



MIA

Miami International Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

BNGOS FOLZZ AARPS
GLADZ GWAVA TWZTR
KLADA MHITO
VACAY NNOCE

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 7:00am to 11:00pm 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.

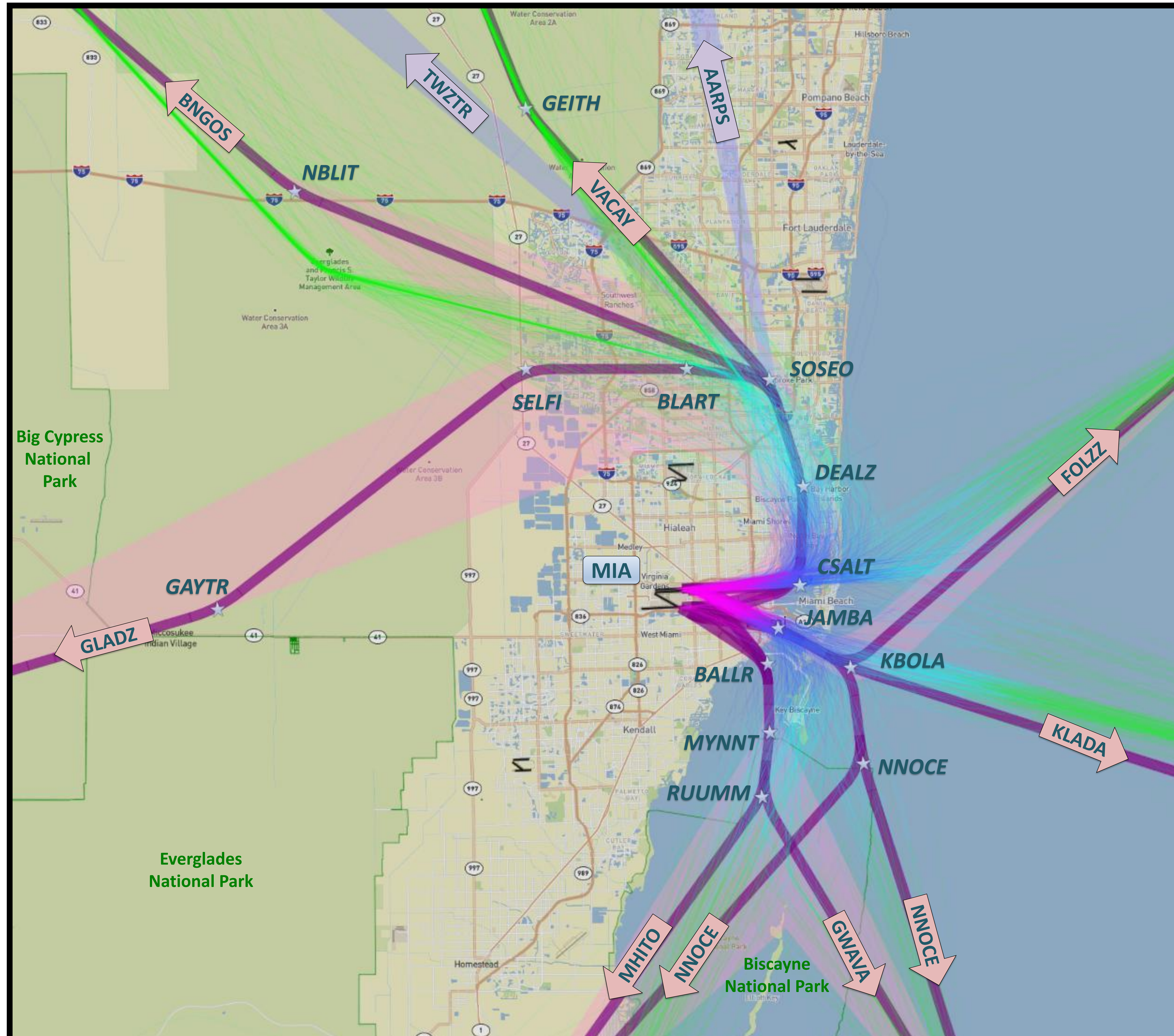
Proposed SIDs (Departures)

	SID Procedure
	Dispersed Path Area
	South Florida National Parks Boundaries

Existing Radar Tracks

Above Airfield Elevation (feet)

	0 - 3,000
	3,001 - 6,000
	6,001 - 10,000
	>10,000





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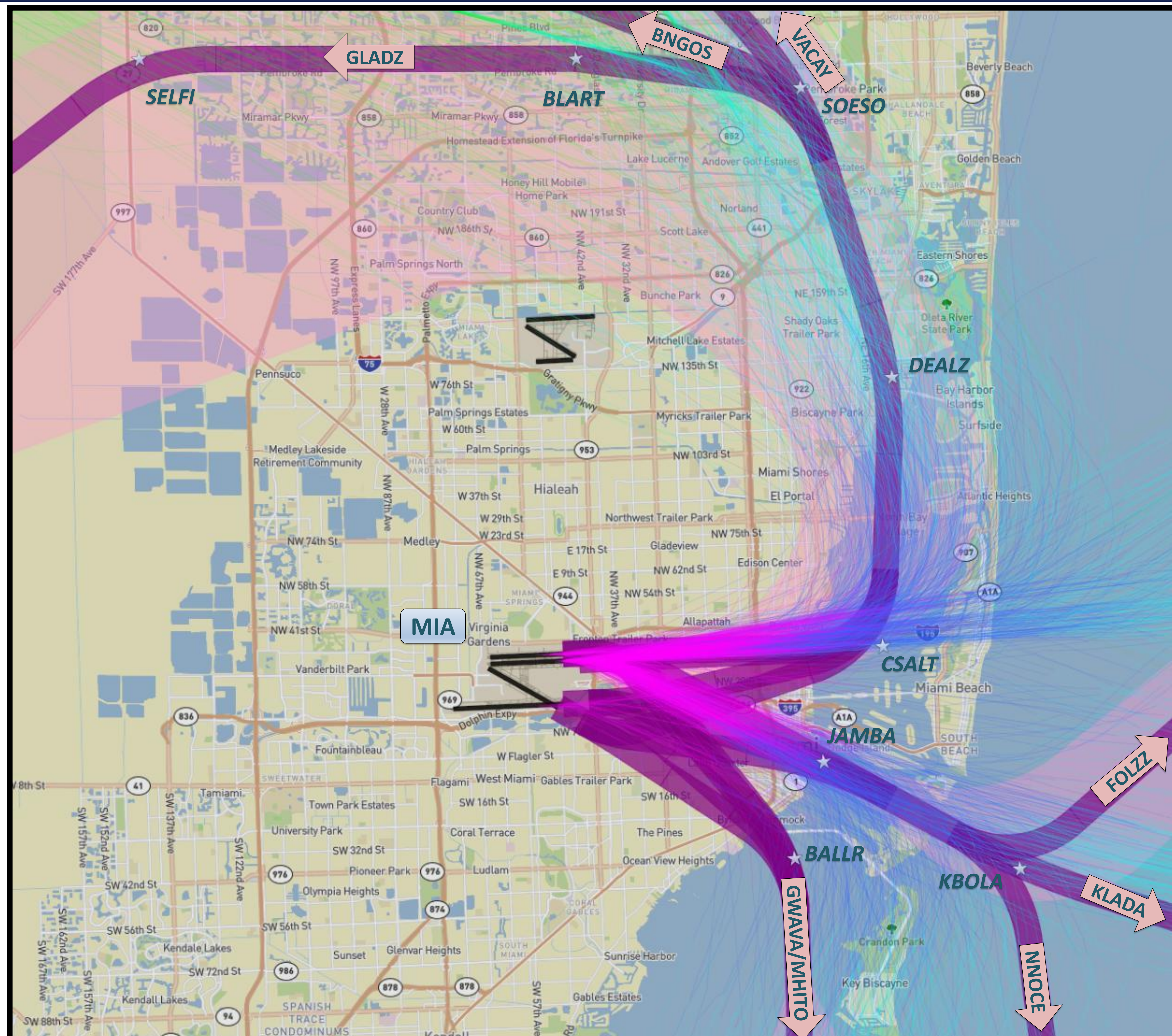
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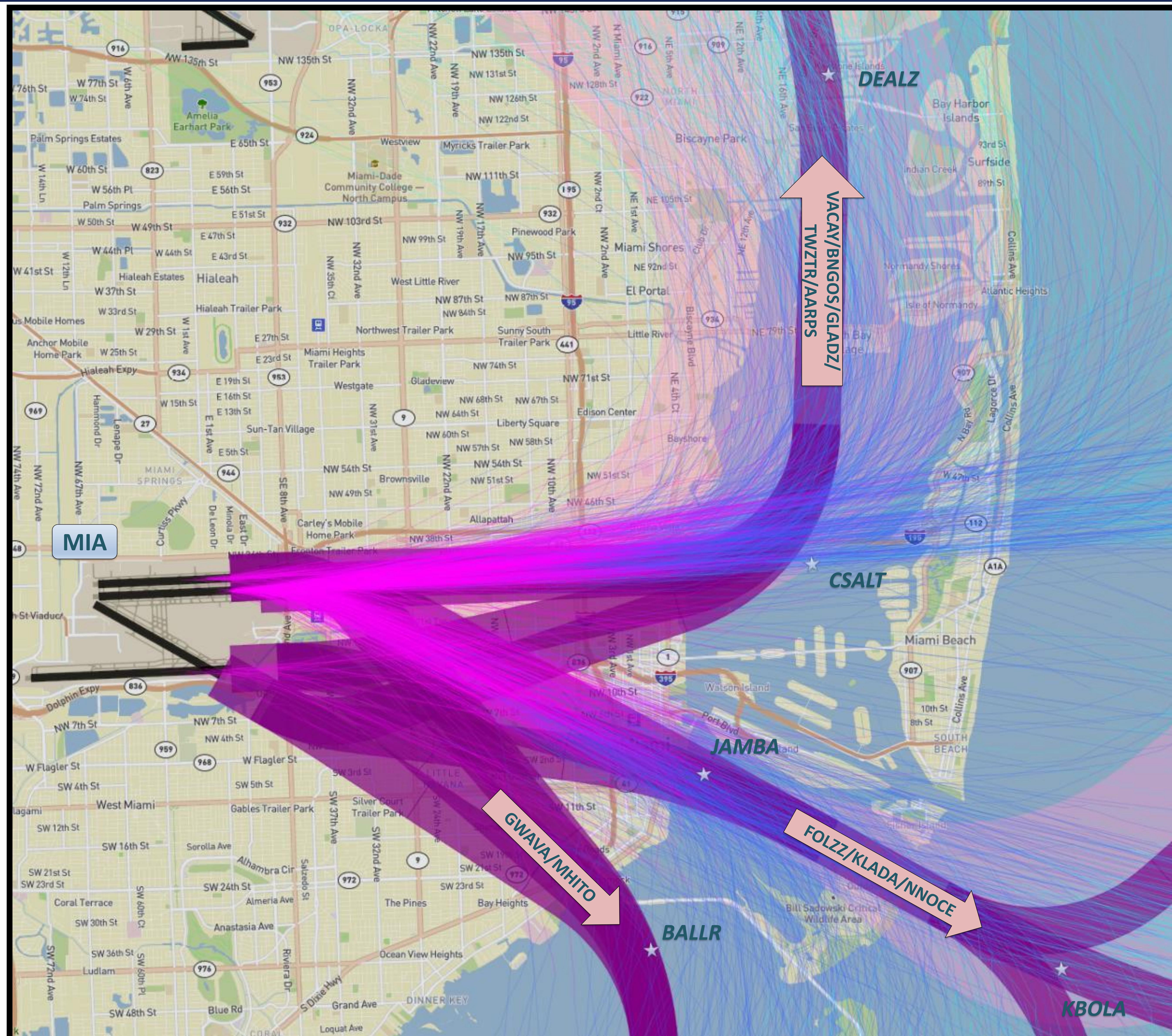
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- MIA Runway 30 is used for departures only when other runways are unusable
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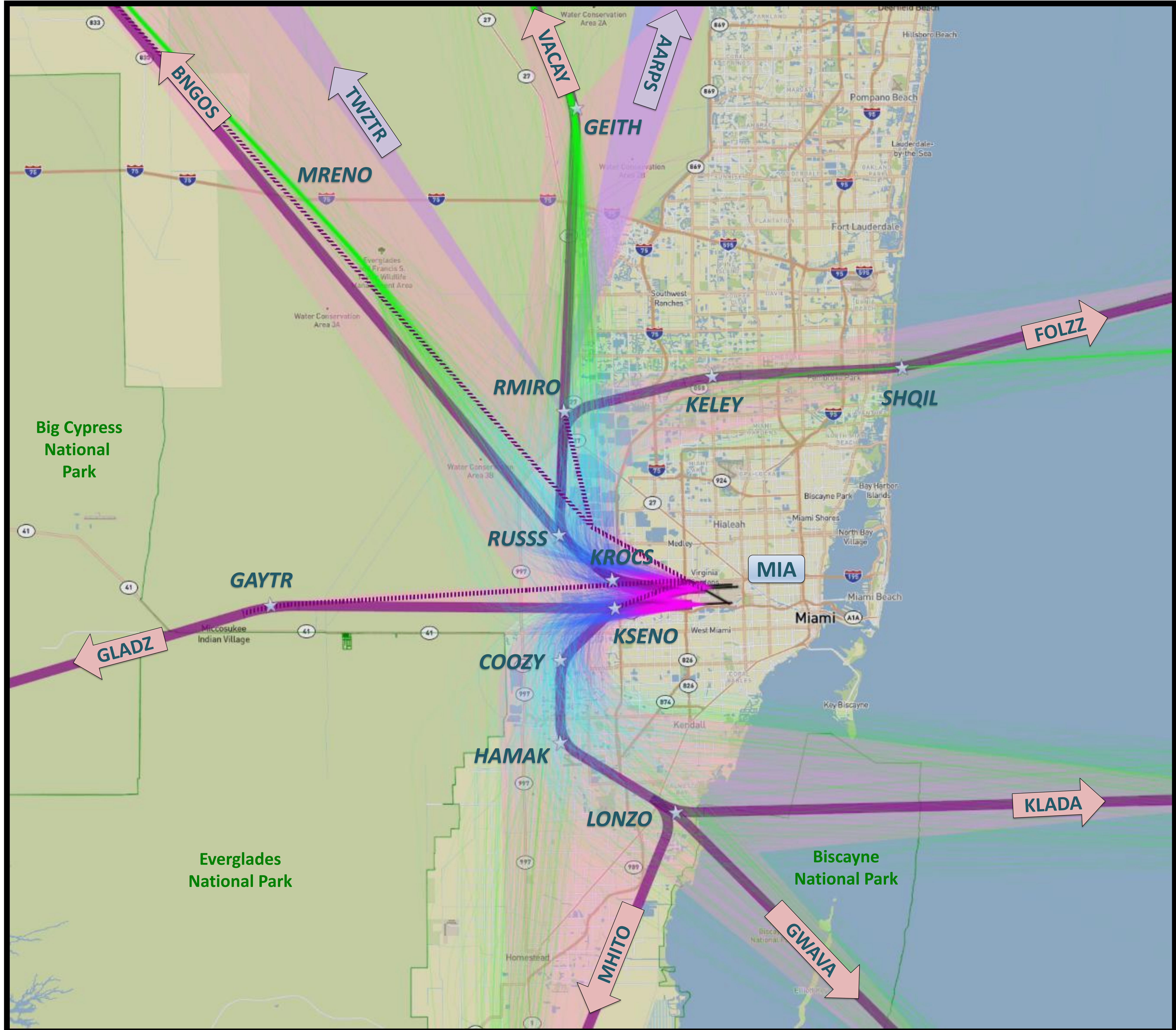
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- SID Procedure
- Contingency Runway 30
- Dispersed Path Area
- South Florida National Parks

Existing Radar Tracks

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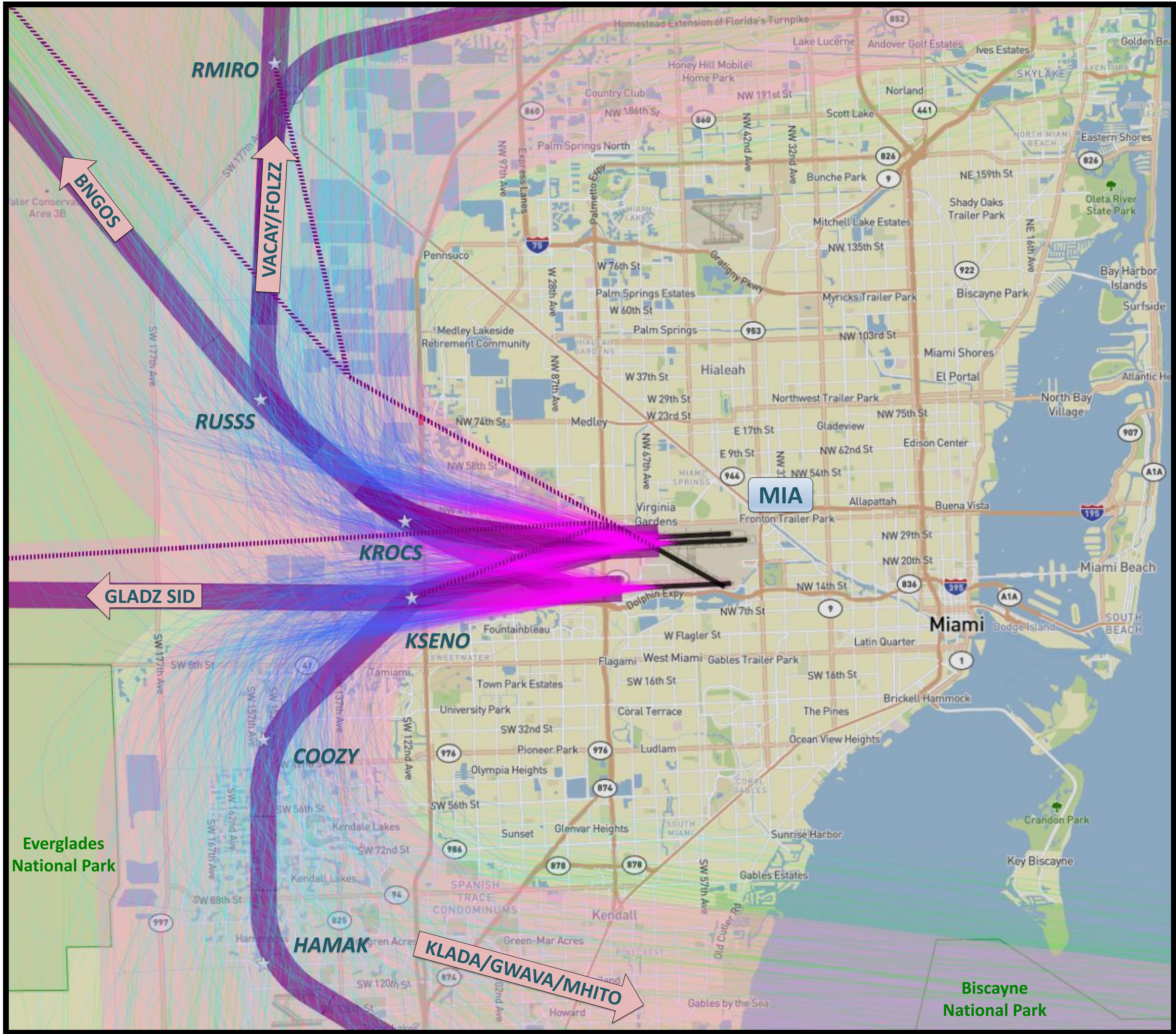
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MIA

Miami International Airport

Area Navigation (RNAV)

Standard Terminal Arrivals (STARs)

HERON CSTAL

DORAL VIICE

LARGO

East Flow Full View

- 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 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.

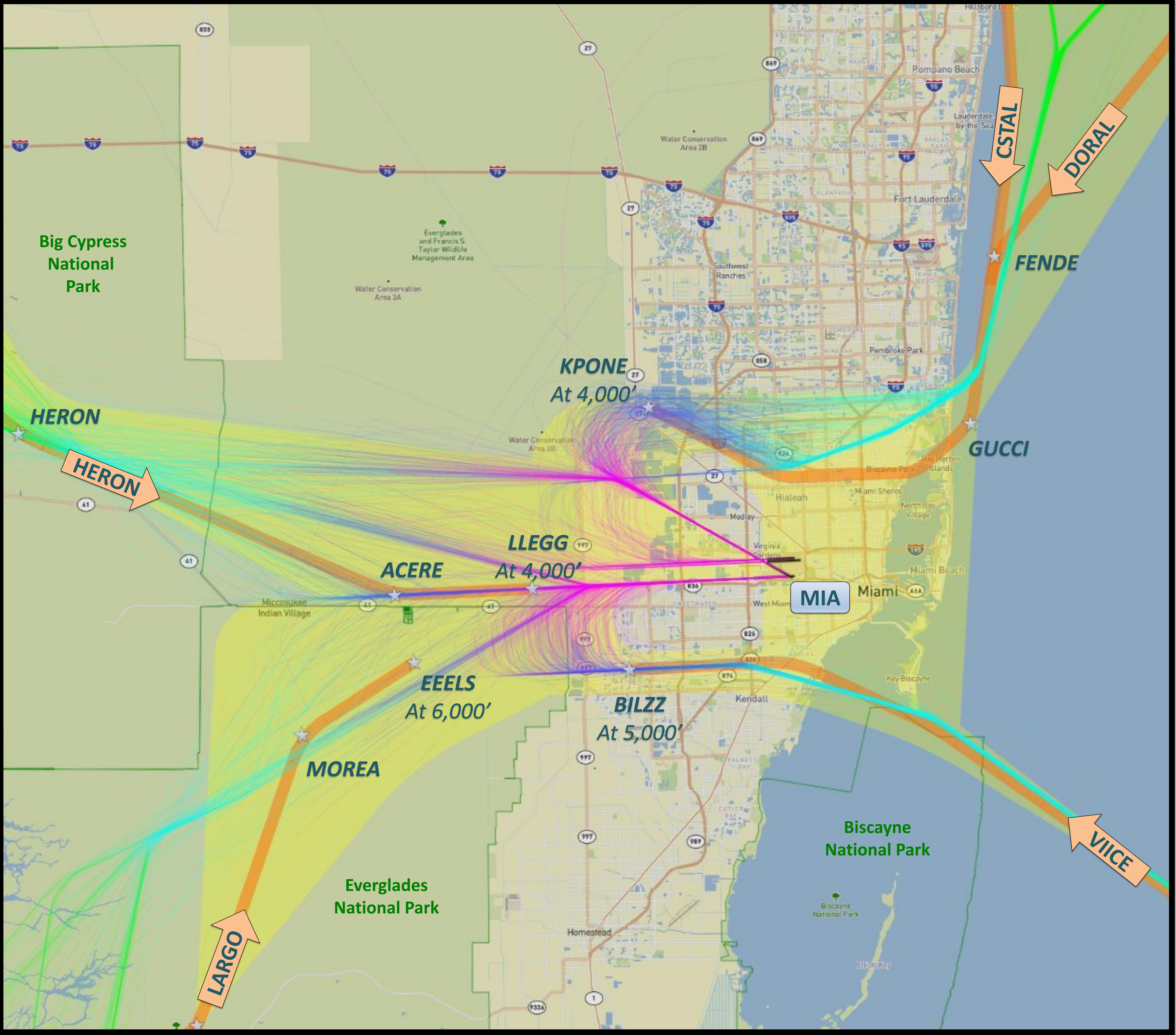
Proposed STARs (Arrivals)

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

Existing Radar Tracks

Above Airfield Elevation (feet)

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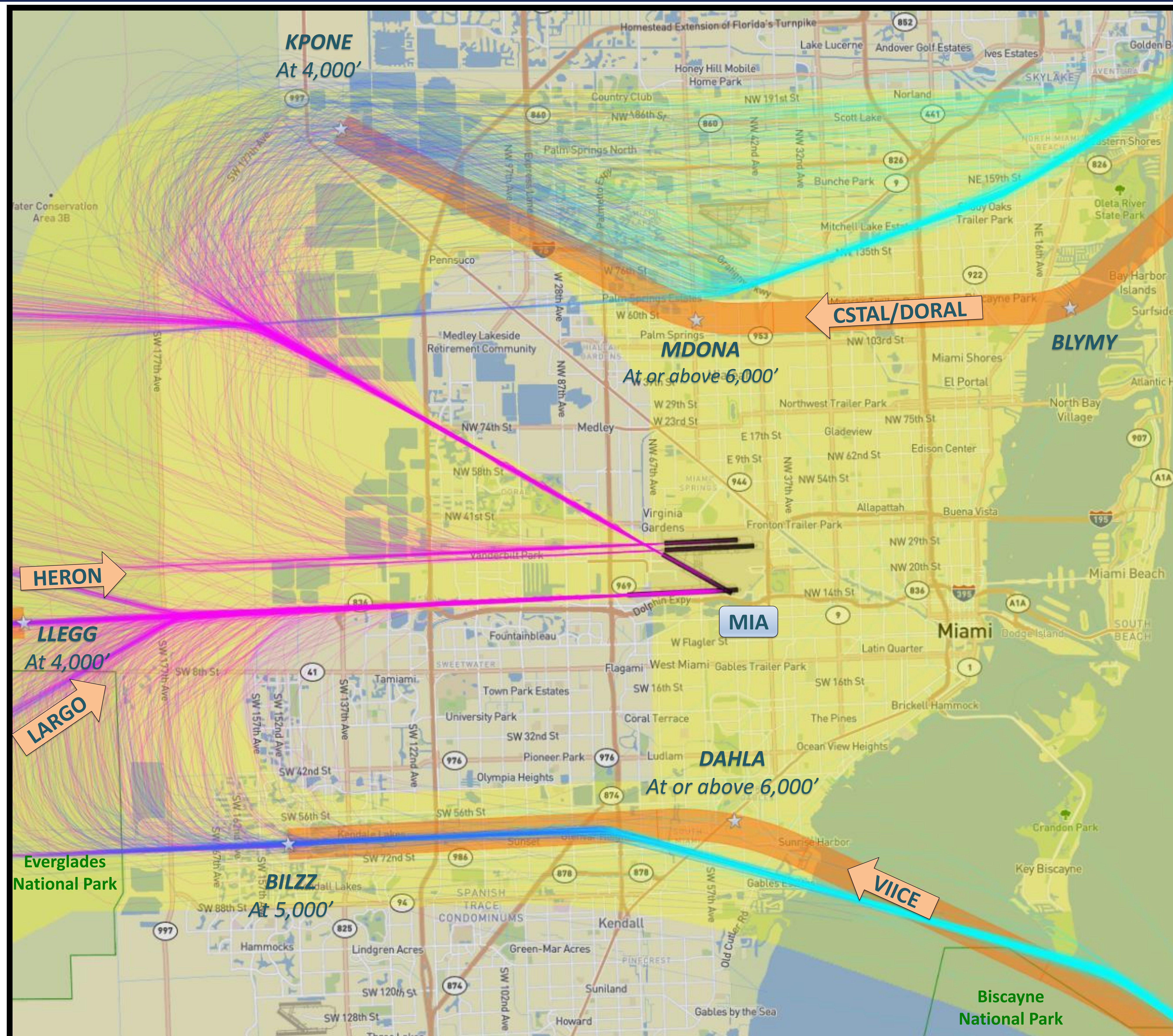
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 - + LARGO STAR would arrive Runway 30
 - + HERON STAR would arrive Runway 26R and 30
 - + VIICE STAR would arrive Runway 30
 - + CSTAL and DORAL STAR would arrive Runway 26R
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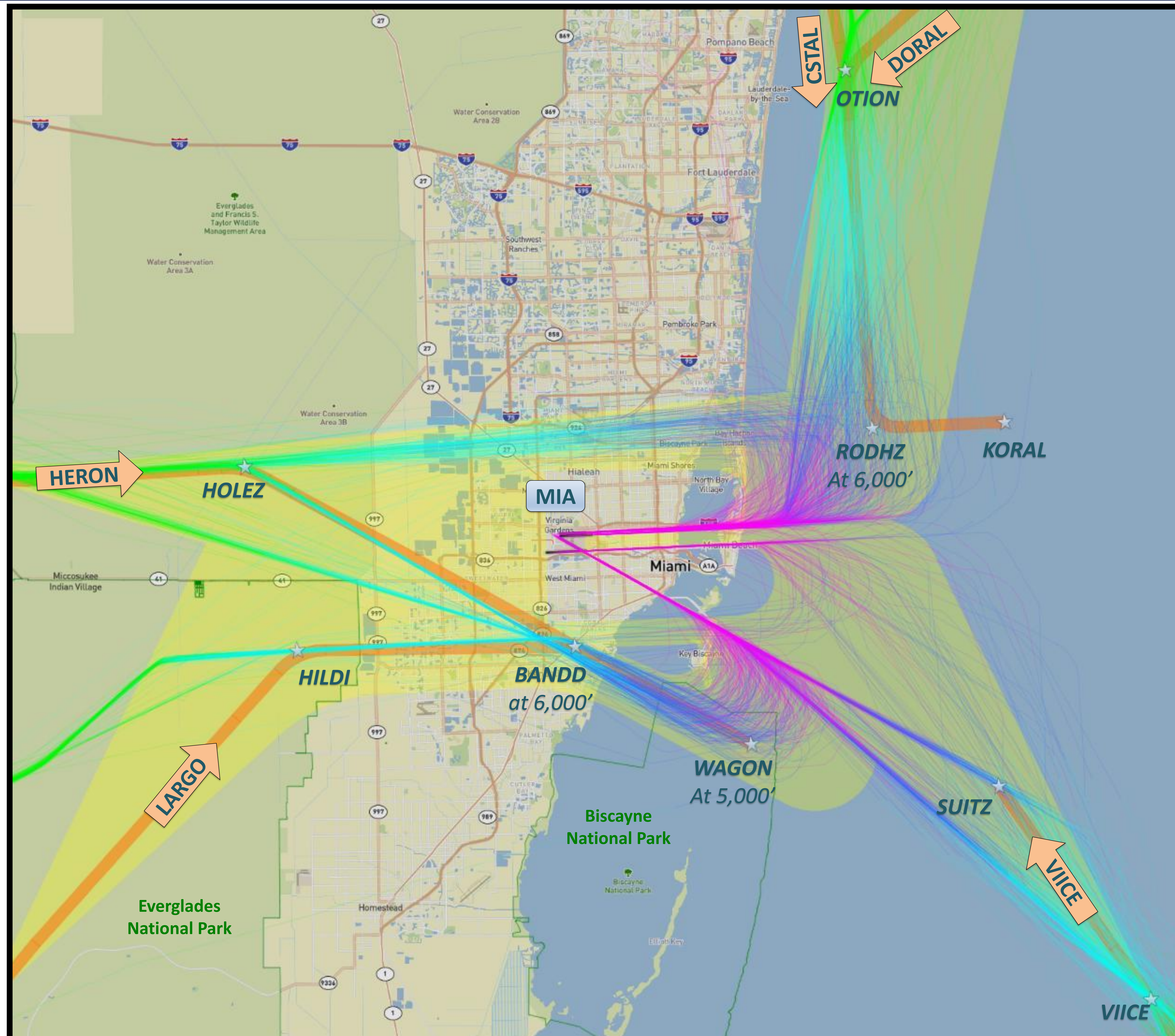
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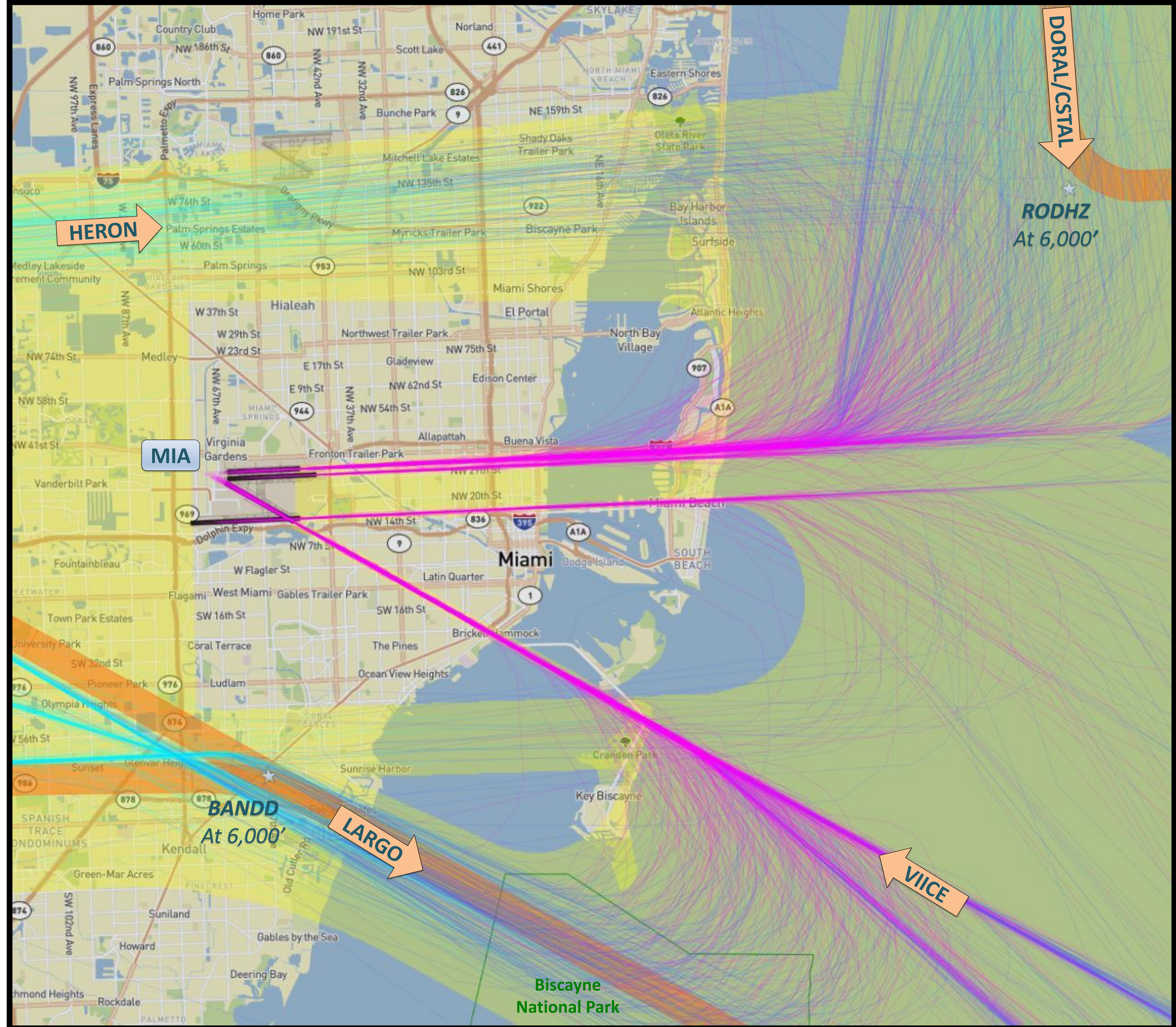
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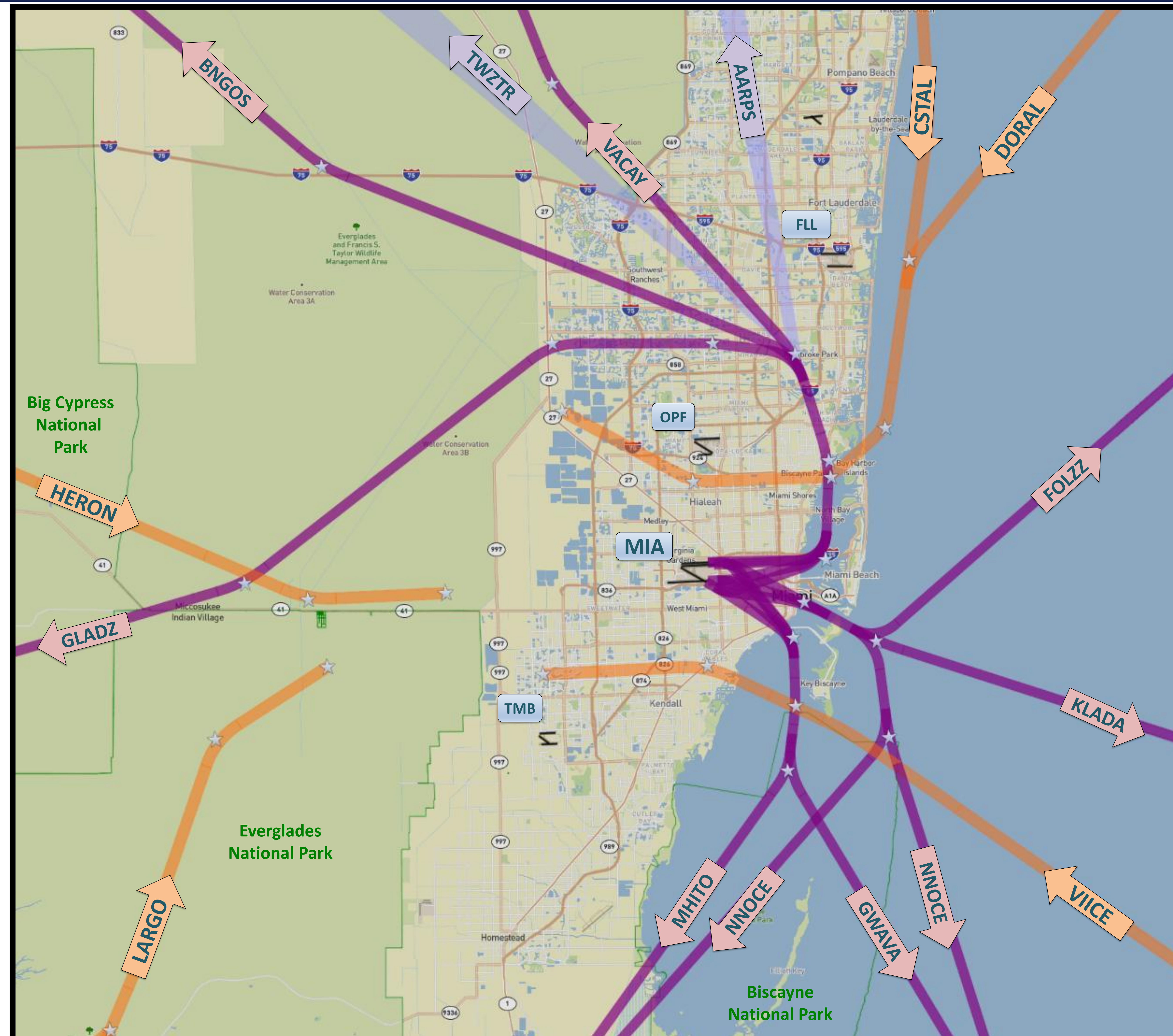
MIA

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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.





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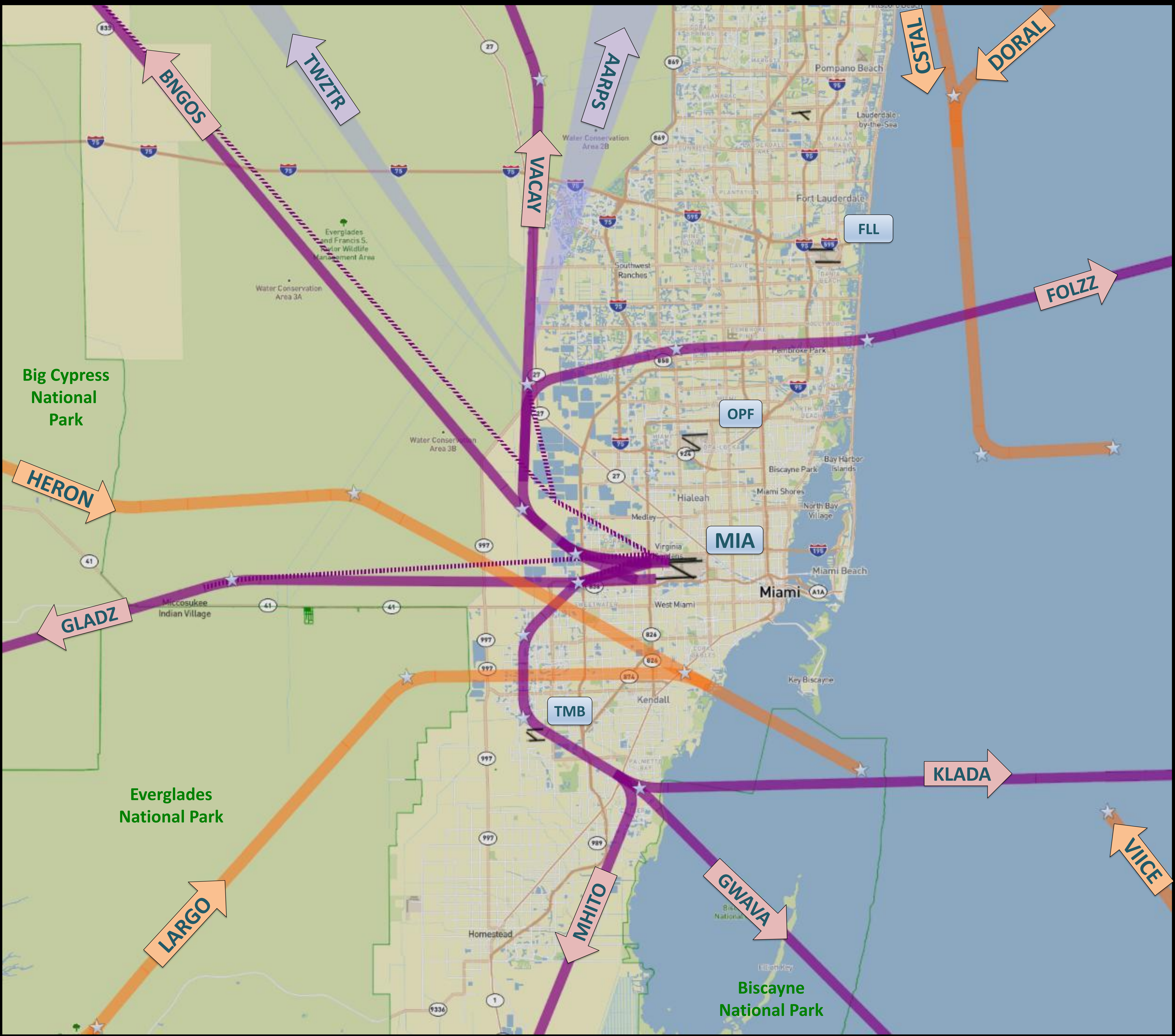
Proposed SIDs (Departures) & STARs (Arrivals)

SID Procedure

Contingency Runway 30

STAR Procedure

South Florida National Parks





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

- 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

Proposed SIDs (Departures)

SID Procedure

