Modernization of Our National Airspace

**East Flow Full View**

- Jet aircraft departing to the east from MIA would follow these Standard Instrument Departures (SIDs).
- The proposed GLADZ SID would be used primarily for departures routed over the Gulf of Mexico.
- Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.
- The GWAVA and MHITO SIDs would be used from 7:00 am to 11:00 pm daily.
- 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.

### Proposed SIDs [Departures]

- SID Procedure
- Dispersed Path Area
- South Florida National Parks Boundaries

### Existing Radar Tracks

<table>
<thead>
<tr>
<th>Above Airfield Elevation (feet)</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 3,000</td>
<td>Red</td>
</tr>
<tr>
<td>3,001 – 6,000</td>
<td>Blue</td>
</tr>
<tr>
<td>6,001 – 10,000</td>
<td>Green</td>
</tr>
<tr>
<td>&gt;10,000</td>
<td>Green</td>
</tr>
</tbody>
</table>
Miami International Airport

Area Navigation (RNAV)

Standard Instrument Departures (SIDs)

- BNGOS
- FOLZZ
- AARPS
- GLADZ
- GWAVA
- TWZTR
- KLADA
- MHITO
- VACAY
- NNOCE

East Flow Close View

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

- SID Procedure
- Dispersed Path Area

Existing Radar Tracks

Above Airfield Elevation (feet)

- 0 - 3,000
- 3,001 - 6,000
- 6,001 - 10,000
- >10,000
Jet aircraft departing to the east from MIA would follow these Standard Instrument Departures (SIDs):

- The proposed GLADZ SID would be used primarily for departures routed over the Gulf of Mexico.
- Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.
- The GWAVA and MHITO SIDs would be used from 7:00 am to 11:00 pm daily.
- 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.

### Proposed SIDs (Departures)
- **SID Procedure**
- **Dispersed Path Area**

### Existing Radar Tracks
- Above Airfield Elevation (feet)
  - 0 - 3,000
  - 3,001 - 6,000
  - 6,001 - 10,000
  - >10,000

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[https://www.faa.gov/air_traffic/community_involvement/florida/](https://www.faa.gov/air_traffic/community_involvement/florida/)
Jet aircraft departing to the west from MIA would follow these Standard Instrument Departures (SIDs).

The proposed GLADZ SID would be used primarily for departures routed over the Gulf of Mexico.

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

MIA Runway 30 is used for departures only when other runways are unusable.

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 departing to the west from MIA would follow these Standard Instrument Departures (SIDs)

- The proposed GLADZ SID would be used primarily for departures routed over the Gulf of Mexico
- Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety
- MIA Runway 30 is used for departures only when other runways are unusable
- 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 east at MIA would follow Standard Terminal Arrival (STAR) routes. Air Traffic Controllers (ATC) may assign alternate runways for operational needs. Expected use includes:

- CSTAL and DORAL STARs would arrive on Runway 12
- VIICE STAR would arrive on Runway 09
- HERON STAR would be dispersed to Runways 09 and 12
- LARGO STAR would arrive on Runway 09

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 March to April 2018 which does not include 11:00 pm to 6:00 am.
Jet aircraft landing to the east at MIA would follow Standard Terminal Arrival (STAR) routes. Air Traffic Controllers (ATC) may assign alternate runways for operational needs. Expected use includes:

- CSTAL and DORAL STARs would arrive on Runway 12
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- HERON STAR would be dispersed to Runways 09 and 12
- LARGO STAR would arrive on Runway 09

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.

**MIA East Flow Arrivals Close View**

- **LARGO** STAR would arrive on Runway 09
- **VIICE** STAR would be dispersed to Runways 09 and 12
- **HERON** STAR would arrive on Runway 12
- **CSTAL** and **DORAL** STARs would arrive on Runway 12
- **Akron** STAR would arrive on Runway 09
- **HERON** STAR would be dispersed to Runways 09 and 12
- **LARGO** STAR would arrive on Runway 09

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 east at MIA would follow Standard Terminal Arrival (STAR) routes. Air Traffic Controllers (ATC) may assign alternate runways for operational needs. Expected use includes:

- LARGO STAR would arrive Runway 30
- HERON STAR would arrive Runway 26R and 30
- VIICE STAR would arrive Runway 30
- CSTAL and DORAL STAR would arrive Runway 26R

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 east at MIA would follow Standard Terminal Arrival (STAR) routes.

Air Traffic Controllers (ATC) may assign alternate runways for operational needs. Expected use includes:
- LARGO STAR would arrive Runway 30
- HERON STAR would arrive Runway 26R and 30
- VIICE STAR would arrive Runway 30
- CSTAL and DORAL STAR would arrive Runway 26R

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.
MIA
Miami International Airport

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
- The GWAVA and MHITO SIDs would be used from 7:00am to 11:00pm daily.
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 OPF flying to the Caribbean and South America would follow the HUSIL Standard Instrument Departure (SID).

Jet aircraft departing from TMB flying to the Caribbean and South America would follow the SDBAR SID.

Departing aircraft typically would fly along the same paths and at similar altitudes over land 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.

OPF
Miami-Opa Locka Executive Airport
Area Navigation (RNAV) Standard Instrument Departures (SIDs)
HUSIL
TMB
Miami Executive Airport
Area Navigation (RNAV) Standard Instrument Departures (SIDs)
SDBAR
All Flows Full View