



**Federal Aviation
Administration**



**Federal Aviation Administration
South Florida Air Traffic Initiatives**

South-Central Florida Metroplex

The South-Central Florida Metroplex project will allow the Federal Aviation Administration (FAA) to improve the flow of air traffic by making the best use of airspace and procedures using the precision of satellite-based navigation.

In addition to improving navigation, the project will:

- benefit passengers by creating more direct routes
- decrease congestion at airports and in the air
- improve air traffic flows, enhancing safety and efficiency
- offer environmental benefits by reducing fuel burn and carbon emissions
- modernize air traffic procedures to today's standards
- reduce complexity and communication for air traffic controllers and pilots



Florida is the only state with four major international air carrier airports: Miami International (MIA), Fort Lauderdale-Hollywood International (FLL), Orlando International (MCO) and Tampa International (TPA). The South-Central Florida Metroplex focuses on these airports, where operations have a direct effect throughout the National Airspace System. The agency also proposes changes to procedures for Palm Beach International Airport (PBI) and satellite airports.

The FAA has not updated many of the air traffic procedures for Central and South Florida airports in years. While the procedures are safe, they no longer are the most efficient due to advances in technology. The South-Central Florida Metroplex will develop more direct and efficient satellite-based routes into and out of major airports, enhancing safety and flight efficiency. The Metroplex project also will modify some existing procedures at these airports to ensure that they seamlessly connect to the heavily traveled Atlantic Coast Routes between the Northeastern U.S. and Florida.

Current Status

The FAA is working on an Environmental Assessment (EA) of the proposed new procedures as required by the National Environmental Policy Act of 1969 (NEPA.) The law requires the FAA to identify and disclose to the public any potential environmental impacts of the proposed procedures. We expect to complete the Draft EA in Spring 2020. At that time, we will post it online and offer the public the opportunity to comment.

For more information

Fact Sheet www.faa.gov/news/fact_sheets/news_story.cfm?newsId=23274

Webpage www.faa.gov/nextgen/snapshots/metroplexes/?locationId=19



Proposed Improvements to Miami Class B and Fort Lauderdale Class C Airspace

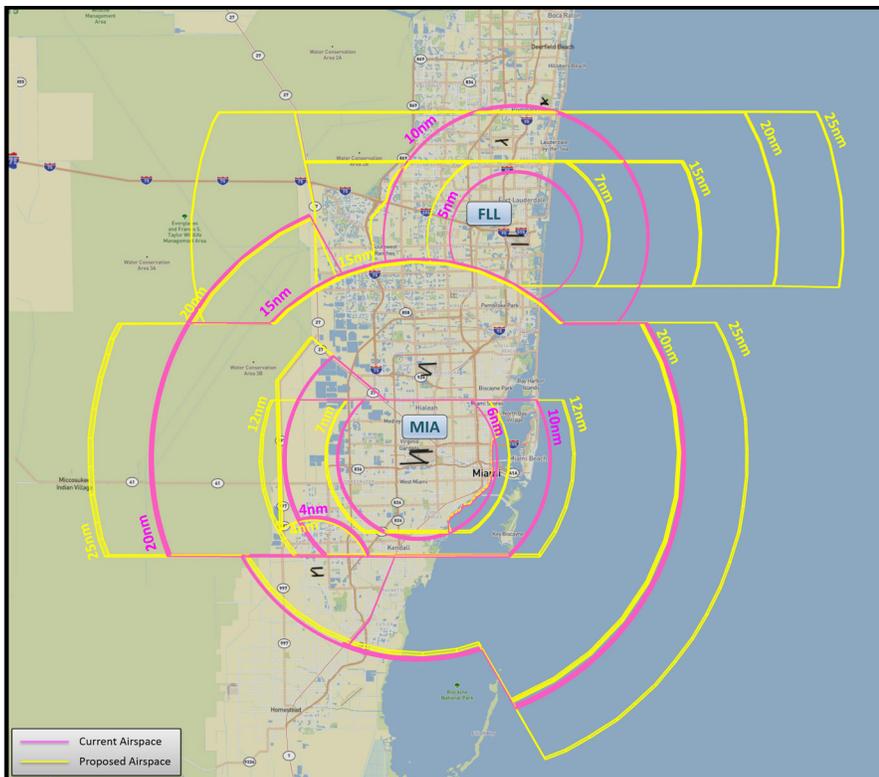
The FAA has proposed to modify the airspace over South Florida to enhance safety. This proposal will not change existing flight paths or the altitudes that aircraft currently fly. However, the Metroplex plan explained on the other side of this fact sheet proposes changes to some air traffic control procedures. These are separate initiatives and they will not result in more flights over South Florida.

The proposed improvements to Class B and C airspace would expand the areas where air traffic controllers track flights and communicate with pilots. This is called operating on Instrument Flight Rules (IFR). Expanding controlled airspace increases safety by ensuring that all flights, including aircraft operating on Visual Flight Rules (VFR) close to Fort Lauderdale-Hollywood (FLL) and Miami (MIA) international airports, are under direct air traffic control.

The FAA categorizes the airspace surrounding MIA as "Class B," the most restrictive airspace around the busiest airports in the country. MIA Class B airspace extends to 20 nautical miles around the airport up to 7,000 feet in altitude. The proposal would expand the Class B airspace out to 25 nautical miles east and west of the airport. The top or "ceiling" of the controlled airspace will remain at 7,000 feet. The bottom or "floor" would gradually increase from the surface to 4,000 feet as it extends farther from the airport.

The airspace around FLL is "Class C," which is less restrictive, but highly controlled. The FLL Class C airspace extends to 10 nautical miles up to 4,000 feet in altitude. The proposal would extend the Class C airspace to 25 nautical miles to the east and 20 nautical miles to the west. The ceiling remains at 4,000 feet and the floor gradually increases from the surface to 3,000 feet as the airspace extends farther from the airport.

Aircraft that are flying VFR may fly under or around the Class B and C airspace without requiring air traffic control service.



The graphic depicts the details of the proposed changes.

The FAA changes airspace through the federal rulemaking process. We anticipate issuing a Notice of Proposed Rulemaking (NPRM) in 2020, and offering the public a second opportunity to comment on the proposal. We held an initial public workshop on June 12, 2019.

NEPA requires the FAA to identify and disclose to the public any potential environmental impacts of the proposed airspace modifications. We will conduct an environmental review and offer the public the opportunity to comment on the proposal again during the environmental process.

For more information, read our complete fact sheet: www.faa.gov/news/fact_sheets/news_story.cfm?newsId=23795