WELCOME

PUBLIC INFORMATION WORKSHOP

South-Central Florida Metroplex

FEDERAL AVIATION ADMINISTRATION

Welcome

Welcome to the FAA's Workshop on the South-Central Florida Metroplex.

The designs you will see tonight are preliminary. We welcome your input.

You may provide your comments tonight in writing, or you may leave your comments at this website:

https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/florida/

Environmental Study Process

Consideration of a Proposed Action under the National Environmental Policy Act (NEPA)

NEPA requires that the FAA evaluate the environmental and related social and economic effects of a proposed action.

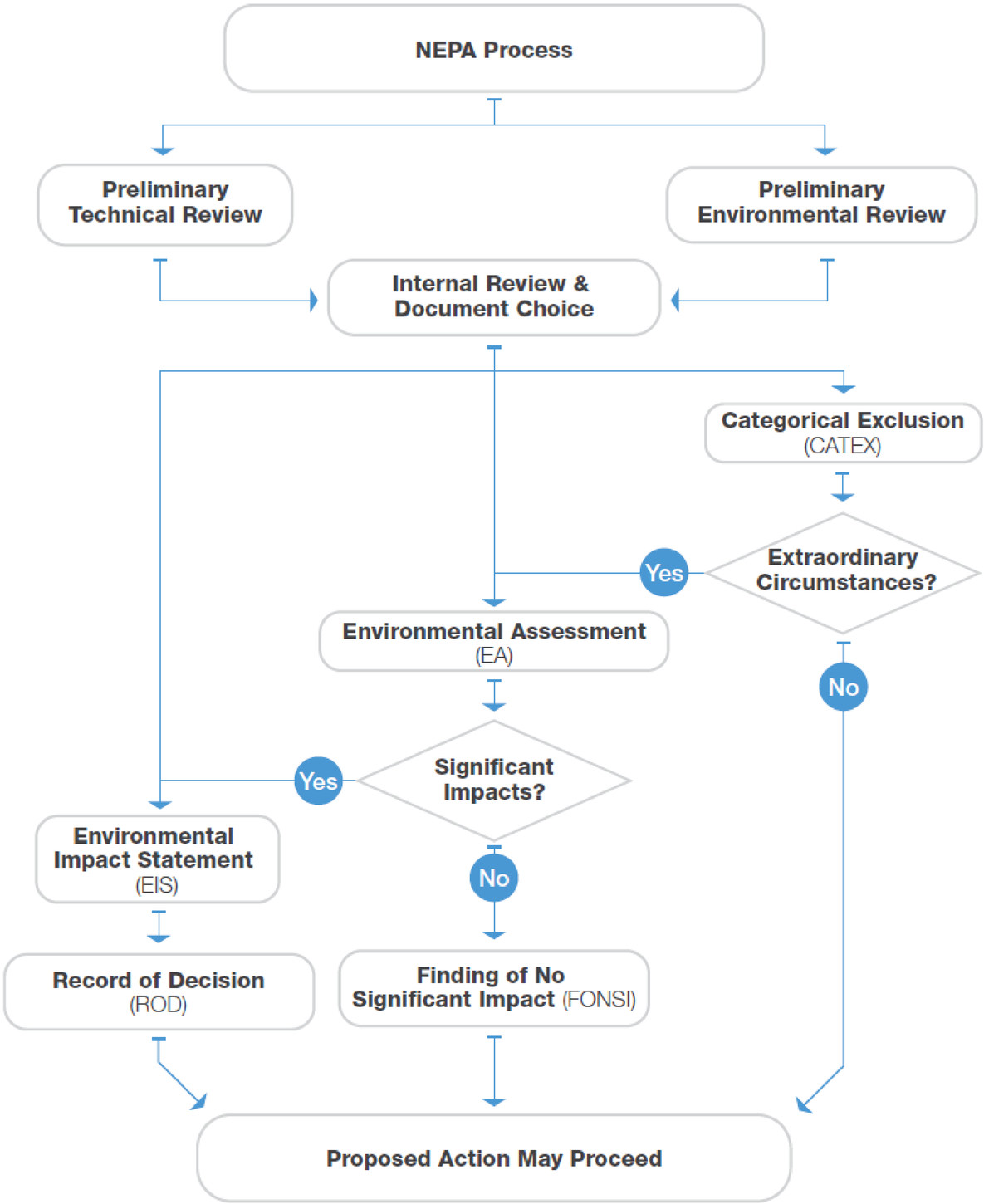
Preliminary Technical Review
FAA conducts an internal technical review before deciding to consider moving forward with an environmental review.

Preliminary Environmental Review
FAA conducts an internal environmental review to evaluate any potential environmental concerns.

Internal Review and choice of appropriate level of NEPA review
Internal analysis such as the noise screening reports as well as input from the public are used to assist the FAA in determining the appropriate level of NEPA review to conduct.

Extraordinary Circumstances
Paragraph 5-2 of FAA Order 1050.1F identifies the range of factors which define Extraordinary Circumstances.

Significant Impacts
The FAA uses thresholds that serve as specific indicators of significant impact for some environmental impact categories. FAA proposed actions that would result in impacts at or above these thresholds require the preparation of an EIS, unless impacts can be reduced below threshold levels.



Project Goals

WHAT DOES THIS PROJECT HOPE TO ACHIEVE?

Take advantage of Performance Based Navigation by implementing procedures that will help enhance the safety and efficiency of the airspace.

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 The project will replace outdated systems with satellite-based technology.

Provide deconfliction of arrivals and departures for airports in close proximity to one another, allowing for independent operations at each airport.

Improve the predictability of air traffic flows to enhance safety and efficiency while reducing the workload for air traffic controllers and pilots.

Reduce conflicts in routes between Florida airports, and in routes connecting Florida to other national and international destinations.

Reduce airspace constraints associated with restricted military airspace, general aviation operations, space vehicle launches, and drones.

Improve air traffic flow and efficiency, in order to keep pace with the growth in aviation and tourism in Florida.

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

Study Phase
- Approximately 9 months
- Coordination with airports

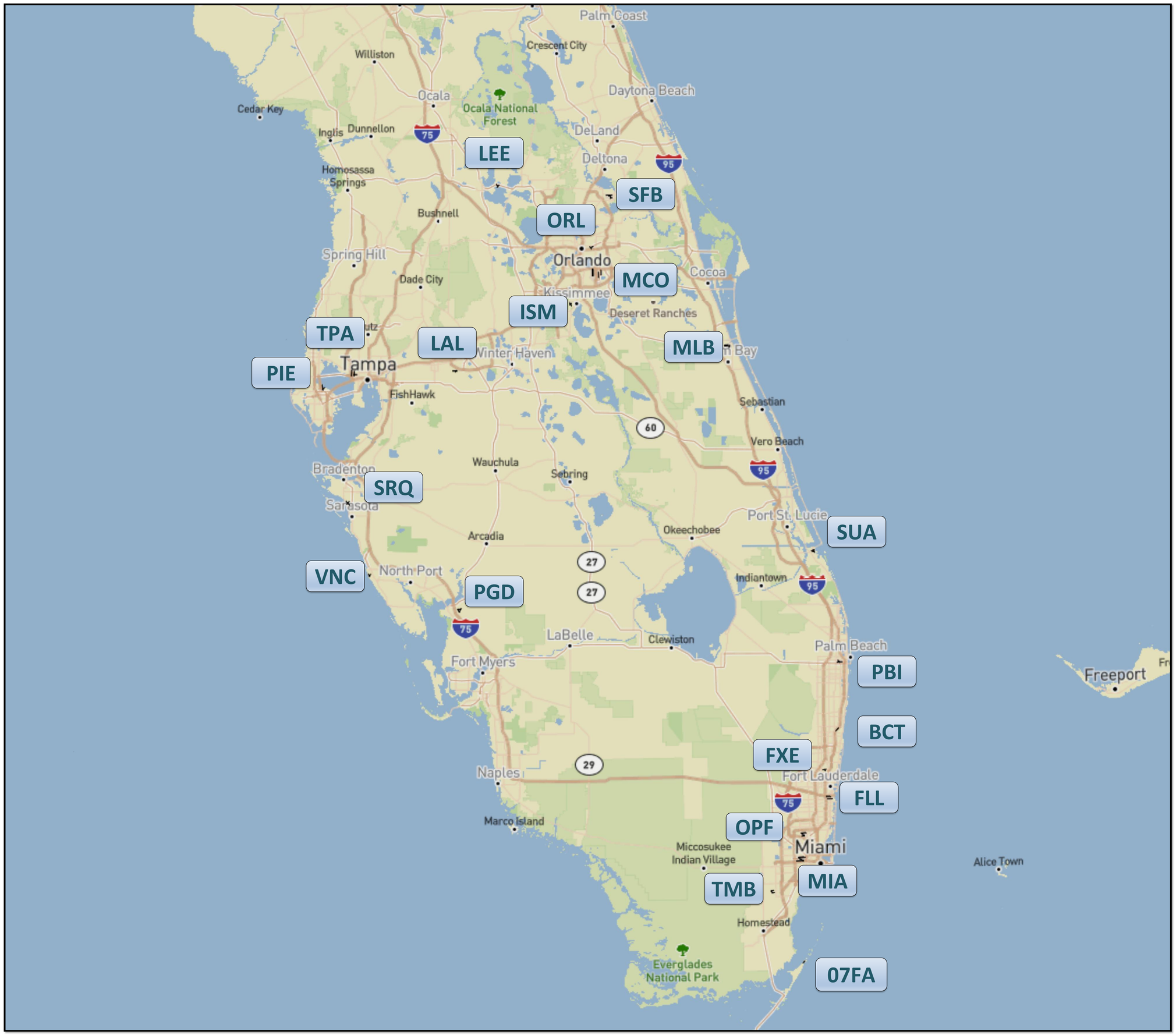
Design and Procedure Development
- Approximately 12 months
- Public workshops and comments

We are here

Operational, Environmental, and Safety Review
- Approximately 12 months
- Draft Environmental Assessment (EA)
- Public workshops and comments

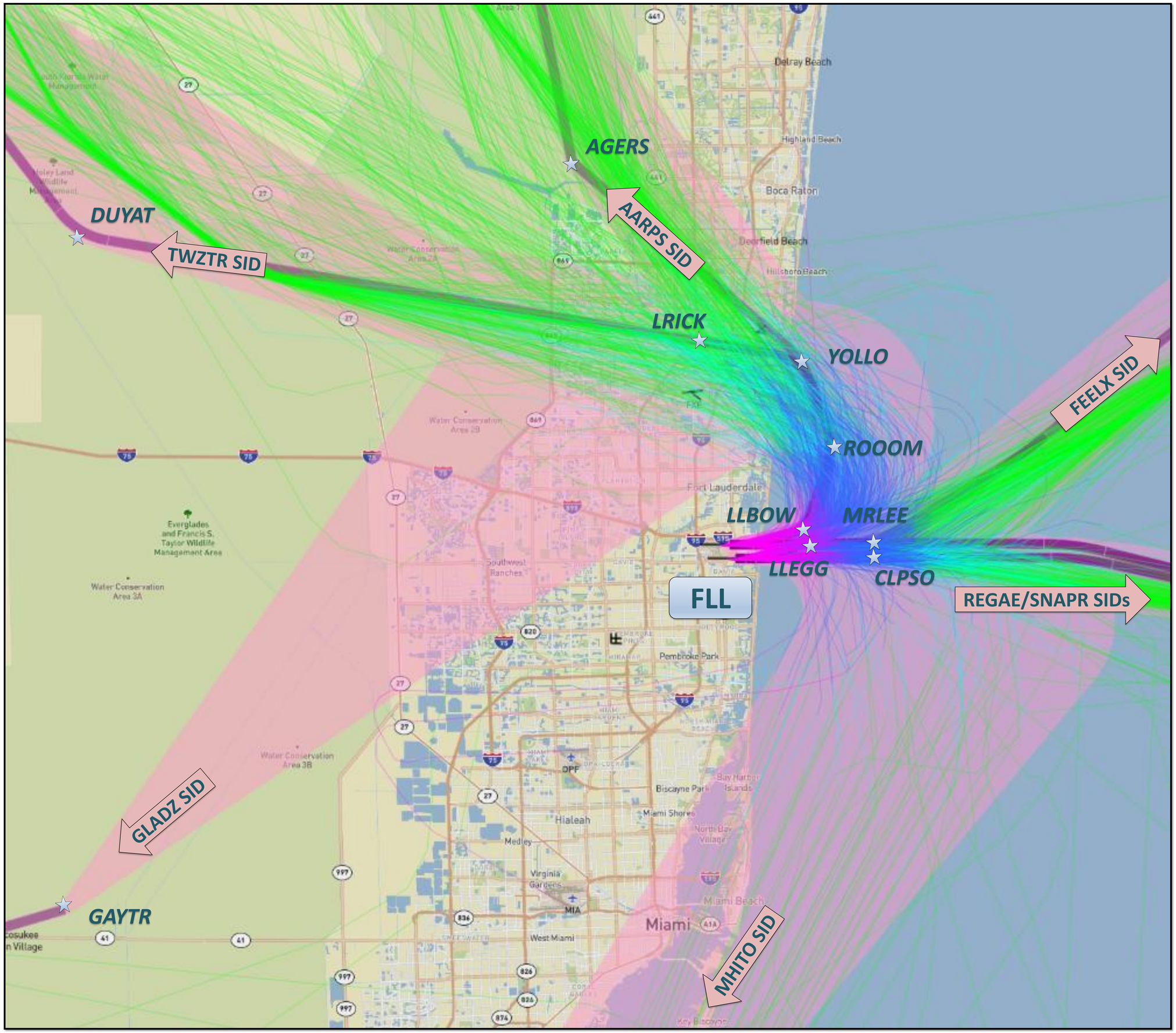
Implementation and Training
- Approximately 12 months
- Final EA/Record of Decision and public notification
- Training, procedure publication and implementation

Post-Implementation
- Approximately 7 months
- Post-implementation analysis
- Procedure adjustments



Metroplex Study Area Overview Map

- Overview of the 21 airports included in the Metroplex



FLL Fort Lauderdale—Hollywood International Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

AARPS ONE	FEELX ONE
GLADZ ONE	MHITO ONE
REGAE ONE	SNAPR ONE
TWZTR ONE	

East Flow Full View

- Jet aircraft departing to the east from FLL would follow these Standard Instrument Departures (SIDs)
  - MHITO and GLADZ SID departures would initially depart navigating via the SID but would be vectored by ATC after departure
  - The proposed GLADZ SID would be used primarily for departures landing in Cuba, Key West, and Mexico
- 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 from January to May 2018

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

FLL Fort Lauderdale—Hollywood International Airport

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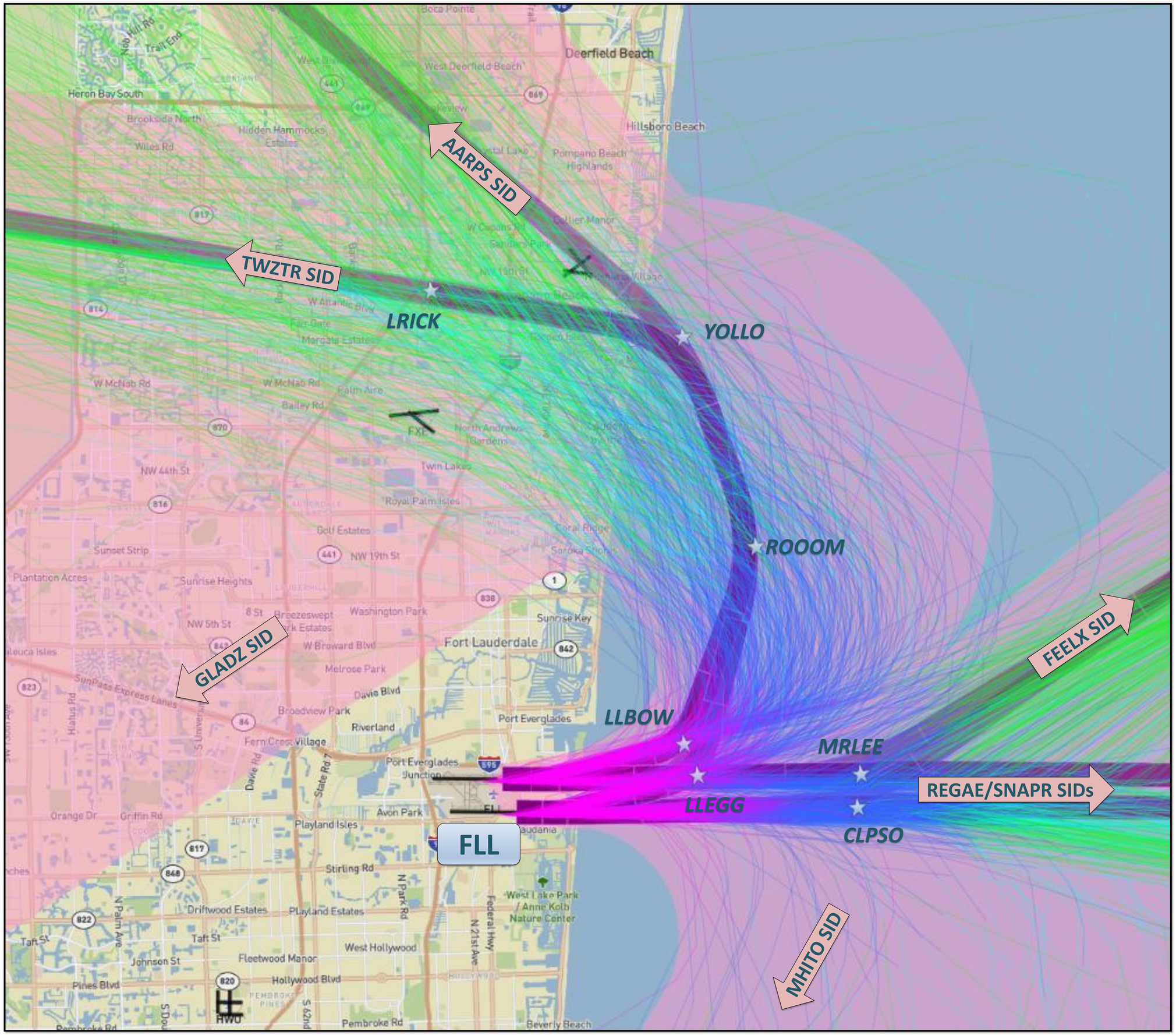

Proposed SIDs (Departures)

- SID Procedure
- Dispersed Path Area

Existing Radar Tracks

Above Airfield Elevation (feet)

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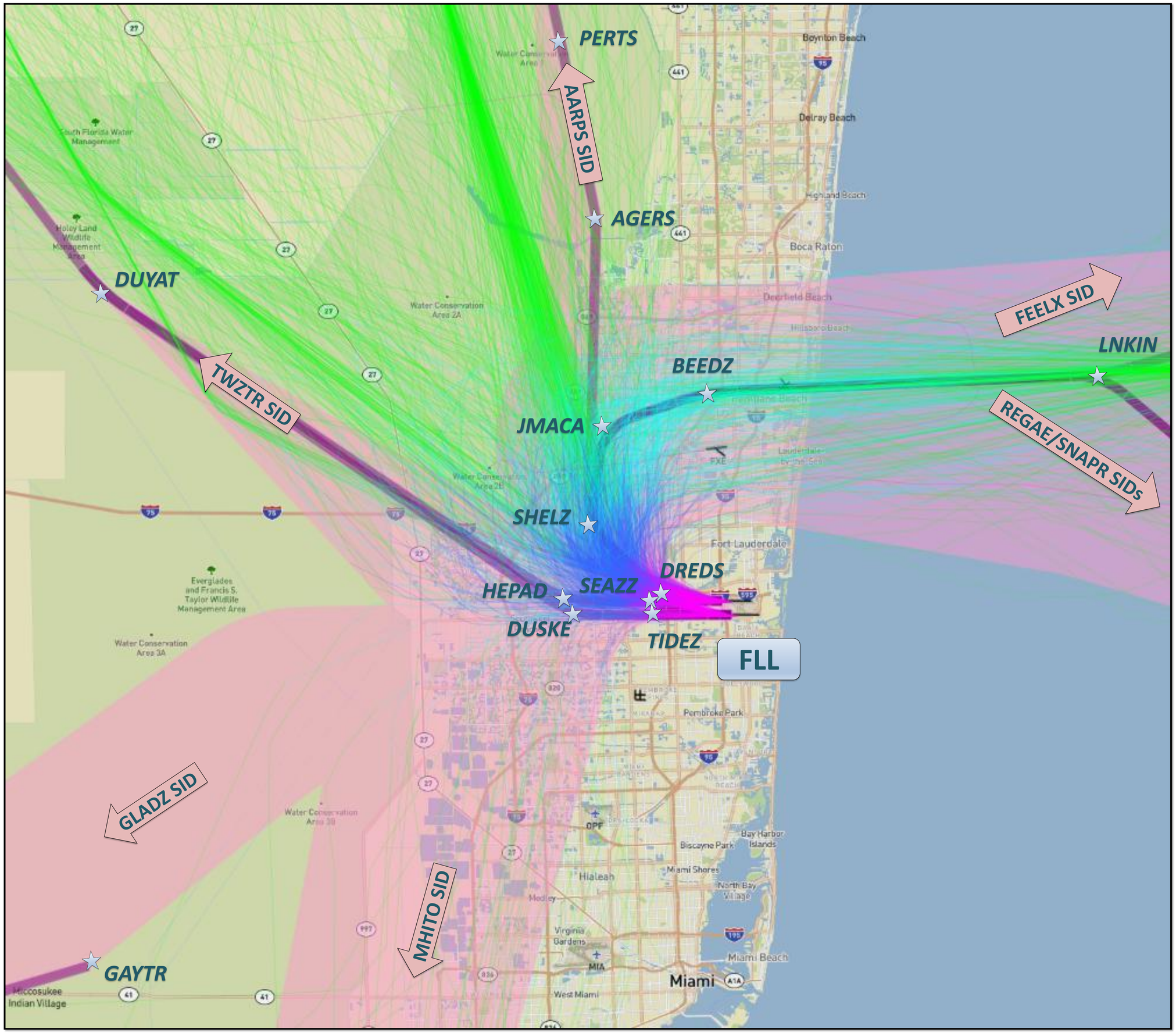

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- SID Procedure
- Dispersed Path Area

Existing Radar Tracks

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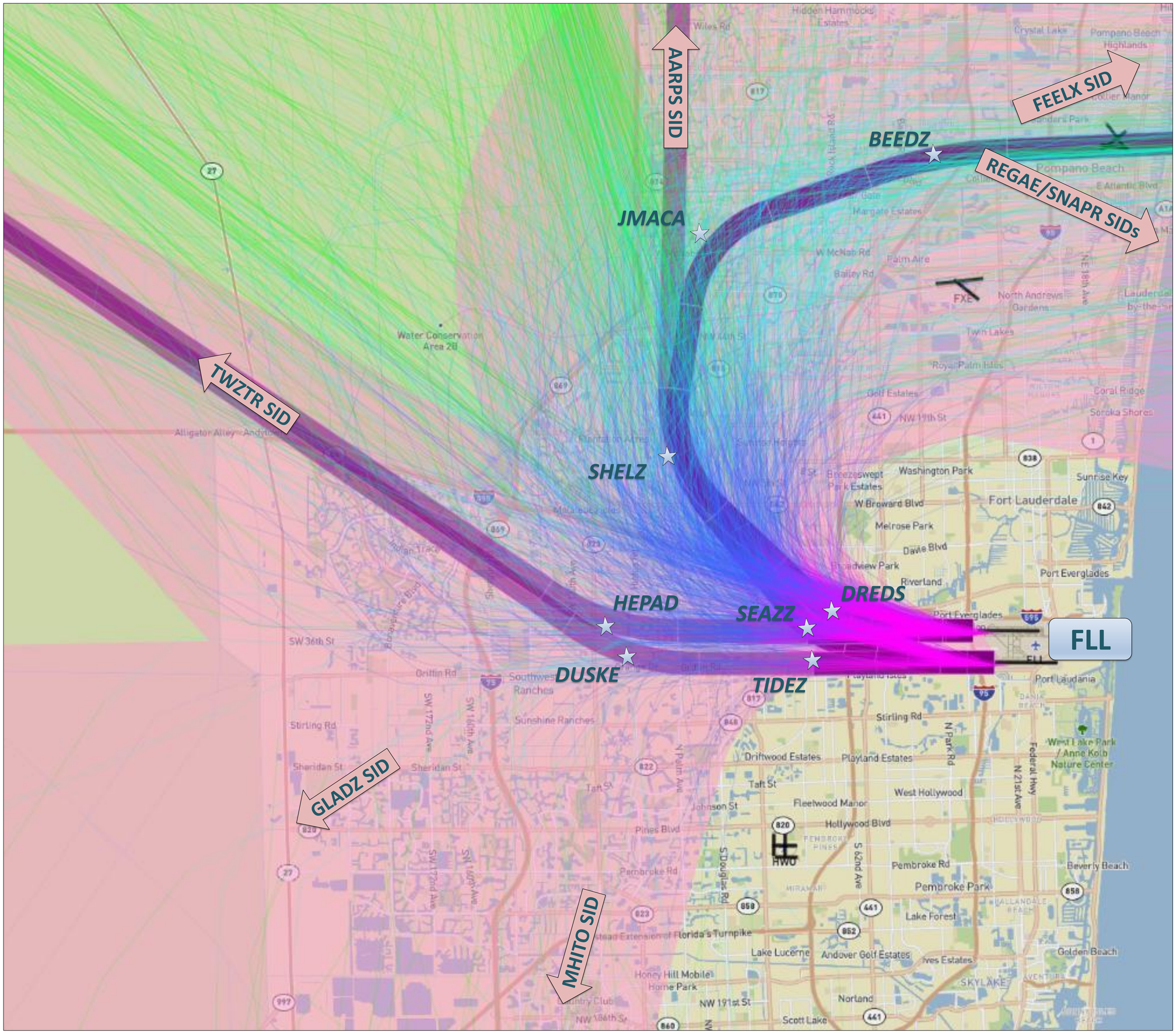

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FLL Fort Lauderdale—Hollywood International Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)

BAHIA ONE	CUUDA ONE
OLAHS ONE	TEEKY ONE

East Flow Full View

- 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
- Radar track data are a sample from January to May 2018

Proposed STARs (Arrivals)
- STAR Procedure
- Dispersed Path Area

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

FLL Fort Lauderdale—Hollywood International Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)

BAHIA ONE **CUUDA ONE**
OLAHS ONE **TEEKY ONE**

East Flow Close View

- Jet aircraft landing to the east at FLL follow Standard Terminal Arrival (STAR) routes
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Proposed STARs (Arrivals)
STAR Procedure
Dispersed Path Area

Existing Radar Tracks
Above Airfield Elevation (feet)
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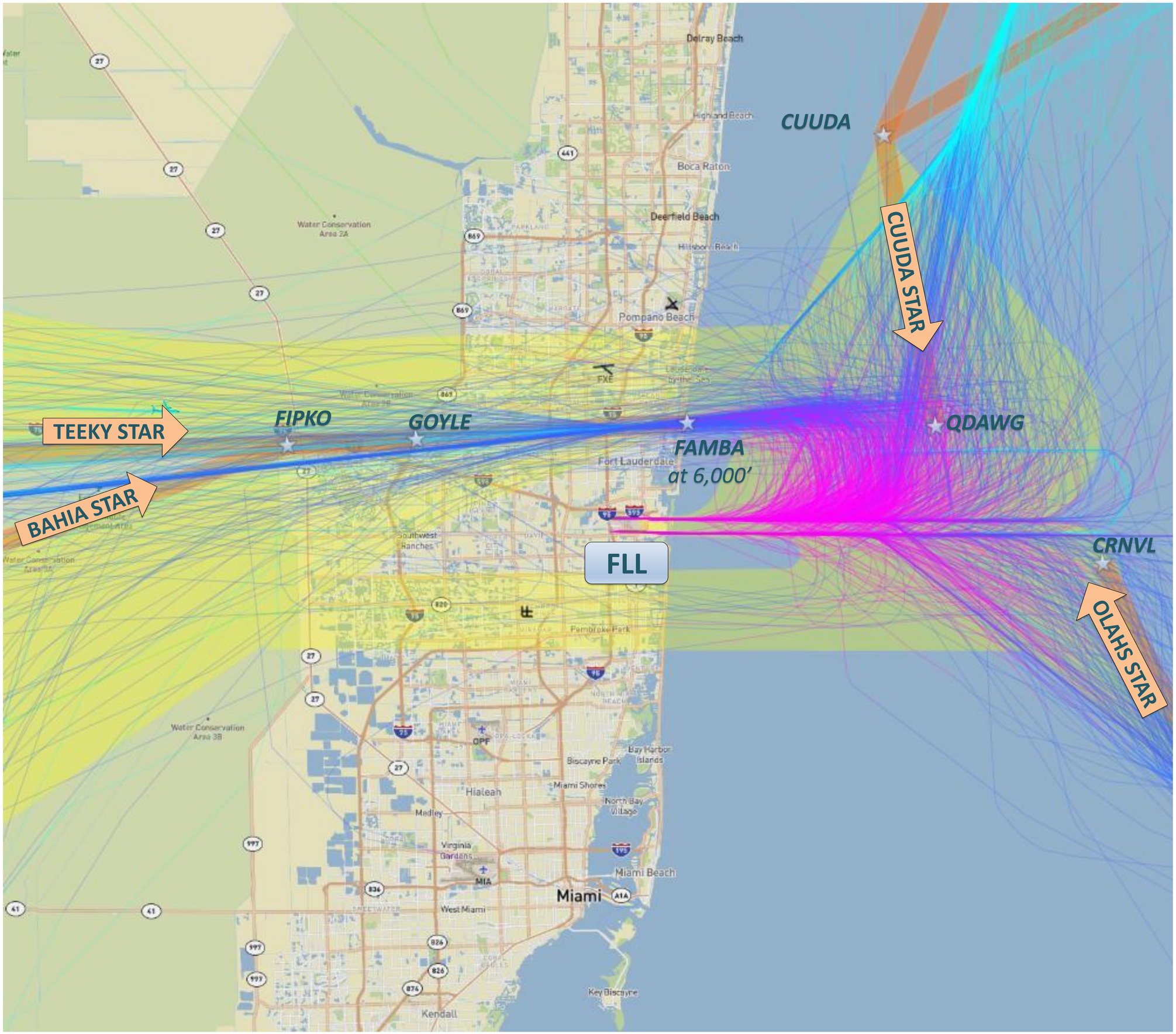

FLL Fort Lauderdale—Hollywood International Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)

BAHIA ONE	CUUDA ONE
OLAHS ONE	TEEKY ONE

West Flow Full View

- 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
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Proposed STARs (Arrivals)
- STAR Procedure
- Dispersed Path Area

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

TEEKY STAR

GOYLE

BAHIA STAR

FAMBA
at 6,000'

CUUDA STAR

OLAHS STAR

FLL

FLL Fort Lauderdale—Hollywood International Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)

BAHIA ONE **CUUDA ONE**
OLAHS ONE **TEEKY ONE**

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Proposed STARs (Arrivals)
- STAR Procedure
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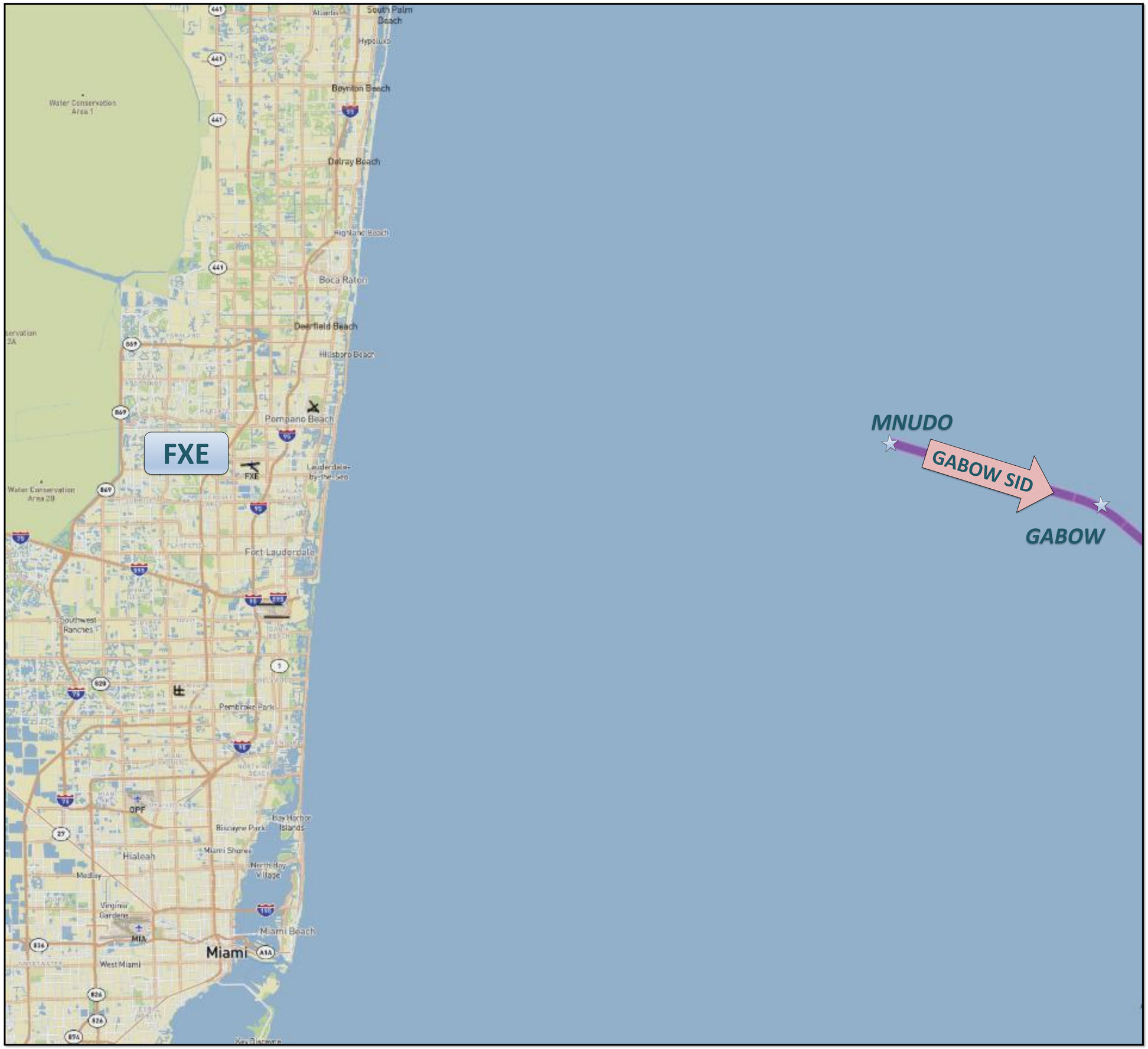


FXE

Fort Lauderdale Executive Airport

Area Navigation (RNAV)
Standard Instrument Departures (SIDs)

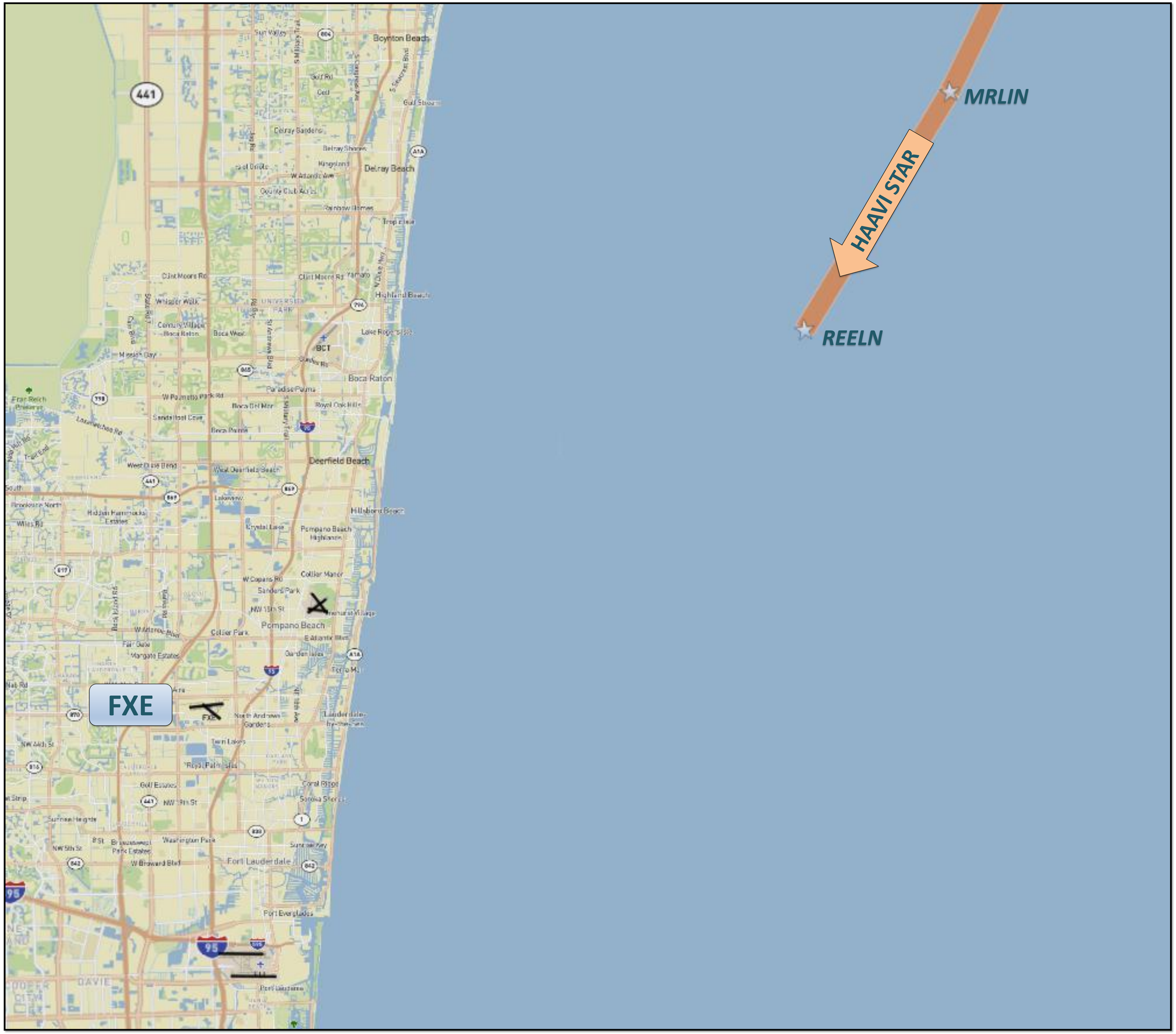
GABOW ONE

All Flows Full View

- 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

Proposed SIDs (Departures)

SID Procedure



FXE

Fort Lauderdale Executive Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)
HAAVI ONE

All Flows Full View

- 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

Proposed STARs (Arrivals)

STAR Procedure