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Questions and Answers on South-Central Florida Metroplex and FLL Noise Compatibility Program (Part 150 Study)

South-Central Florida Metroplex

What is the Central-South Florida Metroplex?

The South-Central Florida Metroplex will develop more direct and efficient satellite-based routes enhancing safety and flight efficiency. The initiative will focus on these airports, where operations have a direct effect throughout the National Airspace System (NAS): Miami (MIA), Fort Lauderdale-Hollywood (FLL), Orlando (MCO) and Tampa (TPA). The project also includes Palm Beach (PBI) and St. Pete-Clearwater (PIE) and certain satellite airports. The project also modifies some existing procedures to ensure that they connect to the heavily traveled Atlantic Coast Routes between the Northeast, Florida and the Caribbean.

Why is the FAA proposing changes for Fort Lauderdale-Hollywood International Airport (FLL)?

The FAA has not updated many of the air traffic procedures for FLL and other Florida airports in many years. While the procedures are safe, they are inefficient due to advances in technology. The Metroplex will improve traffic flow at FLL by using the precision of satellite-based navigation.

What are the benefits of Metroplex?

Metroplex will make the best use of airspace and procedures using the precision of satellite technology. It will:

- benefit passengers by creating more direct routes helping to reduce flight delays
- decrease congestion at airports and in the air
- improve air traffic flows, enhancing safety and efficiency
- offer environmental benefits by reducing fuel burn and carbon emissions
- modernize air traffic procedures to today's standards

- reduce complexity and communication for air traffic controllers and pilots, making the system safer

Who is doing the South-Central Florida Metroplex?

The FAA currently is conducting Metroplex initiatives in four areas across the country – Central-South Florida, Cleveland-Detroit, Las Vegas and Denver. The agency has completed has Metroplex projects in seven other areas in the United States. Each Metroplex includes one or more commercial airports that serve at least one major city. For more information: [South-Central Florida Metroplex](#).

What is the timeline for the South-Central Florida Metroplex?

The [National Environmental Policy Act of 1969](#) (NEPA) requires the FAA to identify and publicly disclose any potential environmental impacts of the proposed procedures. The agency plans to begin the environmental review in summer 2019. We will offer the public the opportunity to comment on the proposals again during the environmental process. The FAA anticipates completing the environmental review in 2020, and expects to implement the new procedures in 2021 to the extent supported by the environmental findings.

Part 150 Study

What is a “Part 150 Study”?

[Part 150](#) of the Federal Aviation Regulations (14 CFR Part 150) provides the framework for Airport Noise Compatibility Planning. A Part 150 Study enables airports to identify neighboring areas that aircraft noise affects and develop measures to mitigate the noise. Preparing a Part 150 Study is voluntary. However, participating in the program allows an airport operator to apply for federal grants for noise mitigation projects.

Why is Fort Lauderdale-Hollywood International Airport (FLL) updating its Part 150 Study?

Broward County Aviation Department (BCAD), which operates the airport, identified several proposed noise mitigation measures in the 2008 Environmental Impact Statement (EIS) for the expansion of Runway 9R/27L. The EIS noise mitigation program is ongoing. The FAA noted in its Record of Decision on the EIS that Broward County may recommend certain noise abatement measures as part of an update to the airport’s Part 150 Noise Compatibility Program (NCP). The FAA last approved a Part 150 Study for FLL in 1994. The airport began an update in 2007, but suspended it during the preparation of the EIS for Runway 10R/8L. (Both runways at FLL were renumbered 10/28 when the expanded runway reopened in September 2014.)

Who does a Part 150 Study?

Airport operators contract with experts who specialize in aircraft noise modeling, land use, public participation, and other topics to conduct Part 150 studies. The airport operator is responsible for the preparing the study in accordance with Federal Aviation Regulation Part 150. The FAA reviews and accepts the Noise Exposure Maps (NEMs) and reviews and approves mitigation measures identified in the NCP.

How is a Part 150 Study Conducted?

A Part 150 Study involves coordination with airport users and stakeholders, the FAA, representatives of local jurisdictions affected by aircraft noise, local planning departments, and the public. In the first phase of the study, experts collect technical data and prepare NEMs, which depict noise contours and identify land uses within the contours that are not compatible with airport operations. They prepare the NCP in the second phase of the study. It includes recommended measures to mitigate existing noise and reduce the potential for future concerns.

What is the timeline for FLL's Part 150 Study?

BCAD prepared Draft Noise Exposure Maps and conducted a Public Workshop on January 16, 2019. BCAD is addressing public comments and expects to submit the NEM to the FAA in Spring 2019. It also has begun work on the NCP, which it expects to complete in 2020. Several factors can affect the timeline for a study including the complexity of airport operations and the amount of local coordination necessary.

What happens after the Part 150 Study?

FLL can apply to the FAA for Airport Improvement Program grants to fund implementation of the noise mitigation measures.

Why can't the FAA combine the Part 150 Study and South-Central Florida Metroplex?

They are two separate processes. Airport operators conduct Part 150 studies to determine current and future (five years) noise exposure around the airport and develop mitigation measures. The Metroplex is an FAA initiative to develop new, safer, more efficient air traffic procedures that will undergo an environmental review before implementation.

What happens if the air traffic procedures developed by the South-Central Florida Metroplex change the noise contours?

BCAD can update FLL's Part 150 Study Noise Exposure Maps and Noise Compatibility Plan as needed to include any changes in procedures after the FAA finalizes the Metroplex.