

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/](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

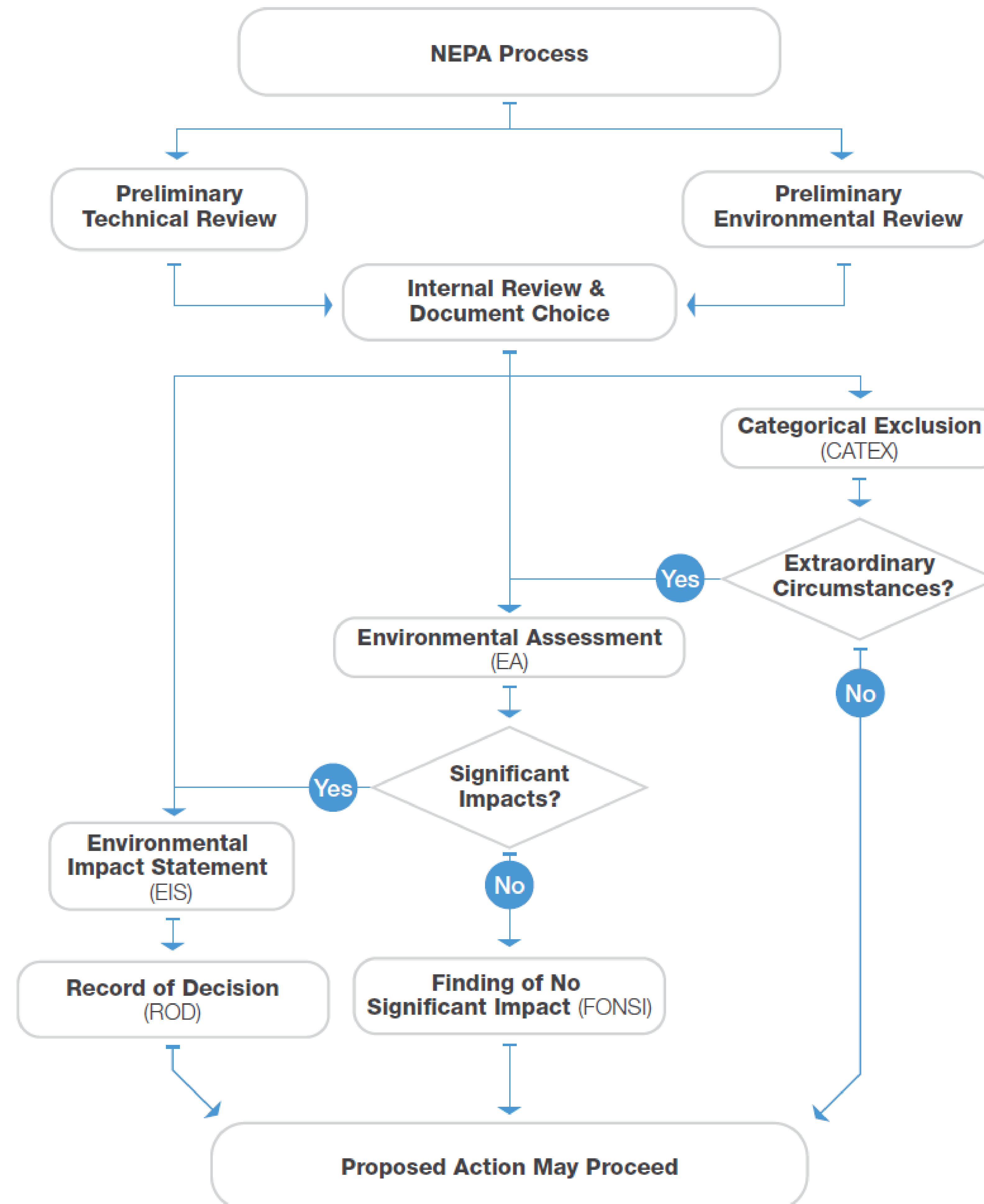
Internal analysis such as the noise screening reports as well as input from the public are used to assist the FAA in determining the appropriate level of NEPA review to conduct.

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.

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

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

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

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.

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

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

Provide environmental benefits by reducing carbon emissions and aircraft fuel consumption.

TERMINOLOGY

RNAV
Area Navigation

SID
Standard Instrument Departure

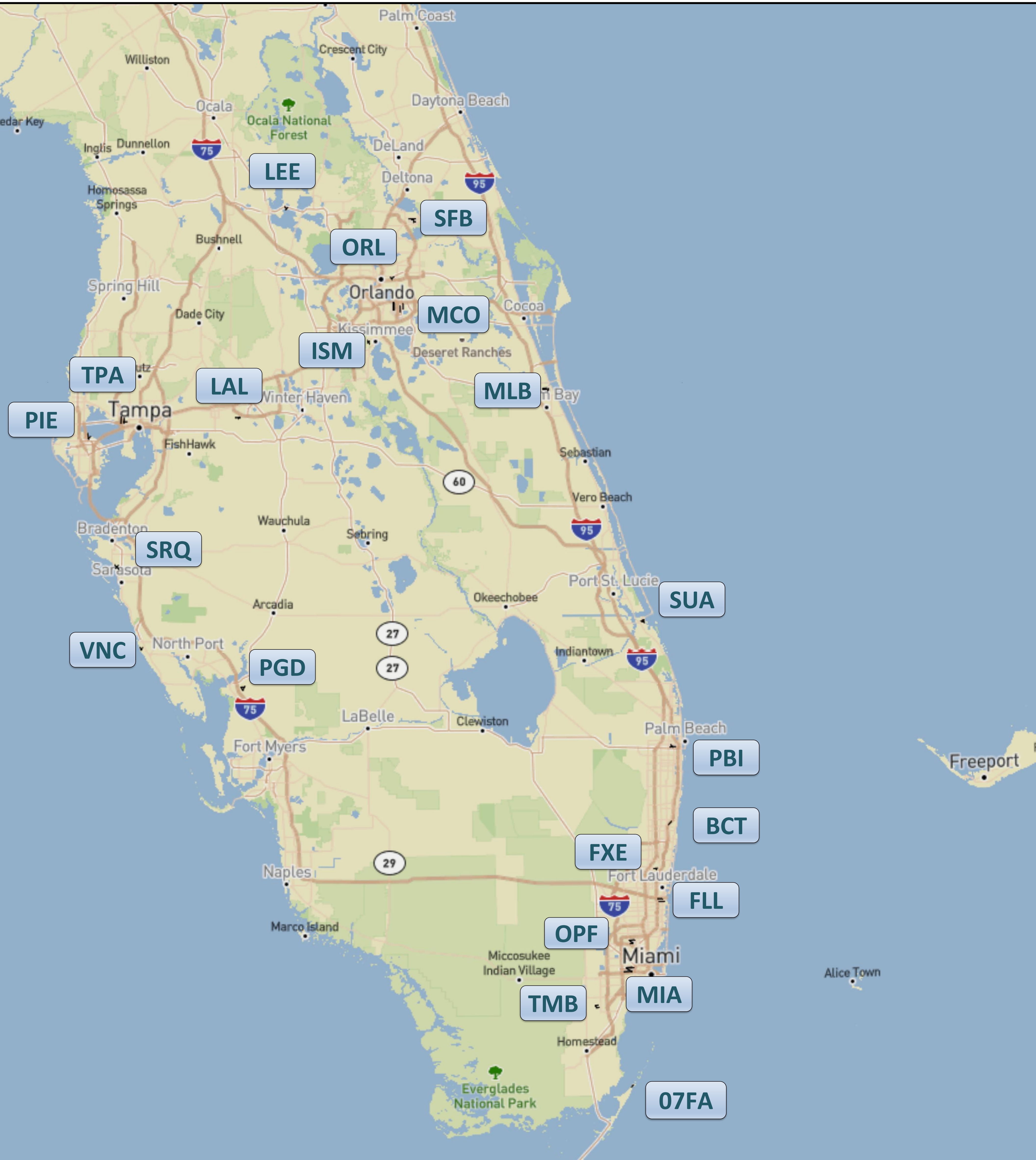
STAR
Standard Terminal Arrival Route

Metroplex Project Phases



Metroplex Study Area Overview Map

- Overview of the 21 airports included in the Metroplex





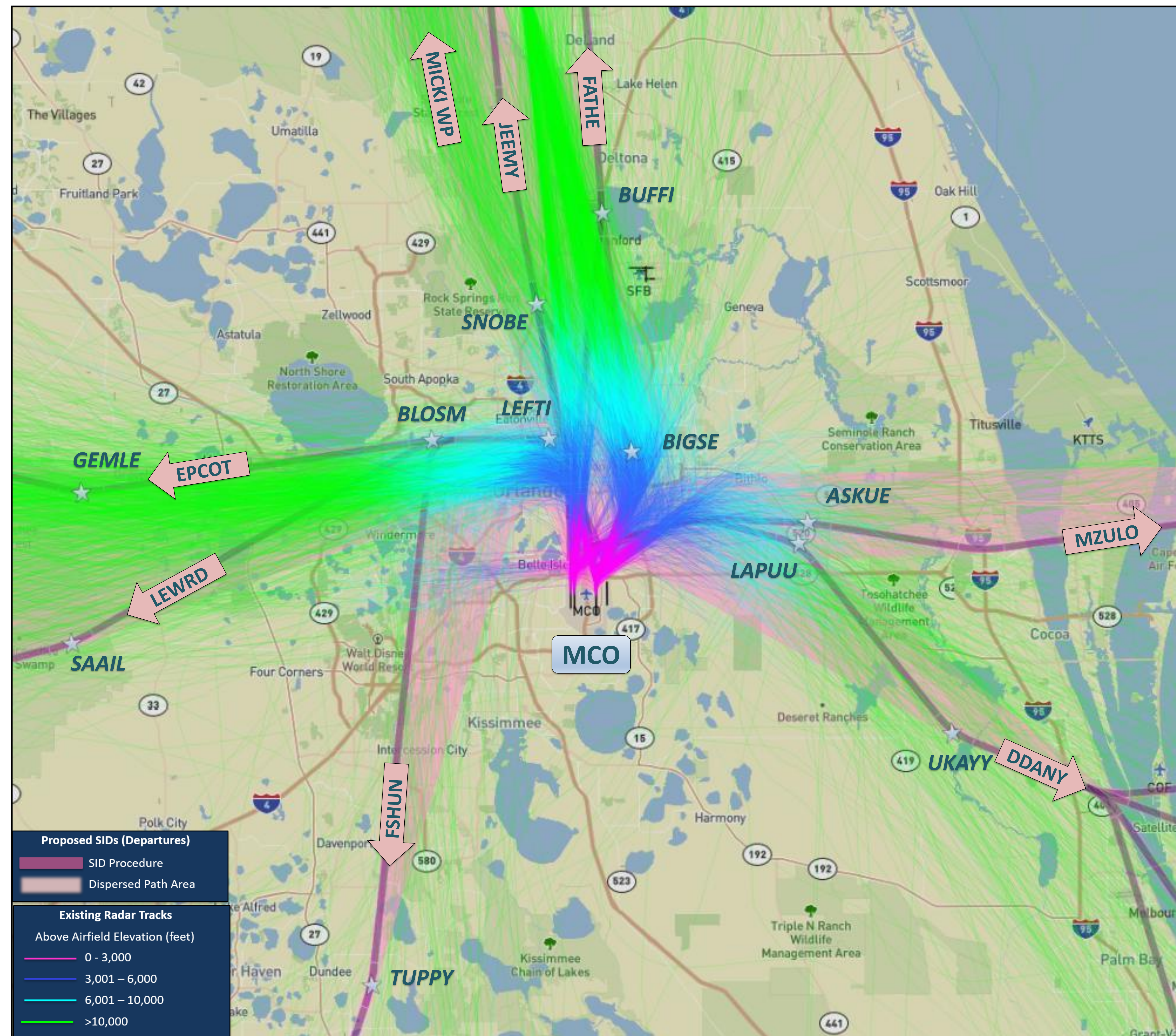
MCO Orlando International
Airport

Area Navigation (RNAV)
Standard Instrument Departures (SIDs)

DDANY ONE
EPCOT ONE
FATHE ONE
FSHUN ONE
JEEMY ONE
LEWRD ONE
MZULO ONE

North Flow Full View

- Aircraft departing to the north from MCO will follow these Standard Instrument Departures (SIDs).
- Departures typically will fly along similar paths and altitudes 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
- When PALATKA Military Operating Area is not in use north of MCO, departures may be routed direct MICKI waypoint by ATC.
- Radar track data are a sample from January to May 2018





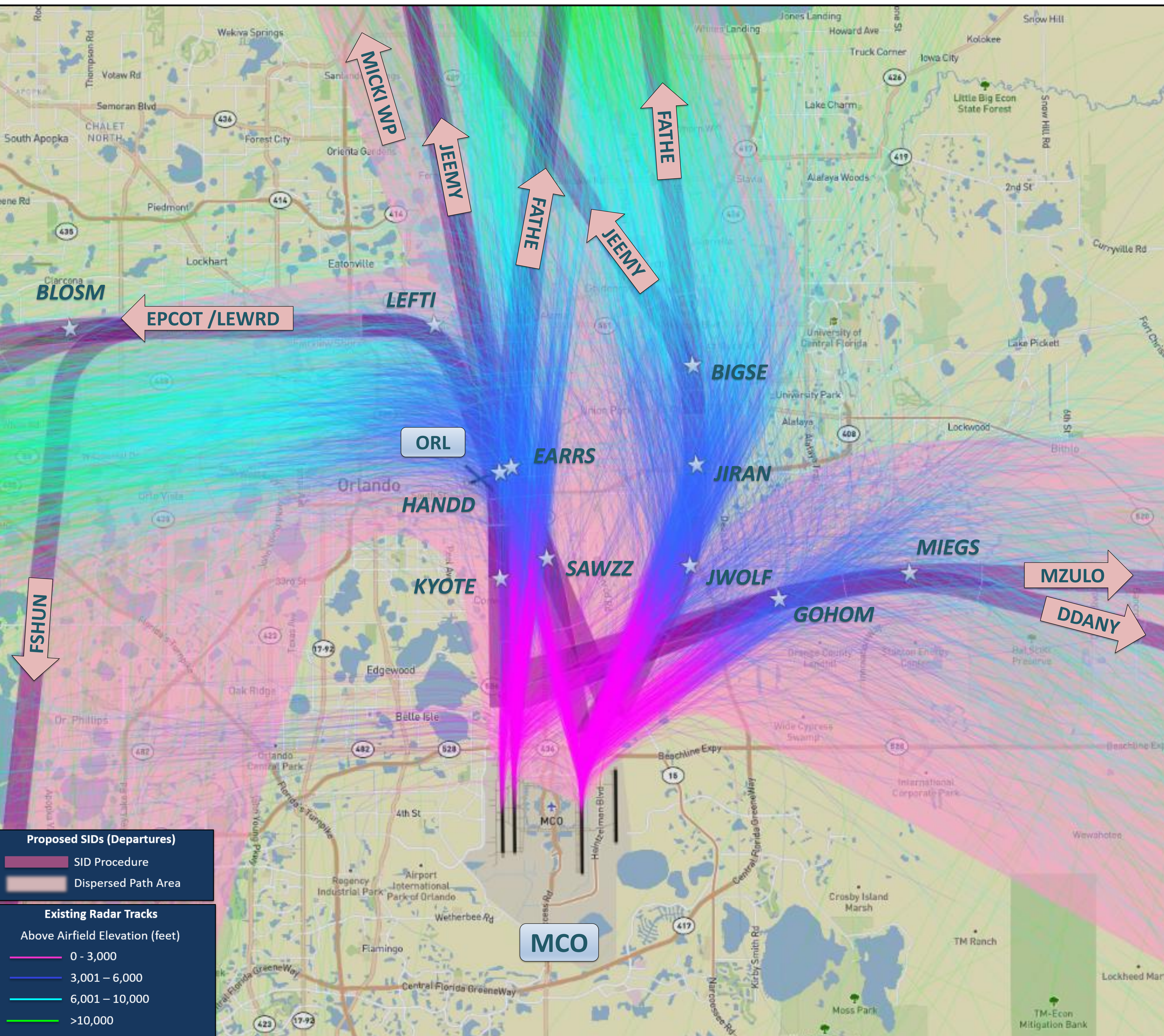
MCO Orlando International Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

DDANY ONE
EPCOT ONE
FATHE ONE
FSHUN ONE
JEEMY ONE
LEWRD ONE
MZULO ONE

North Flow Close View

- Aircraft departing to the north from MCO will follow these Standard Instrument Departures (SIDs).
- Departures typically will fly along similar paths and altitudes 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.
- When PALATKA Military Operating Area is not in use north of MCO, departures may be routed direct MICKI waypoint by ATC.
- Radar track data are a sample from January to May 2018.



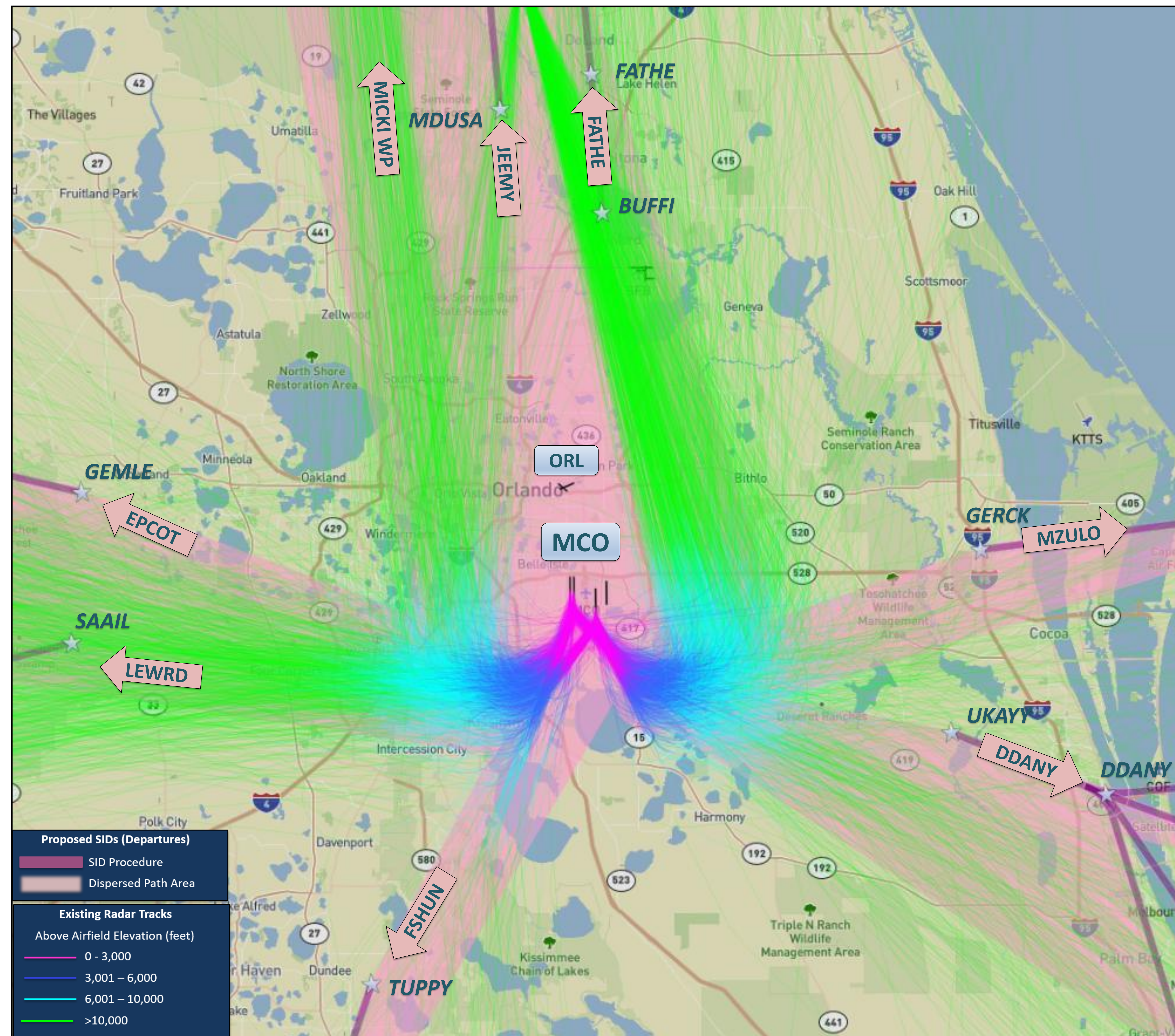
MCO Orlando International Airport

Area Navigation (RNAV)
Standard Instrument Departures (SIDs)

DDANY ONE
EPCOT ONE
FATHE ONE
FSHUN ONE
JEEMY ONE
LEWRD ONE
MZULO ONE

South Flow Full View

- Aircraft departing to the south from MCO will follow these Standard Instrument Departures (SIDs).
- Departures typically will fly along the same paths and at similar altitudes 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
- When PALATKA Military Operating Area is not in use north of MCO, departures may be routed direct MICKI waypoint by ATC.
- Radar track data are a sample from January to May 2018.





MCO

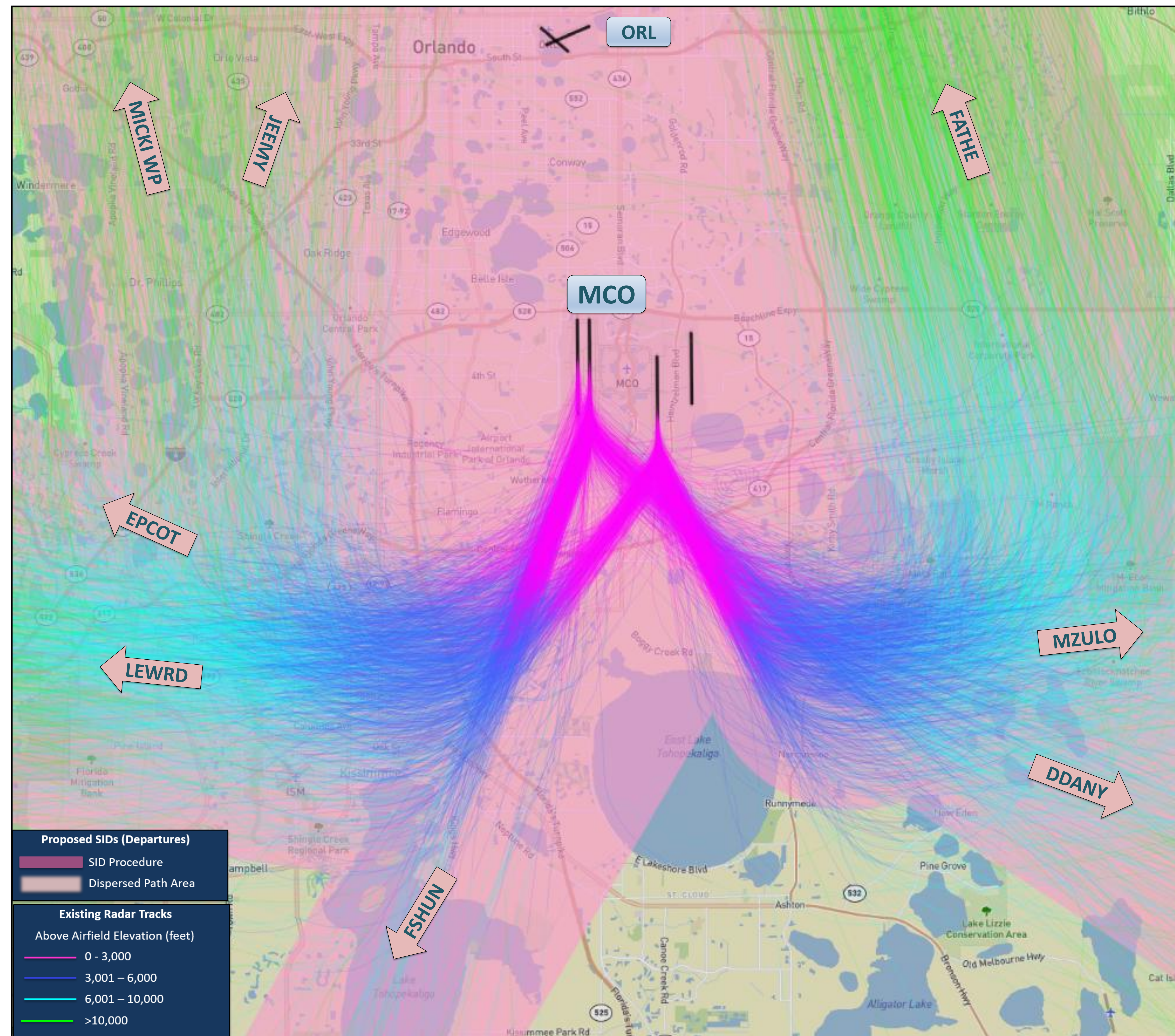
Orlando International Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

DDANY ONE
EPCOT ONE
FATHE ONE
FSHUN ONE
JEEMY ONE
LEWRD ONE
MZULO ONE

South Flow Close View

- Aircraft departing to the South from MCO will follow these Standard Instrument Departures (SIDs).
- Departures typically will fly along the same paths and at similar altitudes 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
- When PALATKA Military Operating Area is not in use north of MCO, departures may be routed direct MICKI waypoint by Air Traffic Control (ATC).
- Radar track data are a sample from January to May 2018





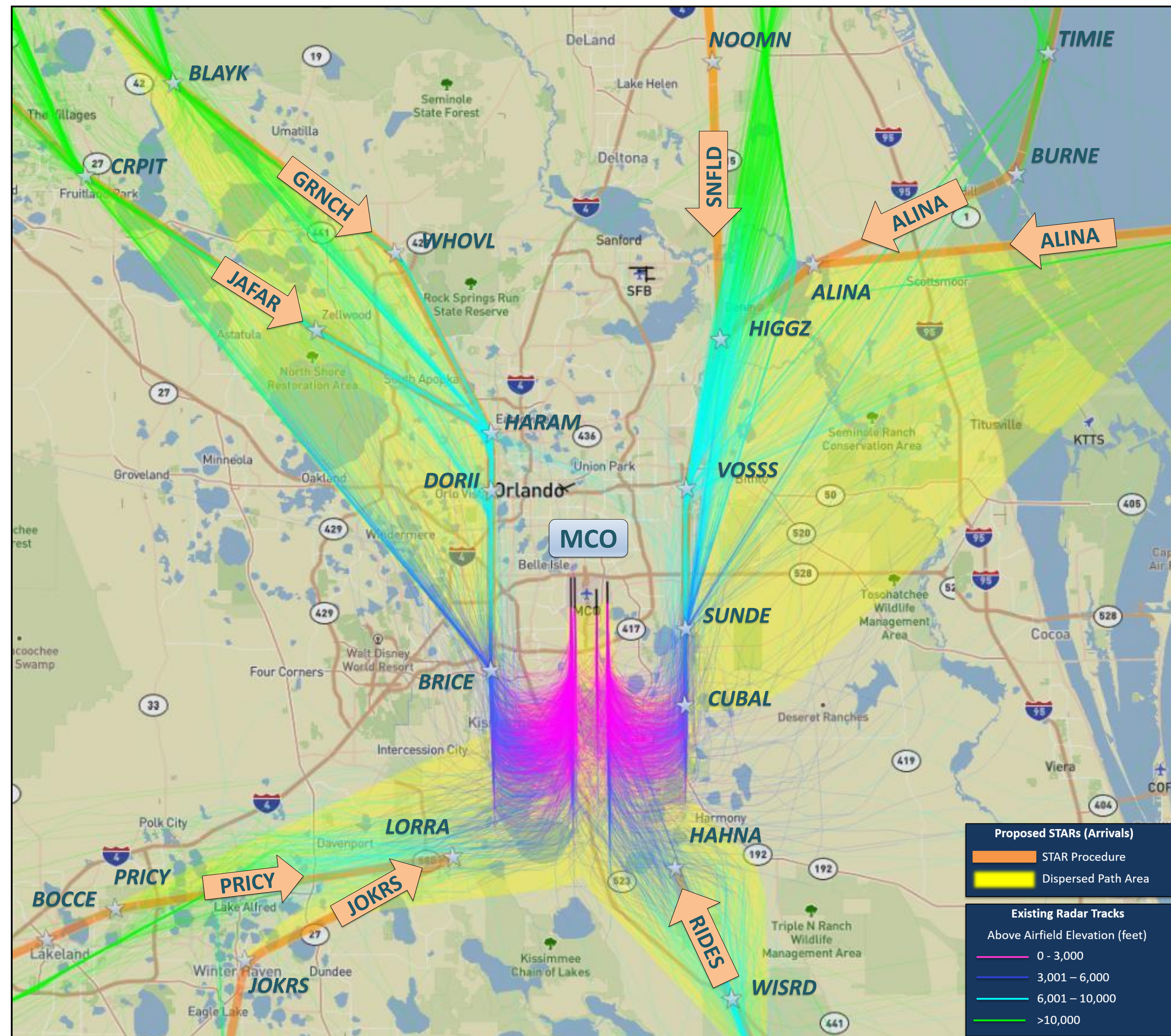
MCO Orlando International
Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)

ALINA ONE
GRNCH ONE
JAFAR ONE
JOKRS ONE
PRICY ONE
RIDES ONE
SNFLD ONE

North Flow Full View

- Aircraft landing to the north at MCO follow Standard Terminal Arrival (STAR) routes.
- Arrival aircraft typically will fly along the same paths and at similar altitudes as they do today.
 - Air Traffic Controllers (ATC) will merge the JAFAR and GRNCH STARs into a single stream
 - ATC will merge the SNFLD and ALINA STARs into a single stream
 - ATC will merge the PRICY and JOKRS STARs into a single stream
 - The RIDES STAR is a single stream arrival
- ATC occasionally will direct aircraft away from procedure weather to avoid bad weather or for safety.
- Radar track data are a sample from January to May 2018





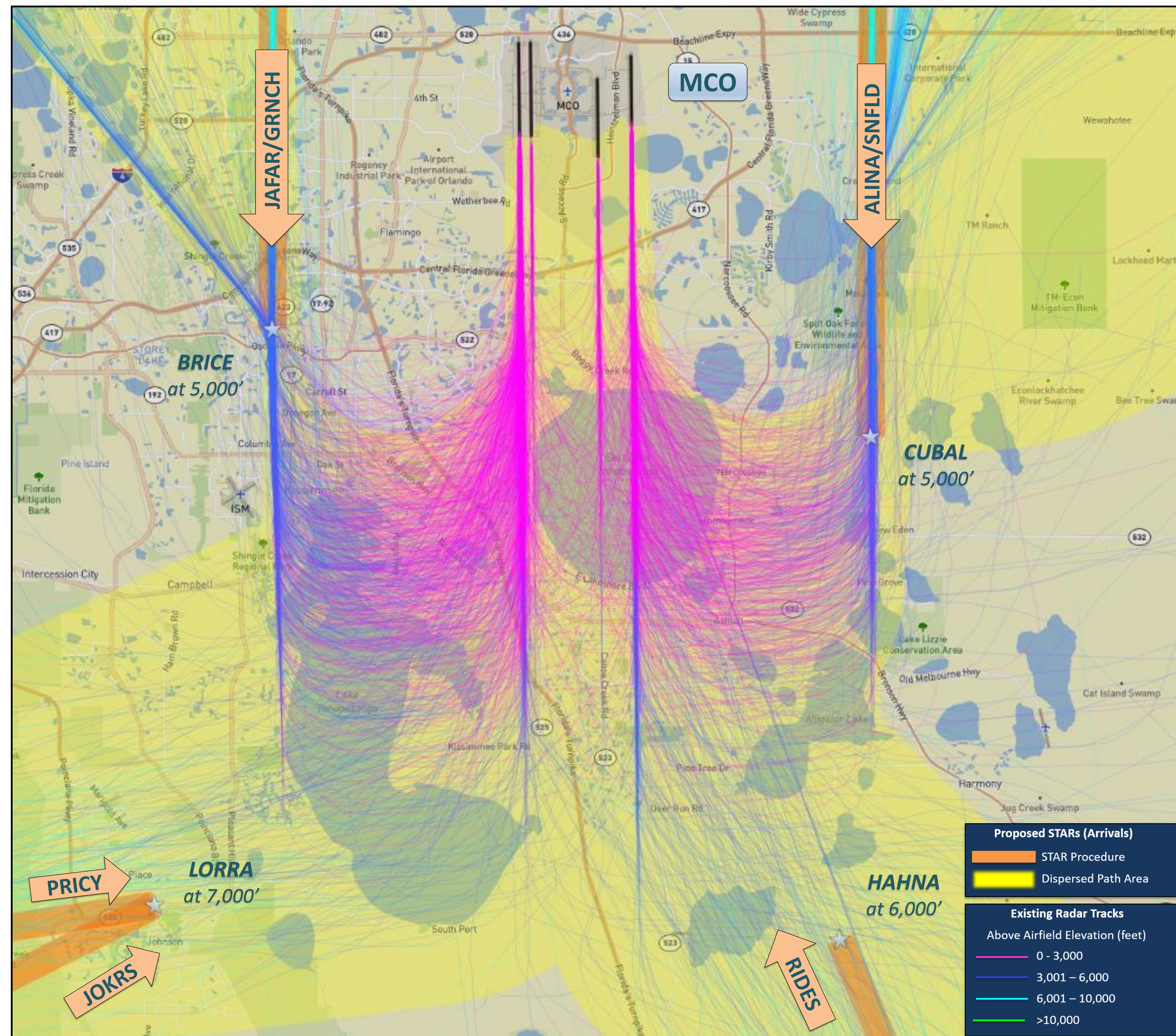
MCO Orlando International
Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)

ALINA ONE
GRNCH ONE
JAFAR ONE
JOKRS ONE
PRICY ONE
RIDES ONE
SNFLD ONE

North Flow Close View

- Aircraft landing to the North at MCO follow Standard Terminal Arrival (STAR) routes.
- Arrival aircraft typically will fly along the same paths and at similar altitudes as they do today.
- Air Traffic Controllers (ATC) occasionally will direct aircraft away from procedure weather to avoid bad weather or for safety.
- Radar track data are a sample from January to May 2018





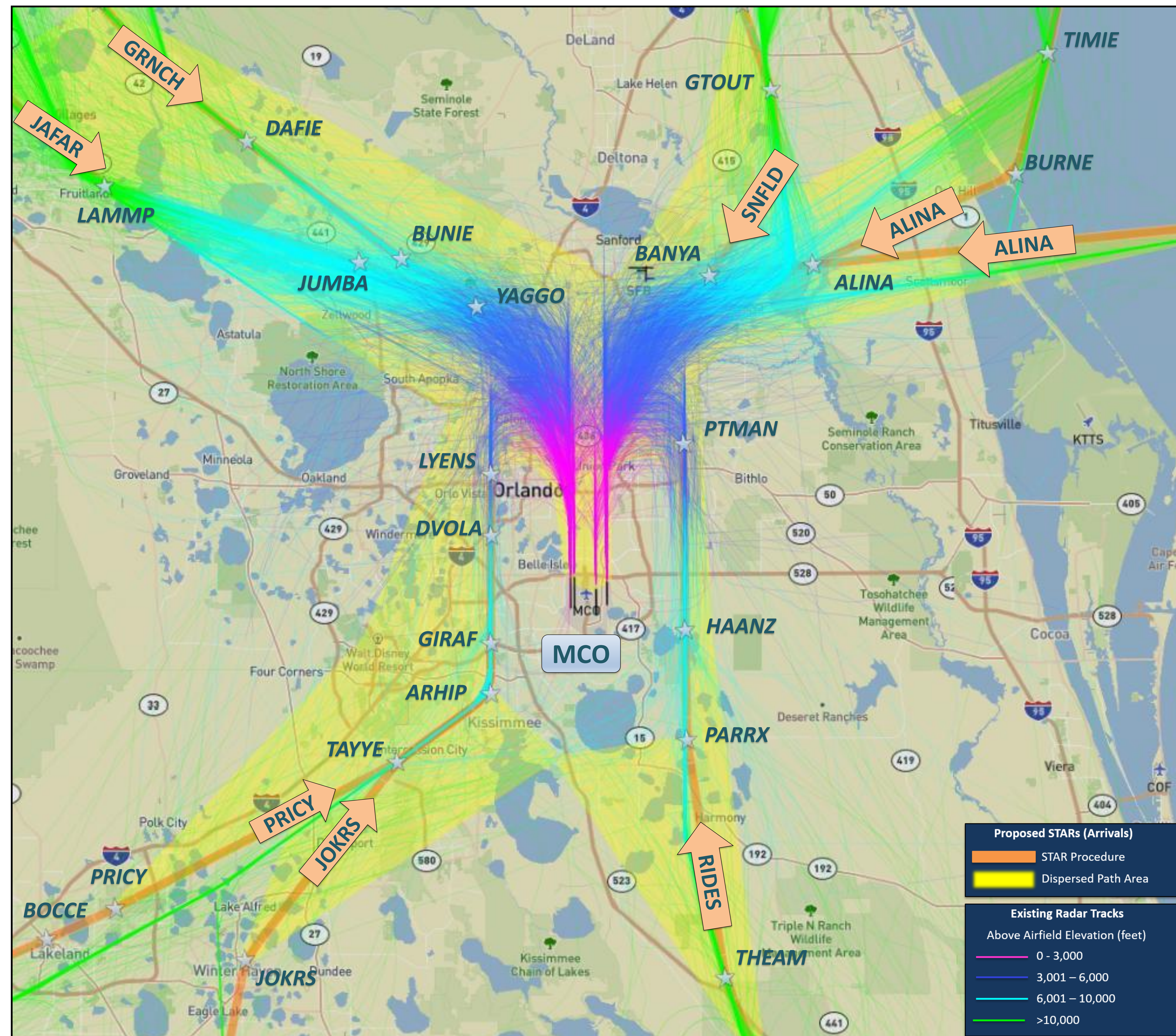
MCO Orlando International
Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)

ALINA ONE
GRNCH ONE
JAFAR ONE
JOKRS ONE
PRICY ONE
RIDES ONE
SNFLD ONE

South Flow Full View

- Aircraft landing to the South at MCO follow Standard Terminal Arrival (STAR) routes.
- Arrival aircraft typically will fly along the same paths and at similar altitudes as they do today
 - Air Traffic Controllers (ATC) will merge the JAFAR and GRNCH STARs into a single stream
 - ATC will merge the SNFLD and ALINA STARs into a single stream
 - ATC will merge the PRICY and JOKRS STARs into a single stream
 - The RIDES STAR is a single stream arrival
- 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





N

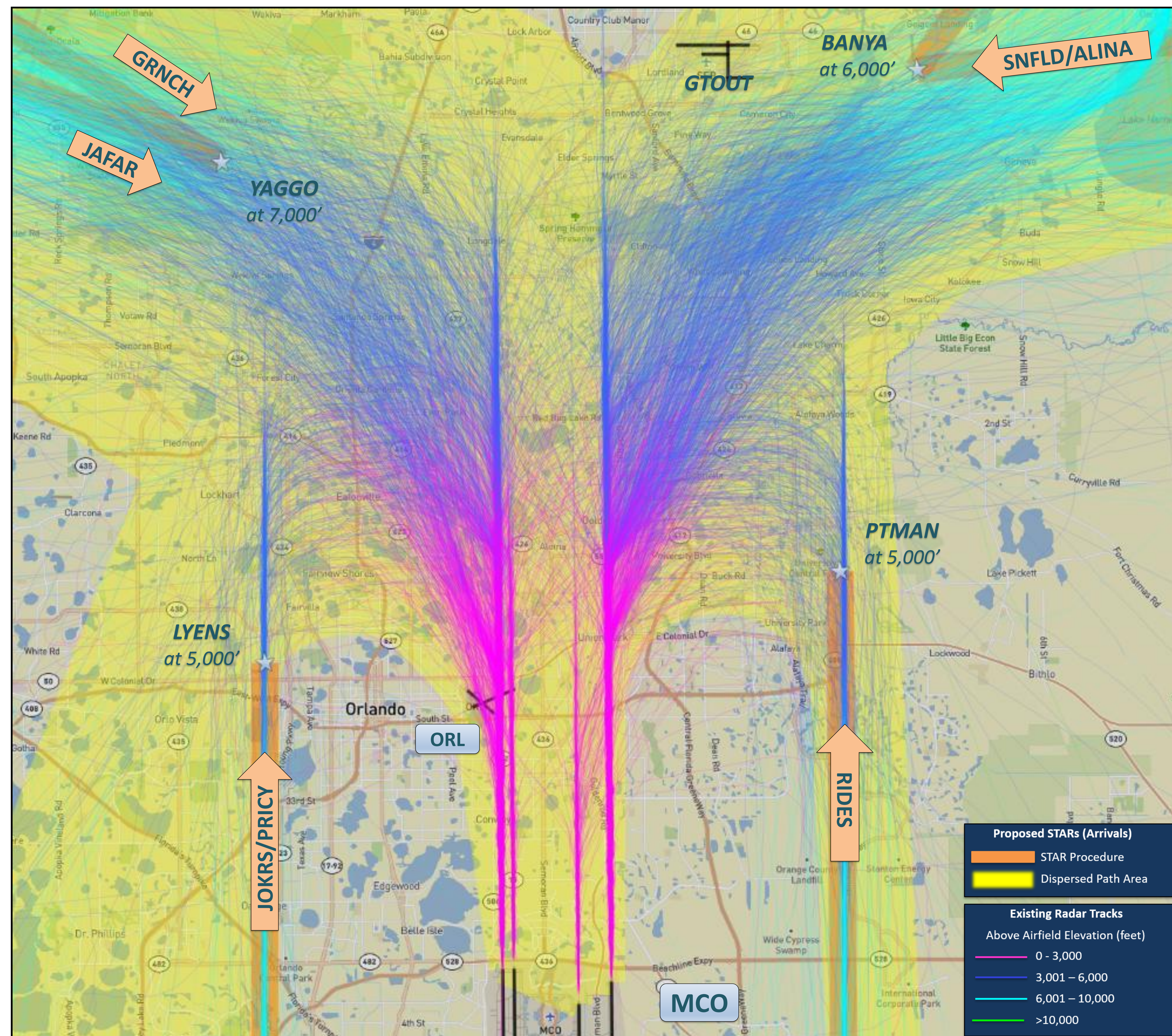
MCO Orlando International Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)

ALINA ONE
GRNCH ONE
JAFAR ONE
JOKRS ONE
PRICY ONE
RIDES ONE
SNFLD ONE

South Flow Close View

- Aircraft landing to the South at MCO follow Standard Terminal Arrival (STAR) routes.
- Arrival aircraft typically will fly along the same paths and at similar altitudes as they do today
- 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





ORL Orlando Executive Airport

Area Navigation (RNAV)
Standard Instrument Departures (SIDs)

SNAPY ONE
NYTES ONE

East and West Flow Full View

- Aircraft departing from ORL to the East and West follow Standard Instrument Departures (SIDs).
- Departing aircraft typically will fly along the same paths and at similar altitudes 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
- Radar track data are a sample from January to May 2018

