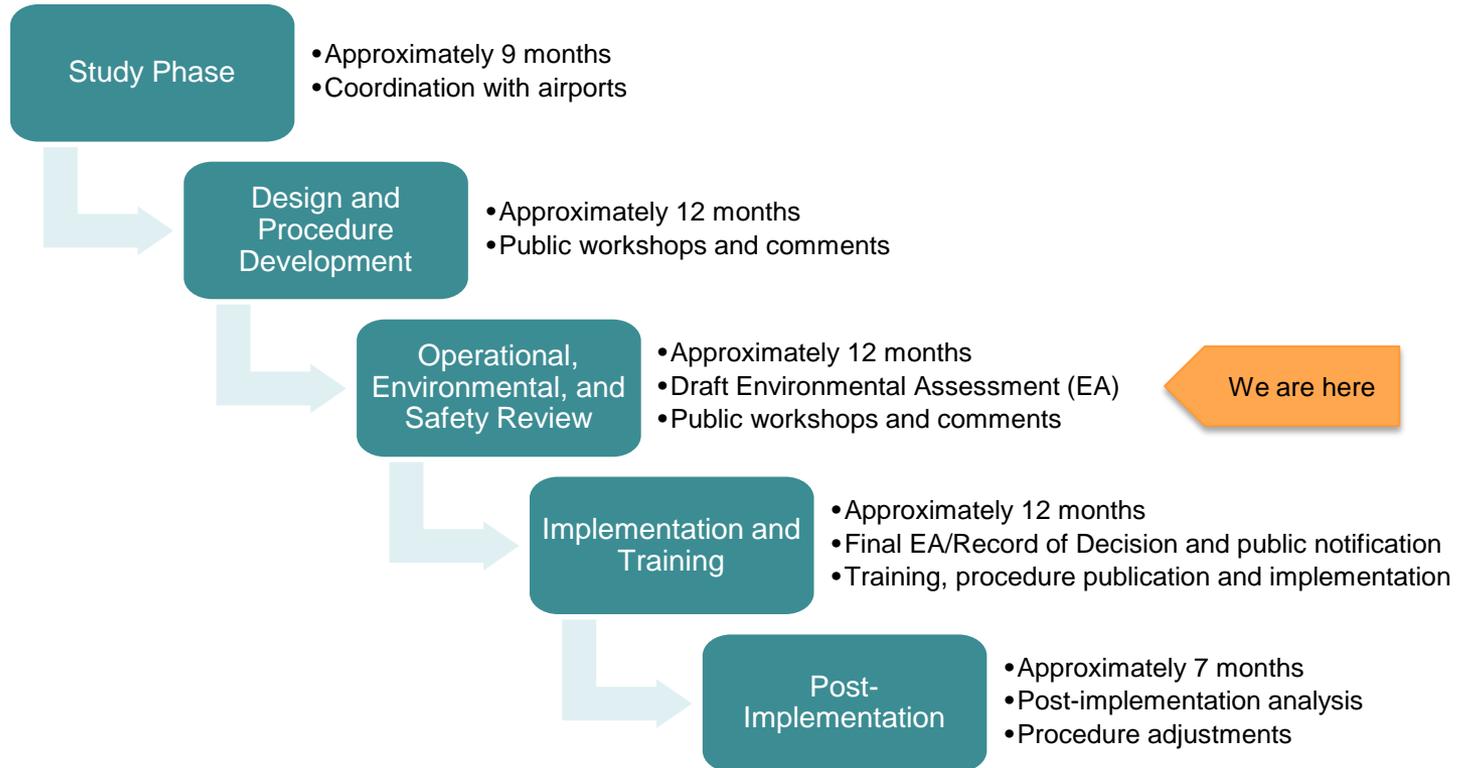
RNAV
Area Navigation

SID
Standard Instrument Departure

STAR
Standard Terminal Arrival Route



Metroplex Project Phases



Questions?

