Jet aircraft departing to the east from FLL would follow these Standard Instrument Departures (SIDs)

- MHITO, GLADZ, VACAY, and BNGOS departures would initially depart navigating via the SID and then would be vectored by ATC after departure.
- The proposed GLADZ SID would be used primarily for departures landing in Cuba, Key West, and Mexico.
- Miami TWZTR and AARPS departures would initially depart navigating via the SID and then would be vectored by ATC after departure.
- 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 of jet traffic from March to April 2018 which does not include 11:00 pm to 6:00 am.
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South-Central Florida Metroplex

Modernization of Our National Airspace

https://www.faa.gov/air_traffic/community_involvement/florida/
South-Central Florida Metroplex

Fort Lauderdale—Hollywood International Airport

Area Navigation (RNAV)
Standard Instrument Departures (SIDs)

- AARPS, FEELX, BNGOS
- GLADZ, MHITO
- REGAE, SNAPR
- TWZTR, VACAY

West Flow Close View

- Jet aircraft departing to the west from FLL would follow these Standard Instrument Departures (SIDs)
  - MHITO, GLADZ, VACAY, and BNGOS departures would initially depart navigating via the SID and then would be vectored by ATC after departure
  - The proposed GLADZ SID would be used primarily for departures landing in Cuba, Key West, and Mexico
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Modernization of Our National Airspace

https://www.faa.gov/air_traffic/community_involvement/florida/
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.

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Radar track data are a sample of jet traffic from March to April 2018 which does not include 11:00 pm to 6:00 am.
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

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

Radar track data are a sample of jet traffic from March to April 2018 which does not include 11:00 pm to 6:00 am.
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:
- CUDDA 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

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

Radar track data are a sample of jet traffic from March to April 2018 which does not include 11:00 pm to 6:00 am.
Interaction Between Area Navigation (RNAV) Standard Instrument Departures (SIDs) & Standard Terminal Arrivals (STARs)

East Flow Full View

- Comprehensive overview of preliminary designs of arrivals (STARs) and departures (SIDs) for MIA
- Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety
**South-Central Florida Metroplex**

**FLL West Flow Operations**

**FLL Fort Lauderdale—Hollywood International Airport**

**Interaction Between**
Area Navigation (RNAV)
Standard Instrument Departures (SIDs) &
Standard Terminal Arrivals (STARs)

**West Flow Full View**

- Comprehensive overview of preliminary designs of arrivals (STARs) and departures (SIDs) for MIA
- Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety
Jet aircraft departing from FXE flying to the Caribbean and South America would fly this Standard Instrument Departure (SID). 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.