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.

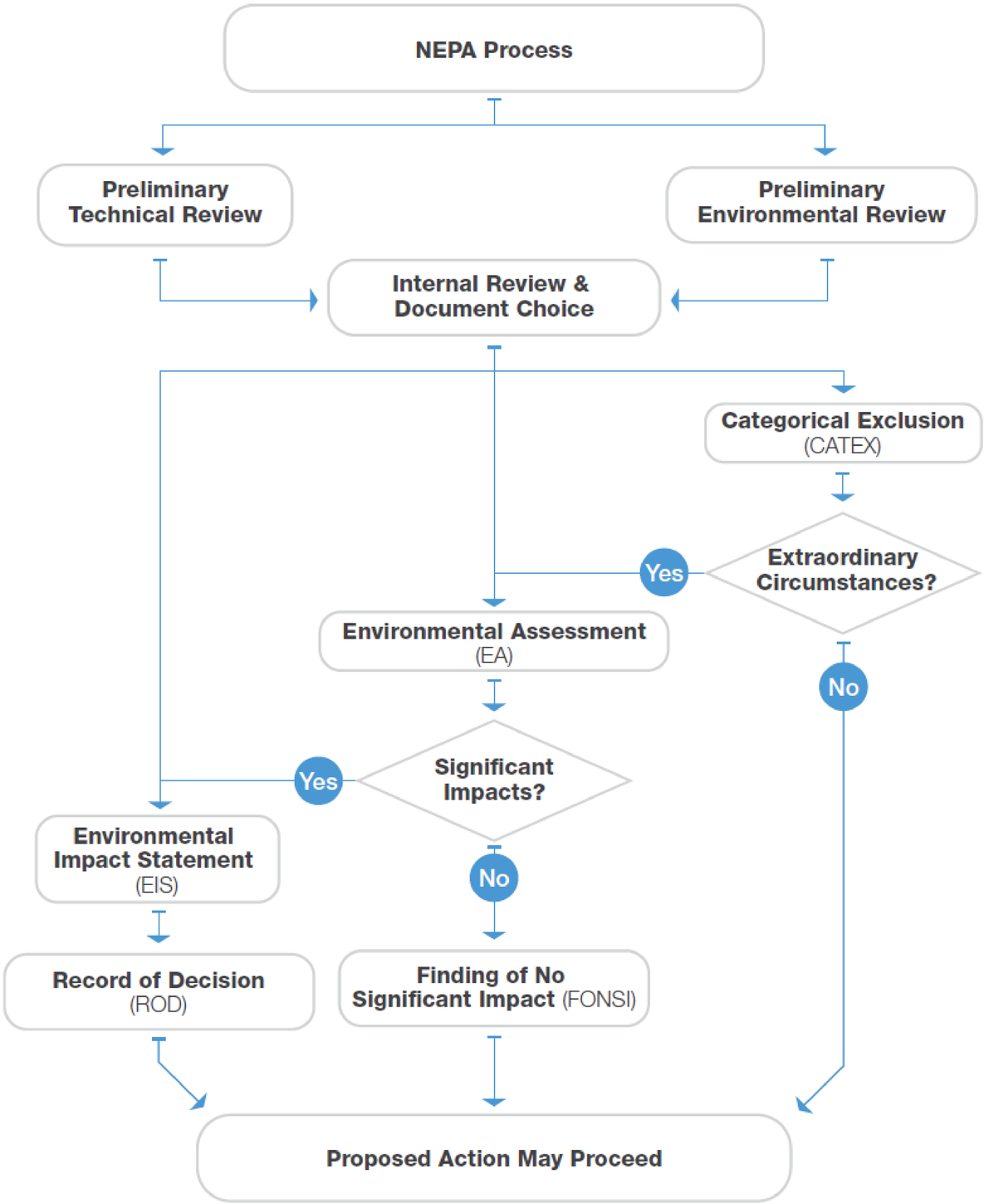
Preliminary Technical Review
FAA conducts an internal technical review before deciding to consider moving forward with an environmental review.

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 The project will replace outdated systems with satellite-based technology.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

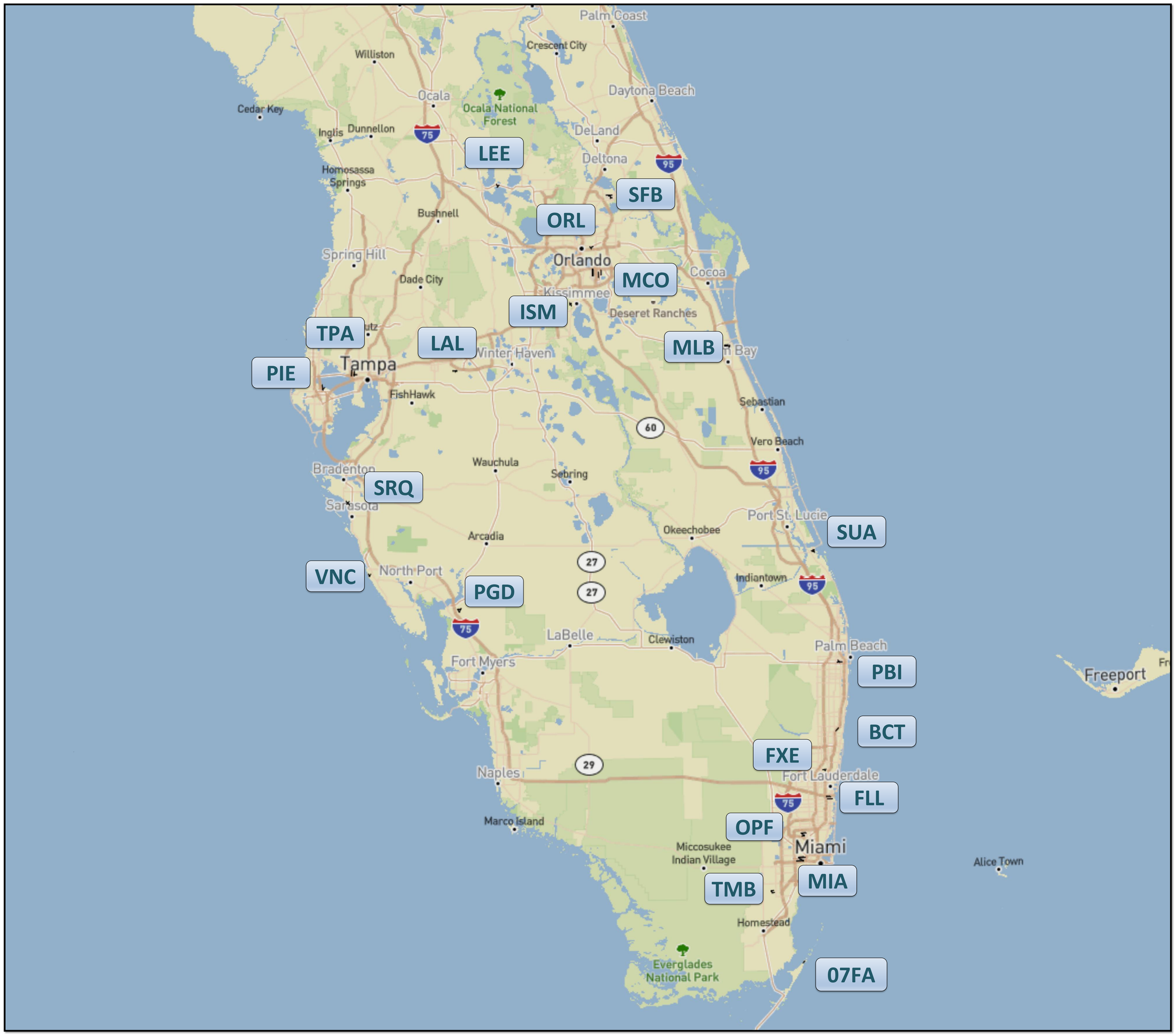
Design and Procedure Development
- Approximately 12 months
- Public workshops and comments

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

MIA

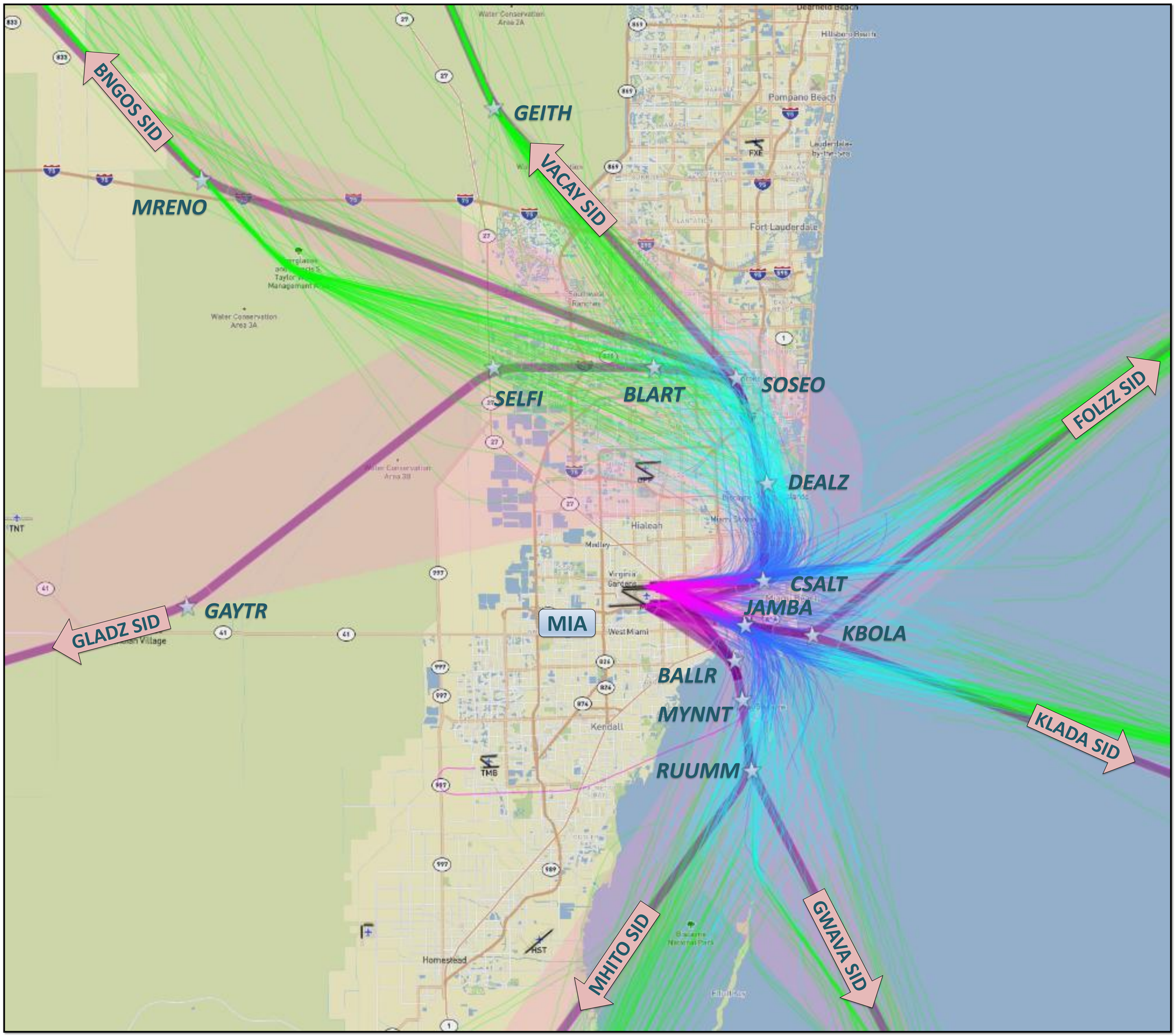
Miami International Airport

Area Navigation (RNAV)
Standard Instrument Departures (SIDs)

BNGOS ONE	FOLZZ ONE
GLADZ ONE	GWAVA ONE
KLADA ONE	MHITO ONE
VACAY ONE	

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
- 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

MIA

Miami International Airport

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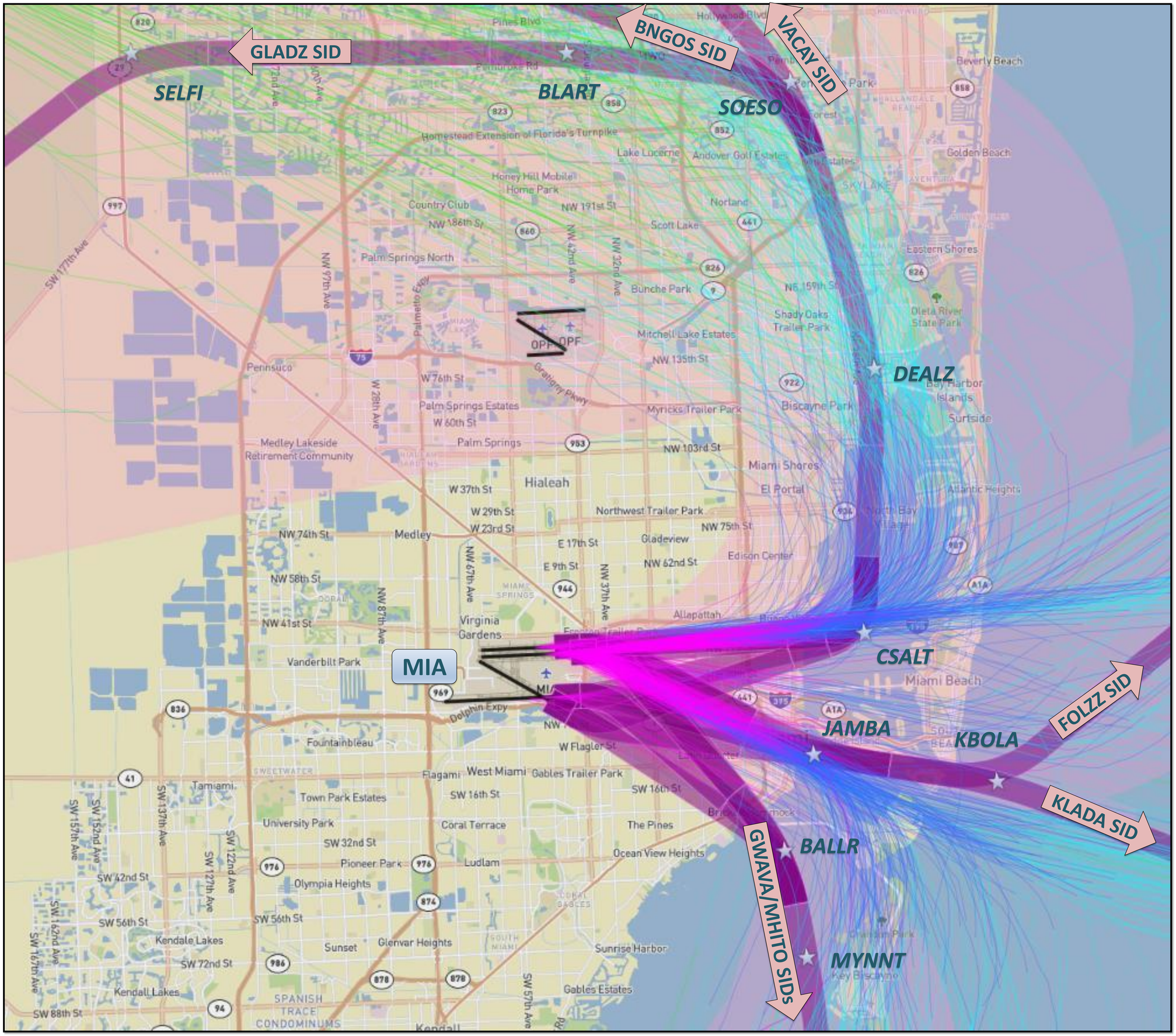

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- MIA Runway 30 is used for departures only when other runways are unusable
- Radar track data are a sample from January to May 2018

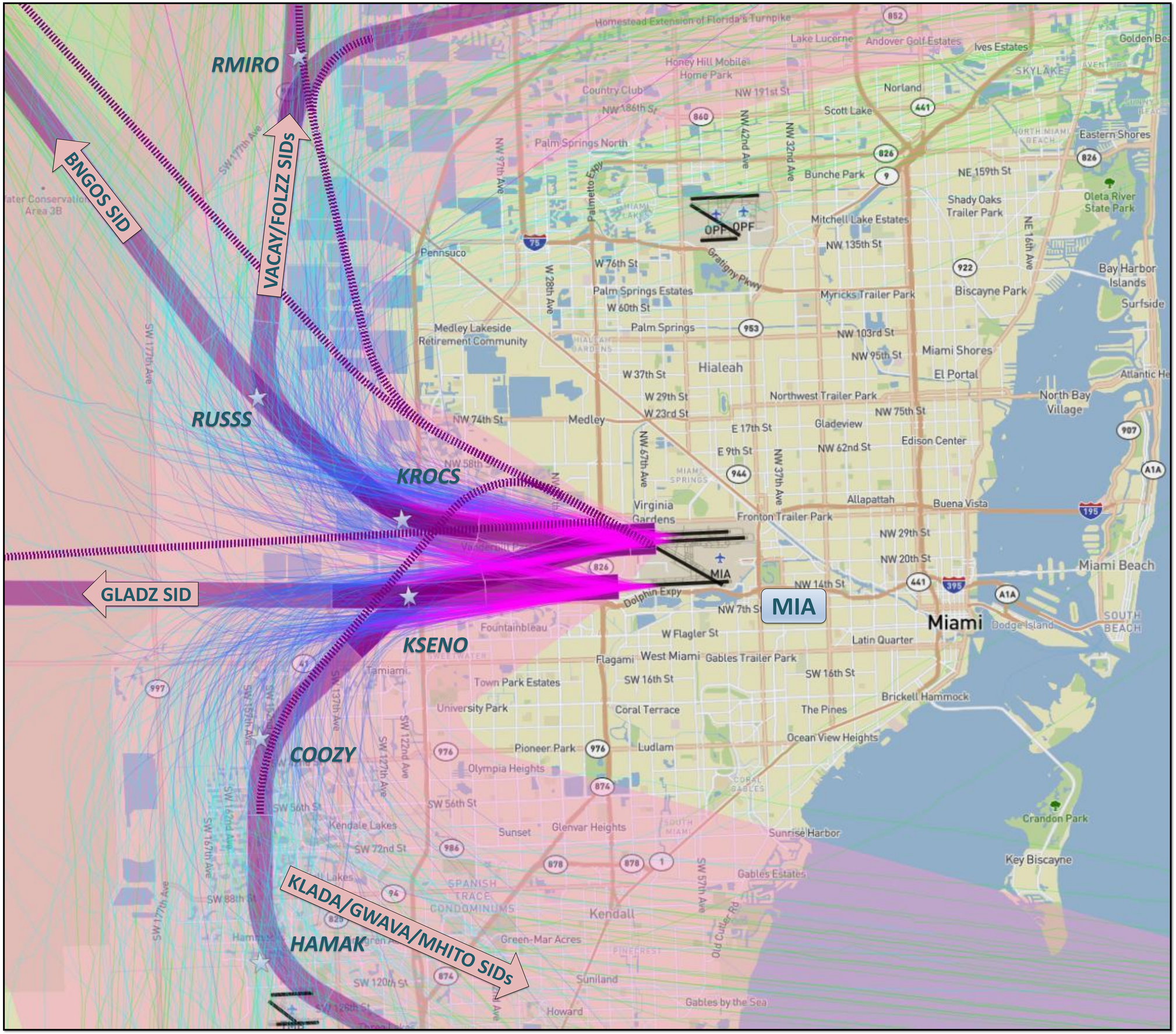
Proposed SIDs (Departures)

- SID Procedure
- Contingency Runway 30
- 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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- Dispersed Path Area

Existing Radar Tracks

Above Airfield Elevation (feet)

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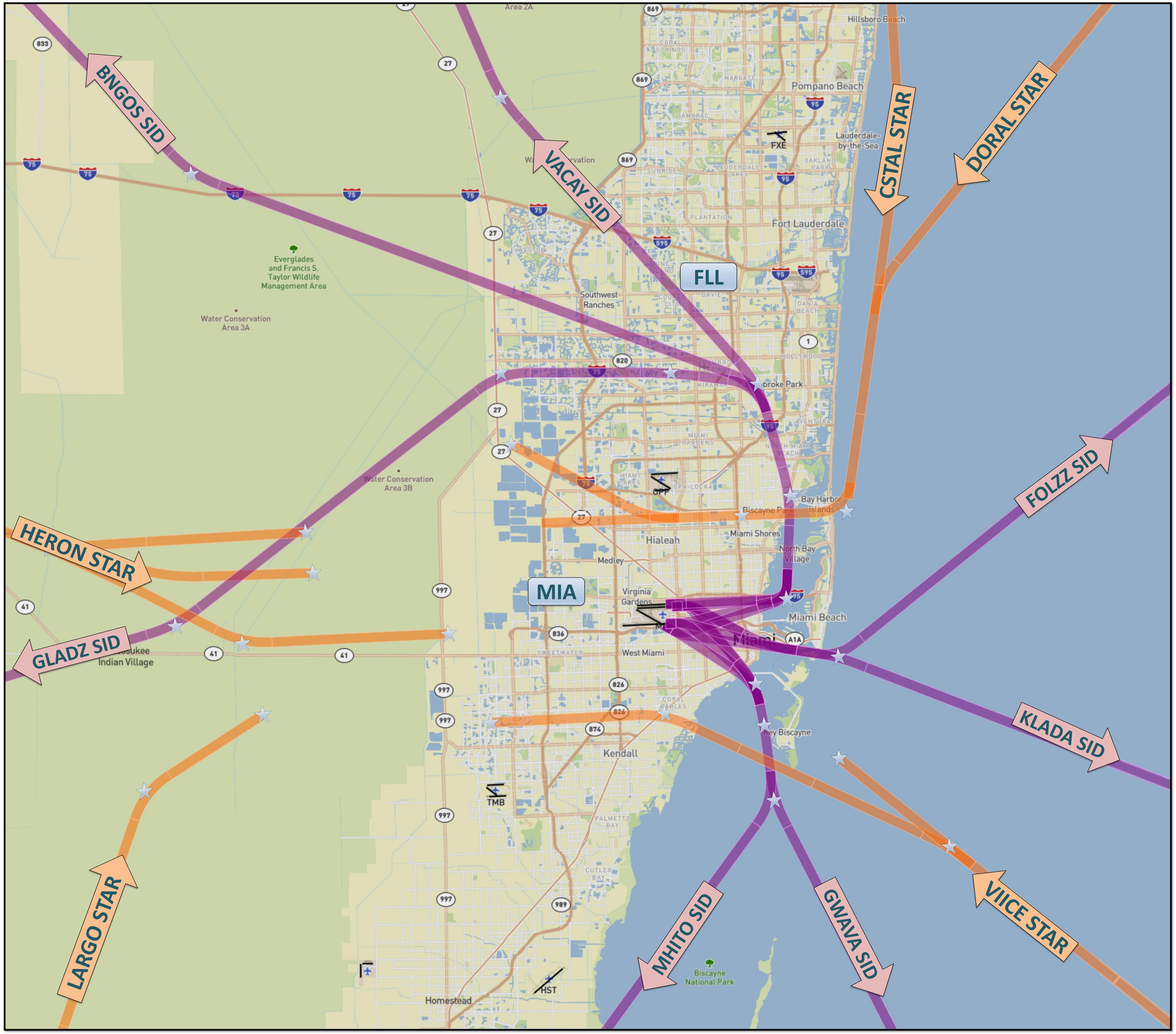
MIA

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



Proposed SIDs (Departures)

SID Procedure

Proposed STARs (Arrivals)

STAR Procedure

MIA

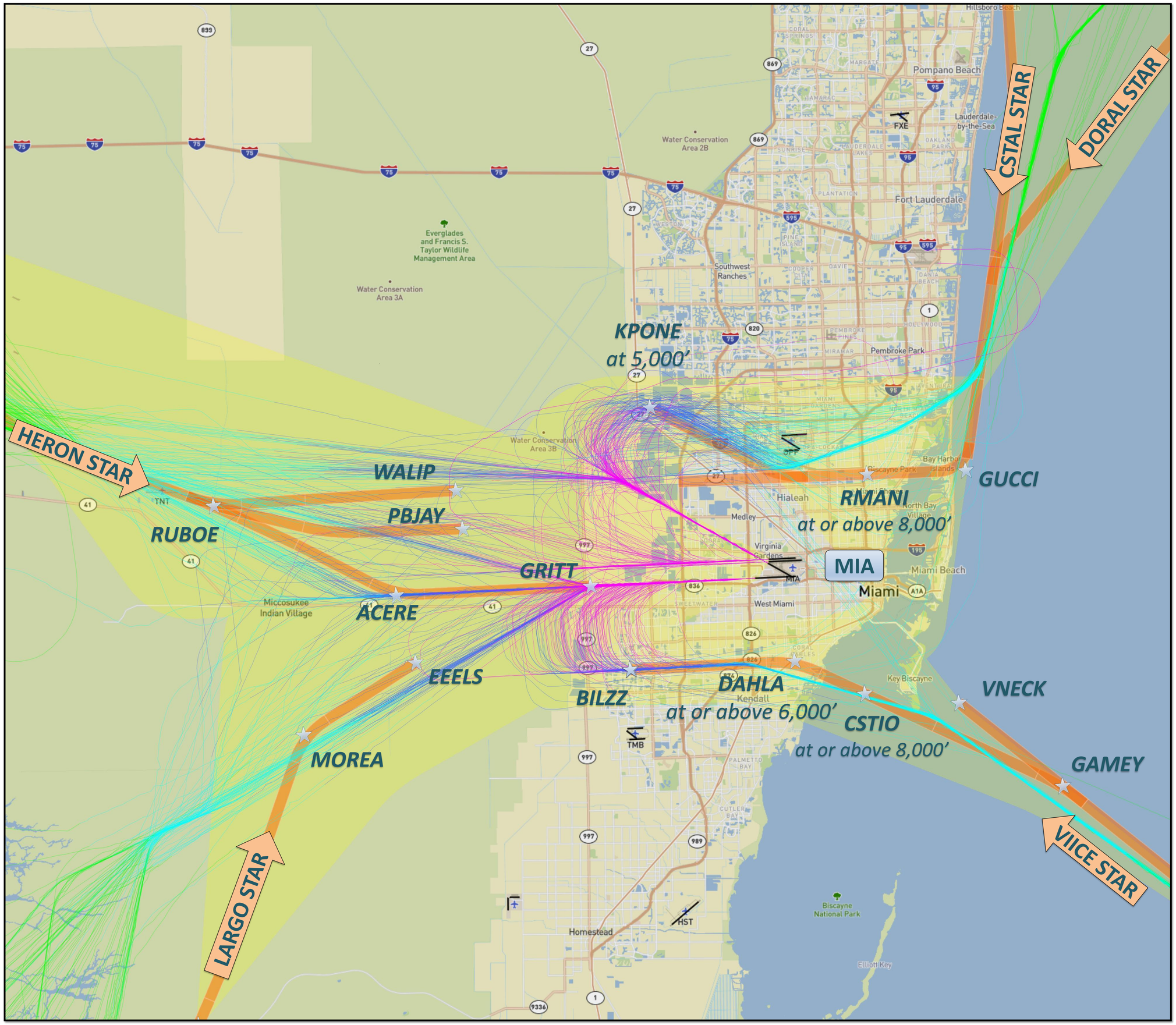
Miami International Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)

HERON ONE
CSTAL ONE
DORAL ONE
VIICE ONE
LARGO ONE

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 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

KPONE
at 5,000'

GEEEQ
at 6,000'

MDONA
at or above 7,000'

RMANI
at or above 8,000'

CSTAL/DORAL STARs

GRITT

HERON STAR

LARGO STAR

BILZZ
at 5,000'

DAHLA
at or above 6,000'

VIICE STAR

CSTIO
at or above 8,000'

MIA

MIA

Miami International Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)

HERON ONE
DORAL ONE
LARGO ONE
CSTAL ONE
VIICE ONE

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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

MIA

Miami International Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)

HERON ONE
DORAL ONE
LARGO ONE
CSTAL ONE
VIICE ONE

West 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:
  - 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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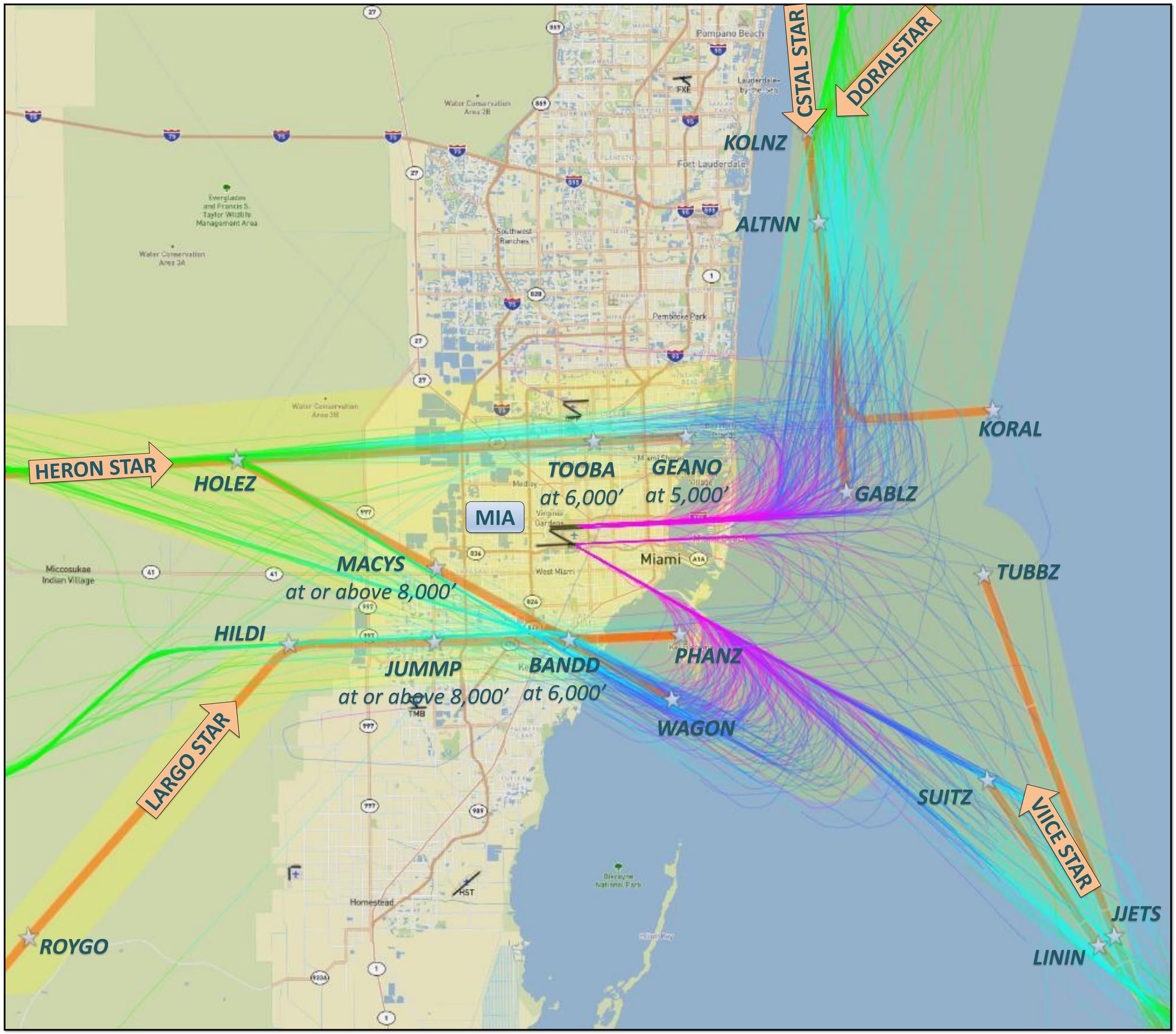

Proposed STARs (Arrivals)
- STAR Procedure
- Dispersed Path Area

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

MIA

Miami International Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)

HERON ONE
DORAL ONE
LARGO ONE
CSTAL ONE
VIICE ONE

West Flow Close View

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HERON STAR
TOOBA at 6,000'
GEANO at 5,000'
CSTAL/DORALSTARS
GABLZ
MIA
BANDD at 6,000'
LARGO STAR
PHANZ at 5,000'
VIICE STAR
HERON STAR
WAGON at 4,000'

Proposed STARs (Arrivals)
STAR Procedure
Dispersed Path Area

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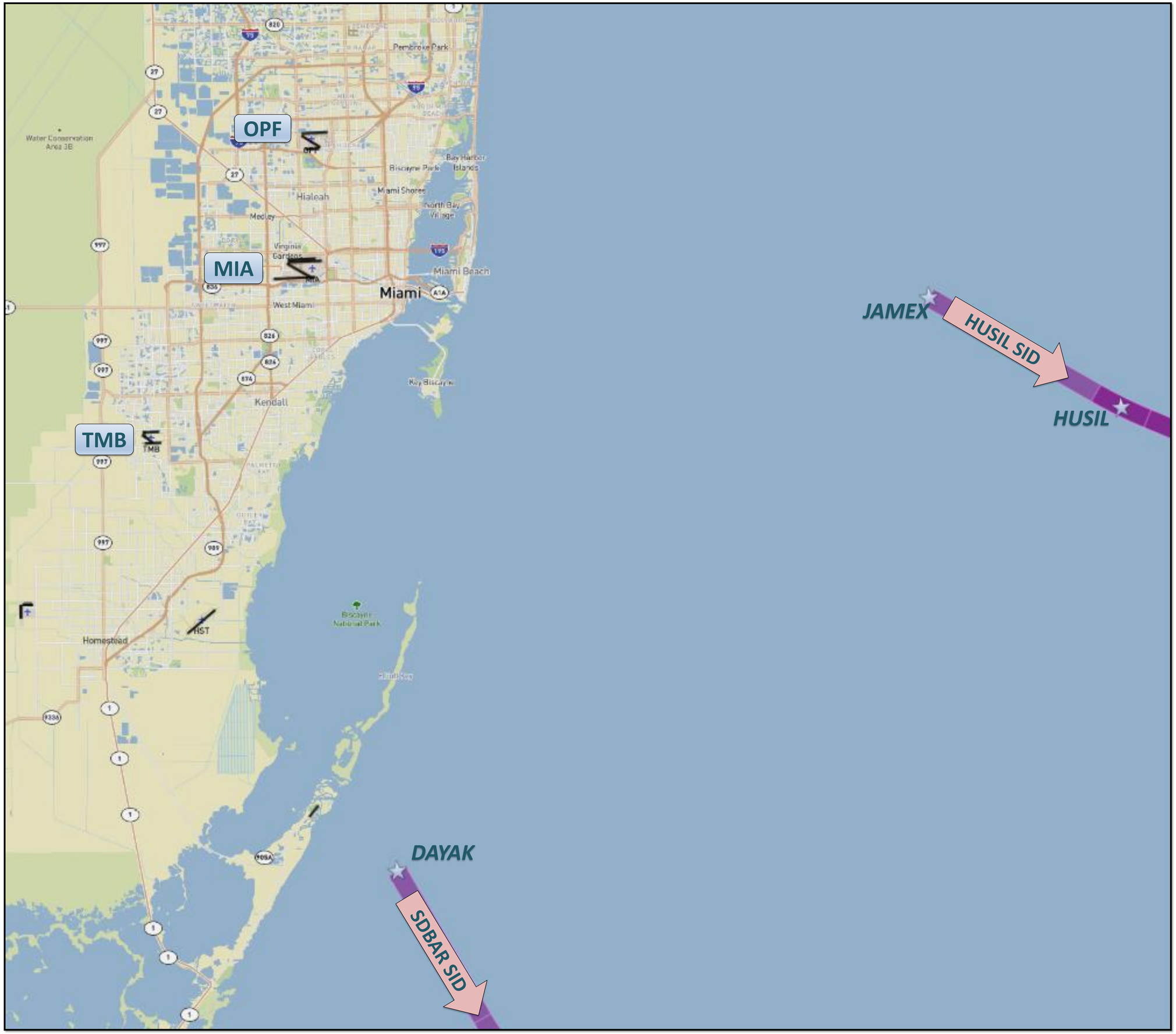

OPF

Miami-Opa Locka Executive Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

HUSIL ONE

TMB

Miami Executive Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

SDBAR ONE

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