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.

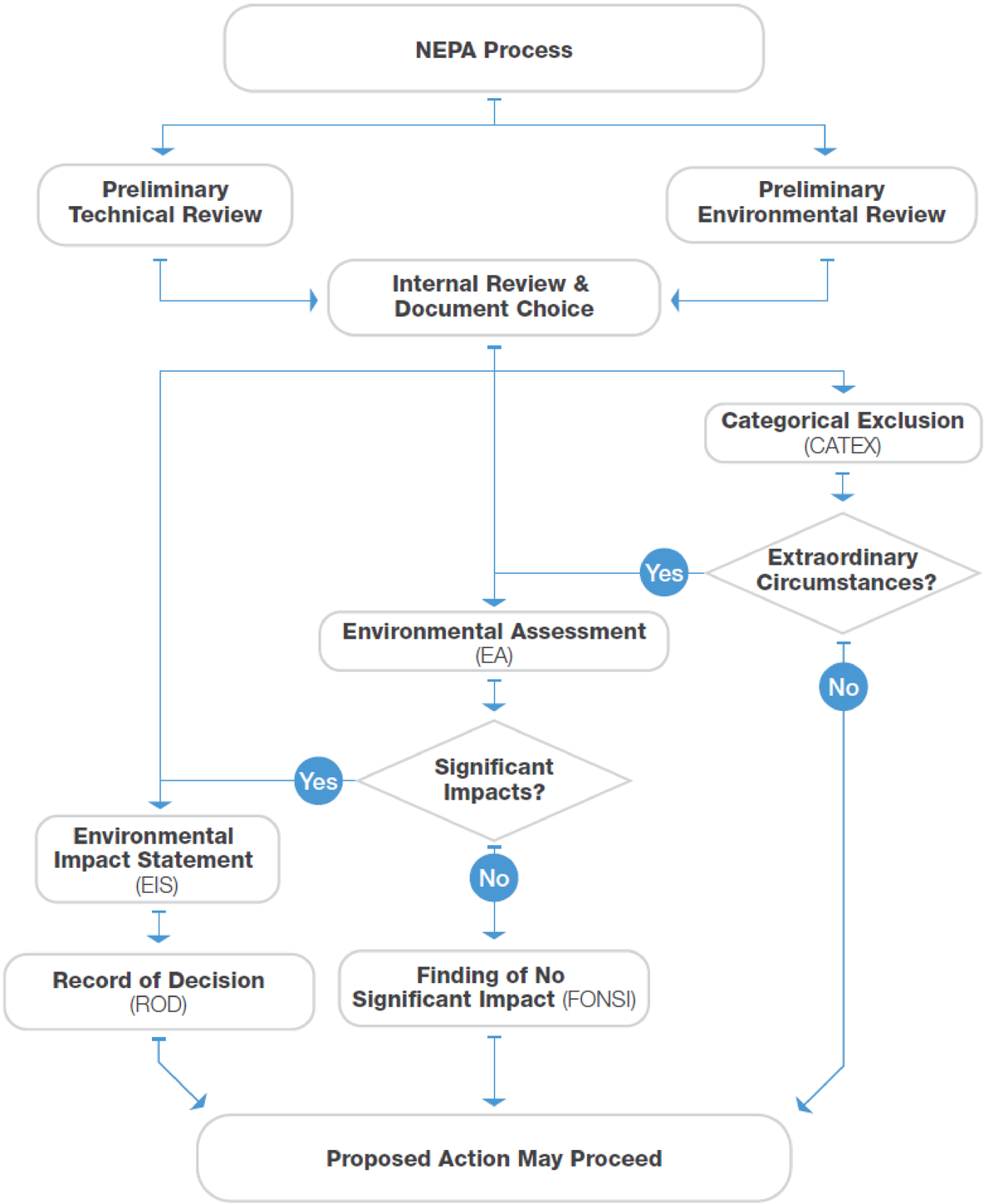
Preliminary Technical Review
FAA conducts an internal technical review before deciding to consider moving forward with an environmental review.

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 The project will replace outdated systems with satellite-based technology.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

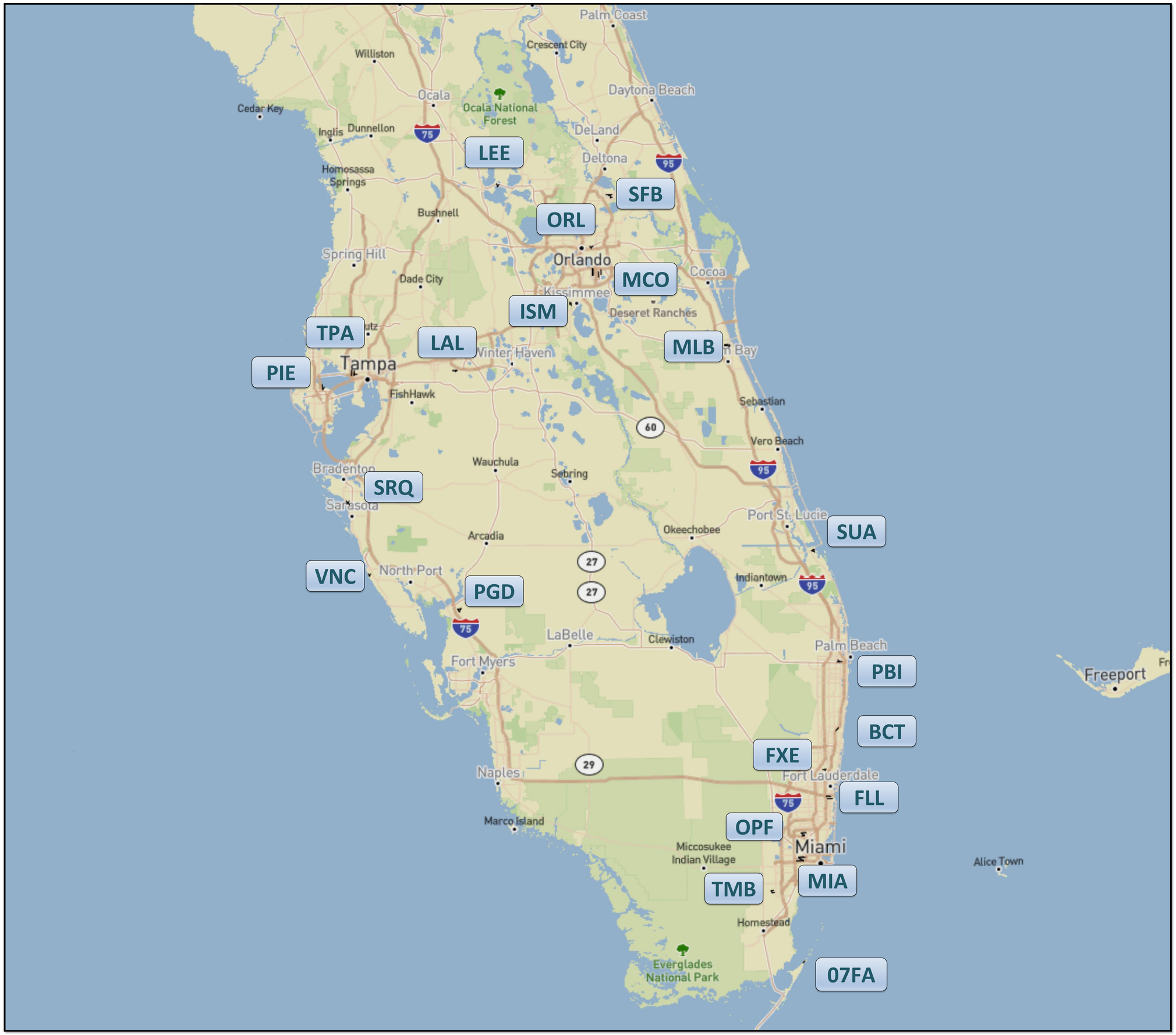
Design and Procedure Development
- Approximately 12 months
- Public workshops and comments

We are here

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

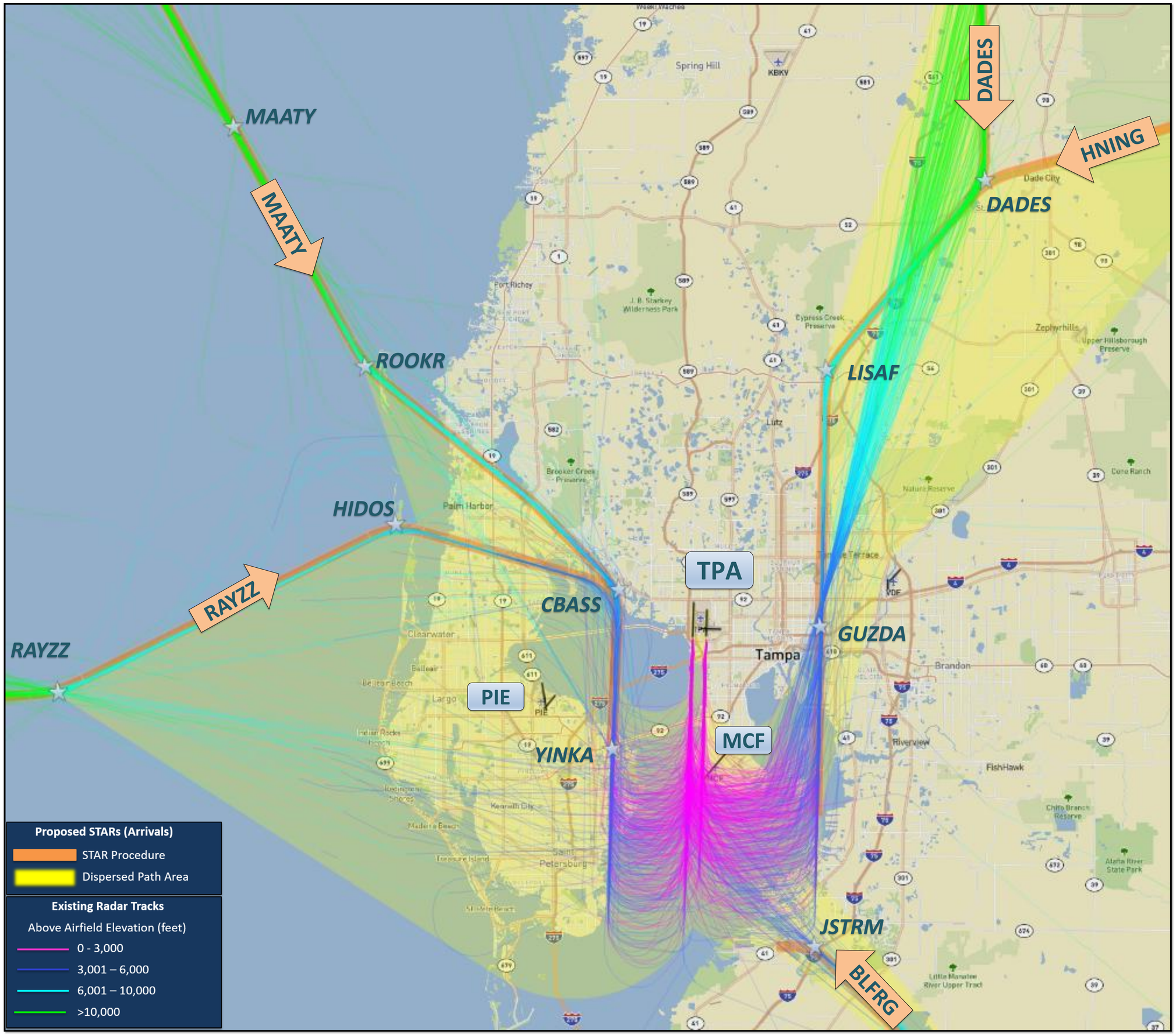
Implementation and Training
- Approximately 12 months
- Final EA/Record of Decision and public notification
- Training, procedure publication and implementation

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



Metroplex Study Area Overview Map

- Overview of the 21 airports included in the Metroplex



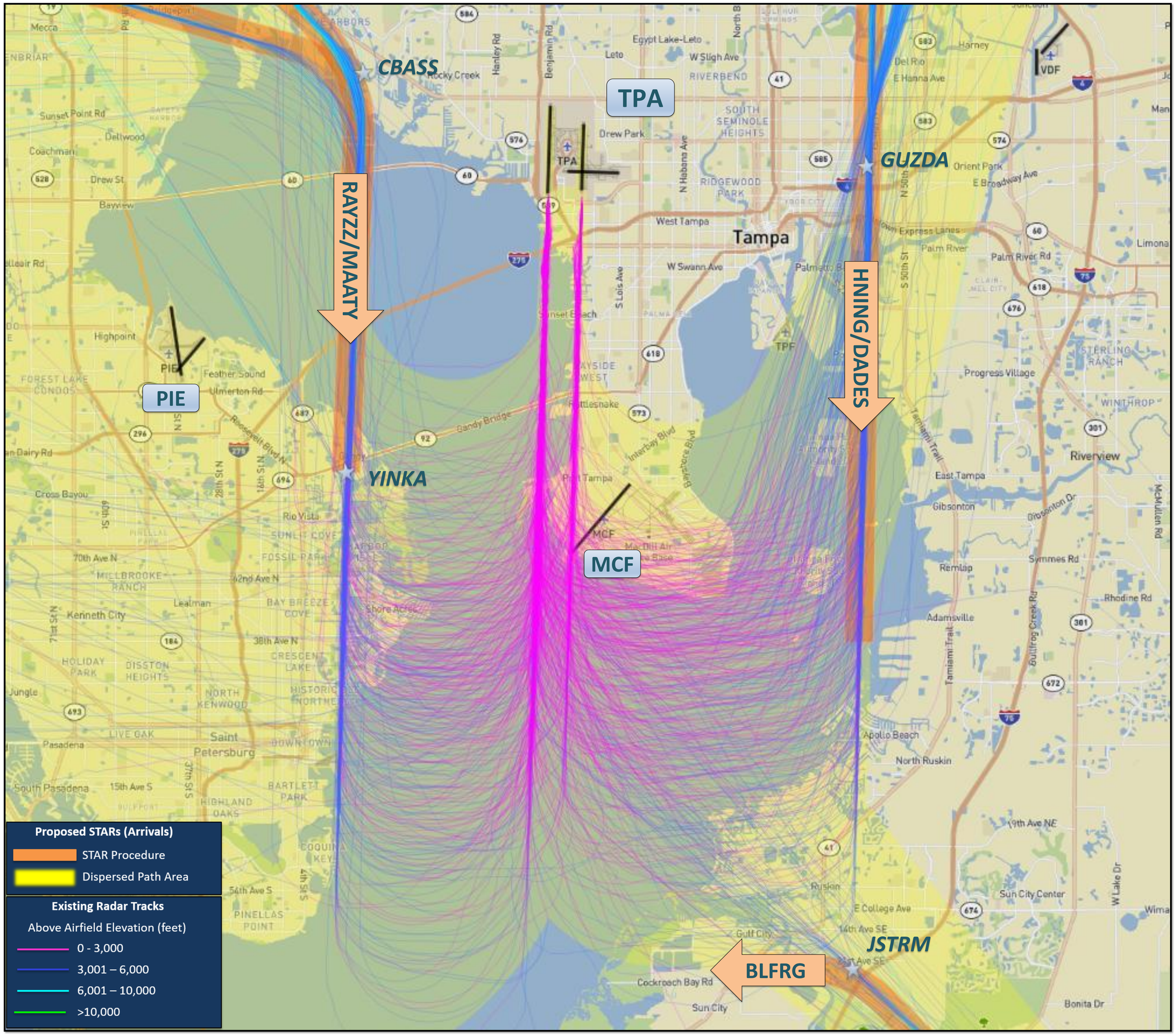
TPA Tampa International Airport

Area Navigation (RNAV) Standard Terminal Arrivals (STARs)

BLFRG ONE
DADES ONE
HNING ONE
MAATY ONE
RAYZZ ONE

North Flow Full View

- Standard Terminal Arrival Routes (STARs) would provide vertical and lateral navigation guidance for aircraft landing Runway 01L/ 01R at TPA.
- Jet arrival aircraft typically would fly along the same paths and at similar altitudes as they do today.
- Air Traffic Controllers (ATC) would merge the MAATY and RAYZZ STARs into a single stream, and the DADES and HNING STARs into a single stream for landing Runways 01L and 01R.
- The BLFRG STAR is a single stream arrival from the south.
- 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.



TPA Tampa International Airport

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RAYZZ ONE

North Flow Close View

- Jet arrival aircraft typically would fly along the same paths and at similar altitudes as they do today
- Aircraft are vectored to final from the areas depicted on the graphic where the STAR procedure may indicate as stopping. Vectoring aircraft to final occurs at the discretion of Air Traffic Controllers (ATC).
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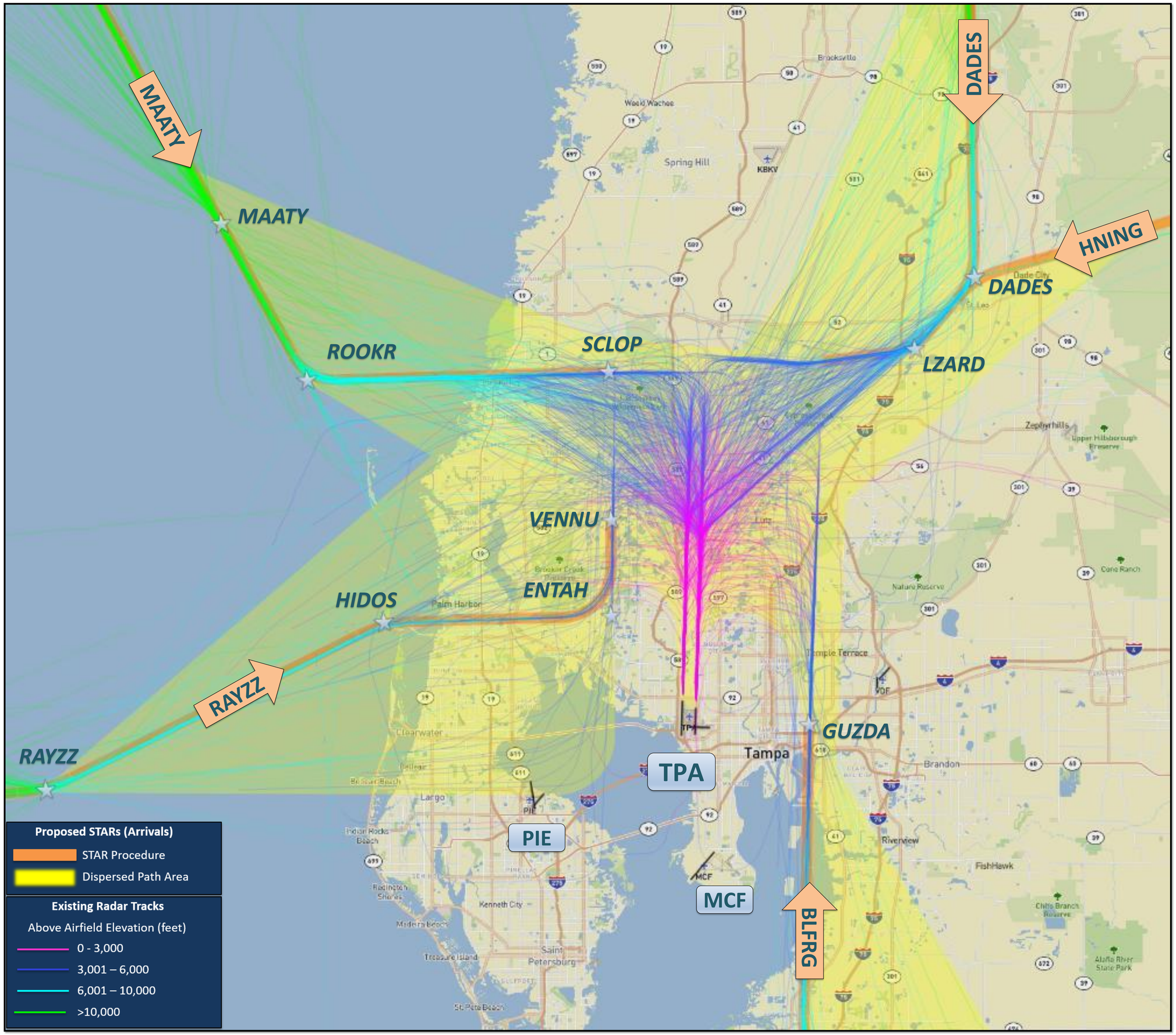


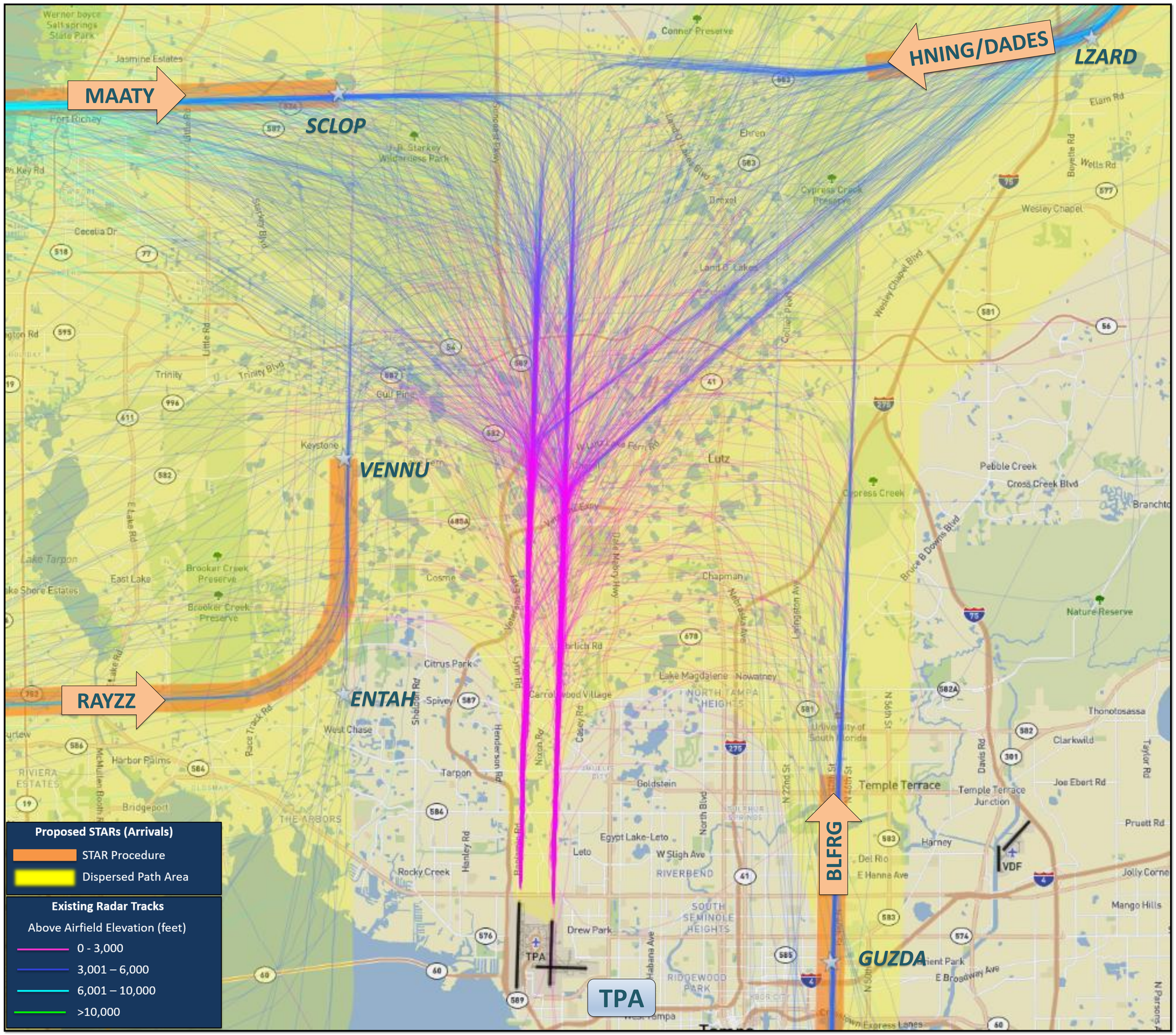
TPA Tampa International Airport

Area Navigation (RNAV) Standard Terminal Arrivals (STARs)

BLFRG ONE
DADES ONE
HNING ONE
MAATY ONE
RAYZZ ONE

South Flow Full View

- Standard Terminal Arrival Routes (STARs) would provide vertical and lateral navigation guidance for aircraft landing Runway 19R/ 19L at TPA.
- Jet arrival aircraft typically would fly along the same paths and at similar altitudes as they do today.
- Air Traffic Controllers (ATC) would merge the DADES and HNING STARs into a single stream for landing Runways 19R and 19L.
- 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



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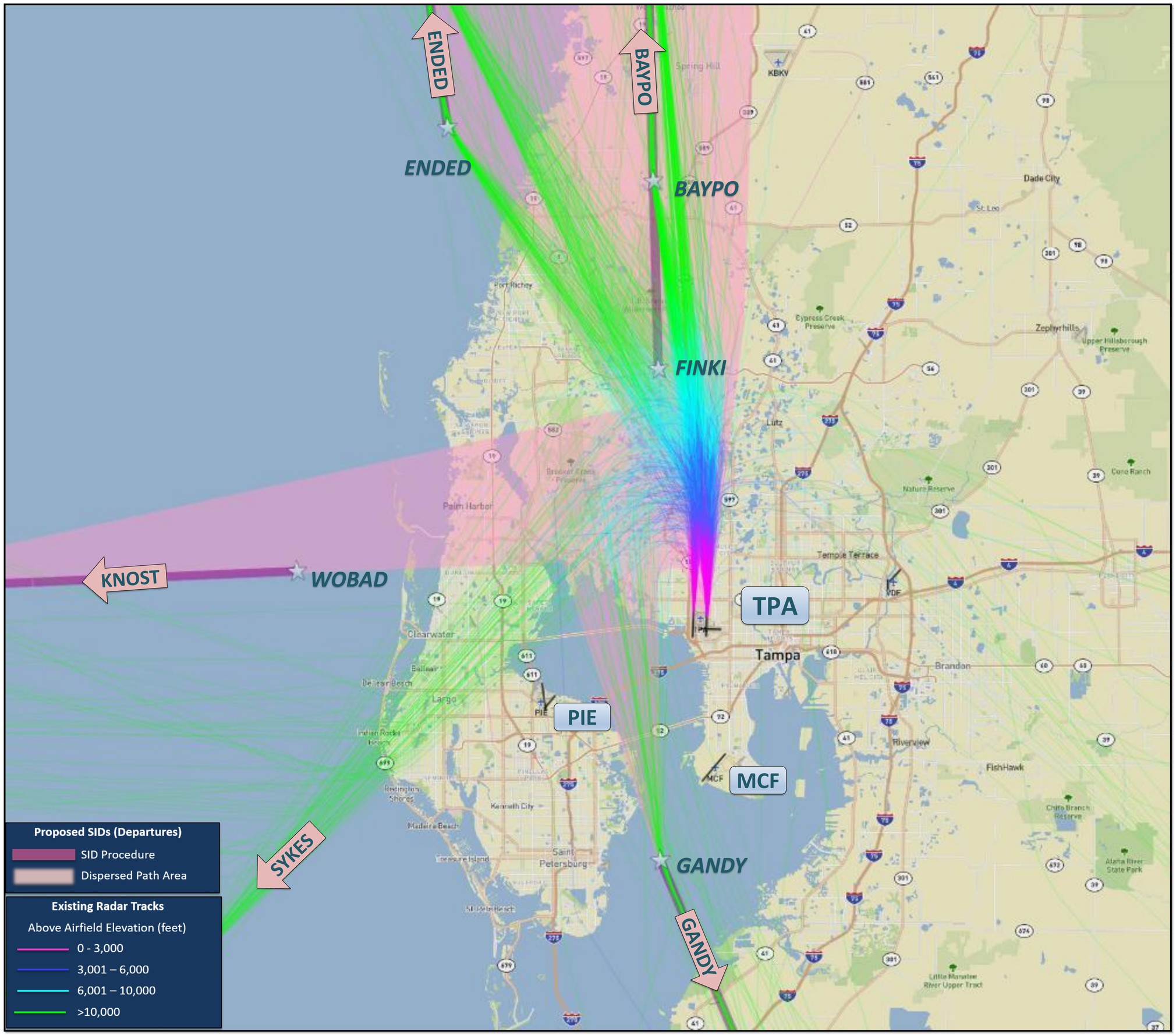


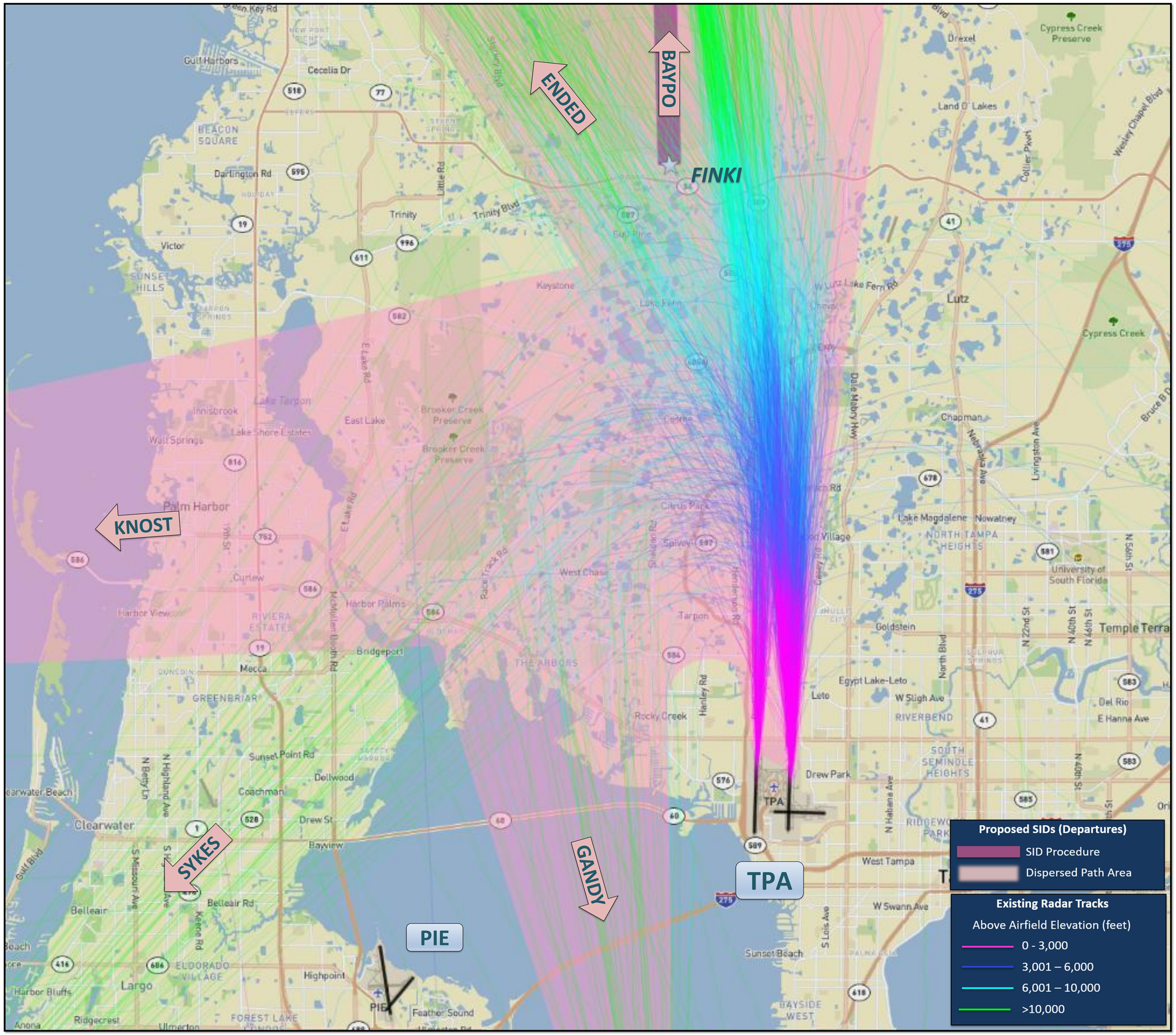
TPA Tampa International Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

GANDY ONE
BAYPO ONE
KNOST ONE
ENDED ONE

North Flow Full View

- The Standard Instrument Departures (SIDs) depicted would provide vertical and lateral navigation guidance for aircraft that depart to the north from Runways 01L and 01R at TPA
- Jet departures typically would fly along the same paths and at similar altitudes as they do today
- Currently aircraft are not turned to join the procedure until leaving 3,000 feet. This operational practice/ requirement would remain in effect
- Westbound departures which were previously assigned the SYKES SID would be on the new KNOST SID, reducing complexity when TPA is in north flow
- 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



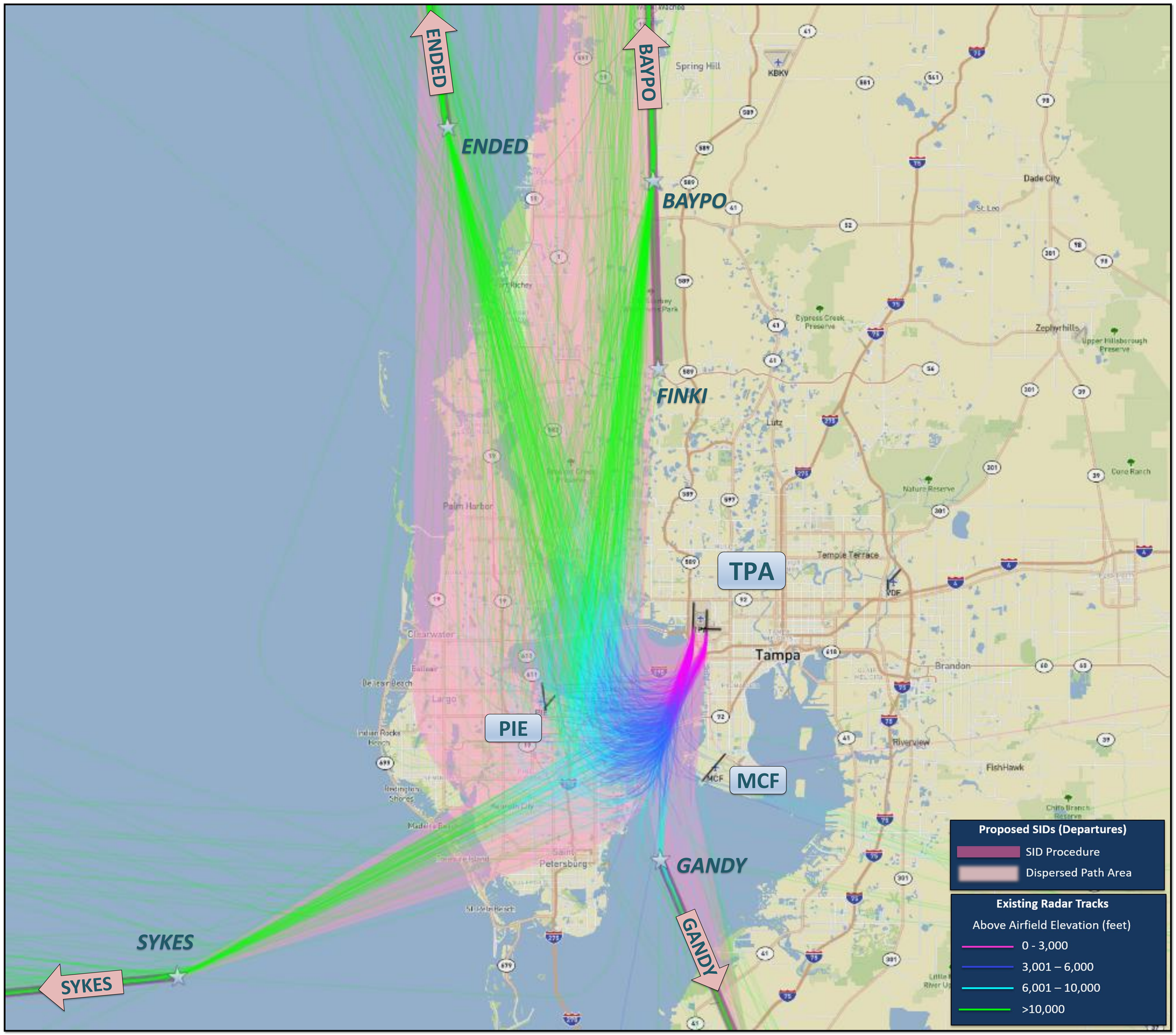
TPA Tampa International Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

GANDY ONE
BAYPO ONE
KNOST ONE
ENDED ONE

North Flow Close View

- Jet departures typically would fly along the same paths and at similar altitudes as they do today.
- The KNOST SID will be utilized only when Tampa International is in a north flow operation for departures filed westbound, previously assigned the TPA SYKES SID.
- 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.



TPA Tampa International Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

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BAYPO ONE
SYKES ONE
ENDED ONE

South Flow Full View

- The Standard Instrument Departures (SIDs) depicted would provide vertical and lateral navigation guidance for aircraft that depart to the south from Runways 19R and 19L at TPA.
- Jet departures typically would 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.

ENDED

BAYPO

TPA

PIE

MCF

GANDY

SYKES

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

TPA Tampa International Airport

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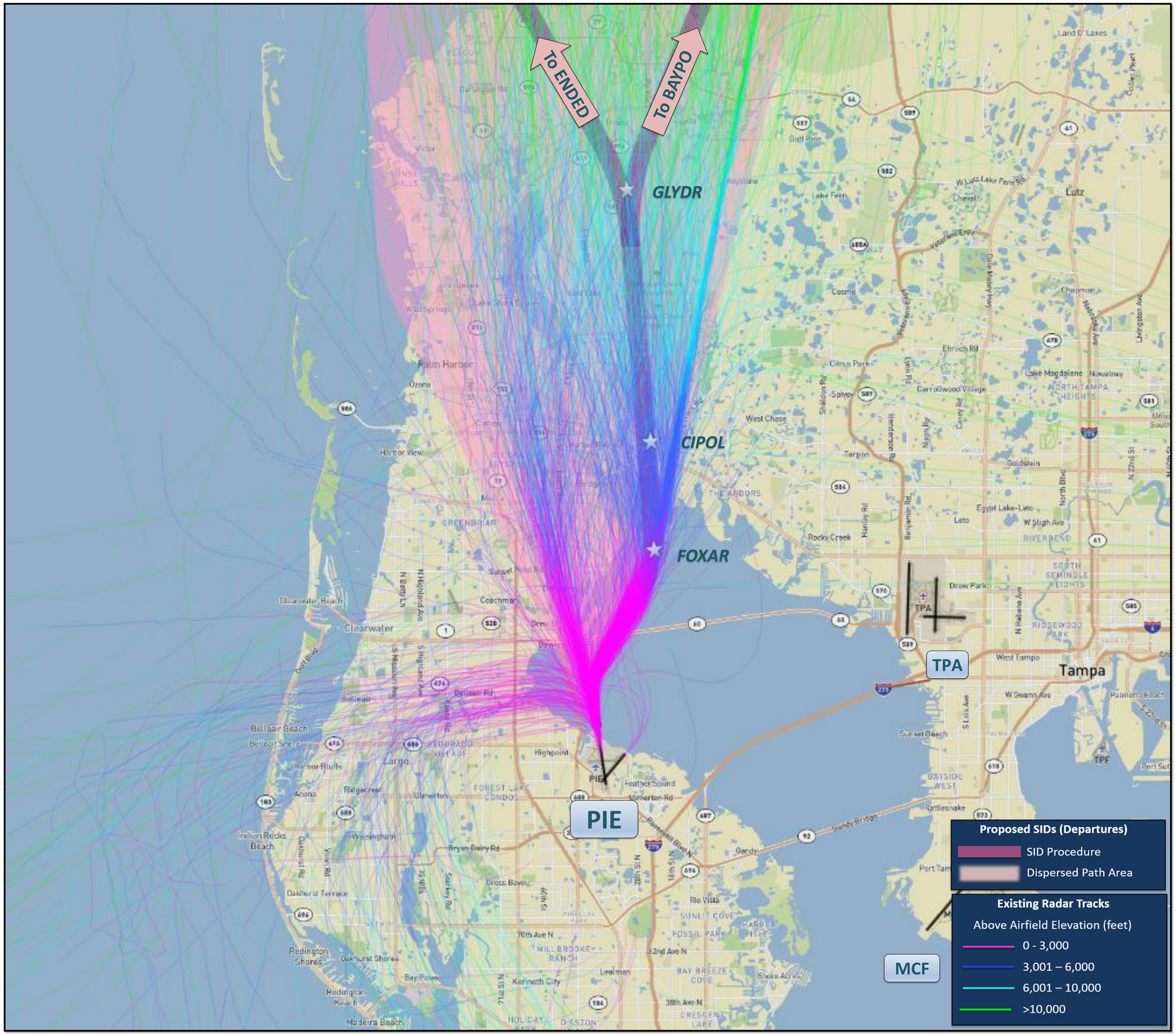


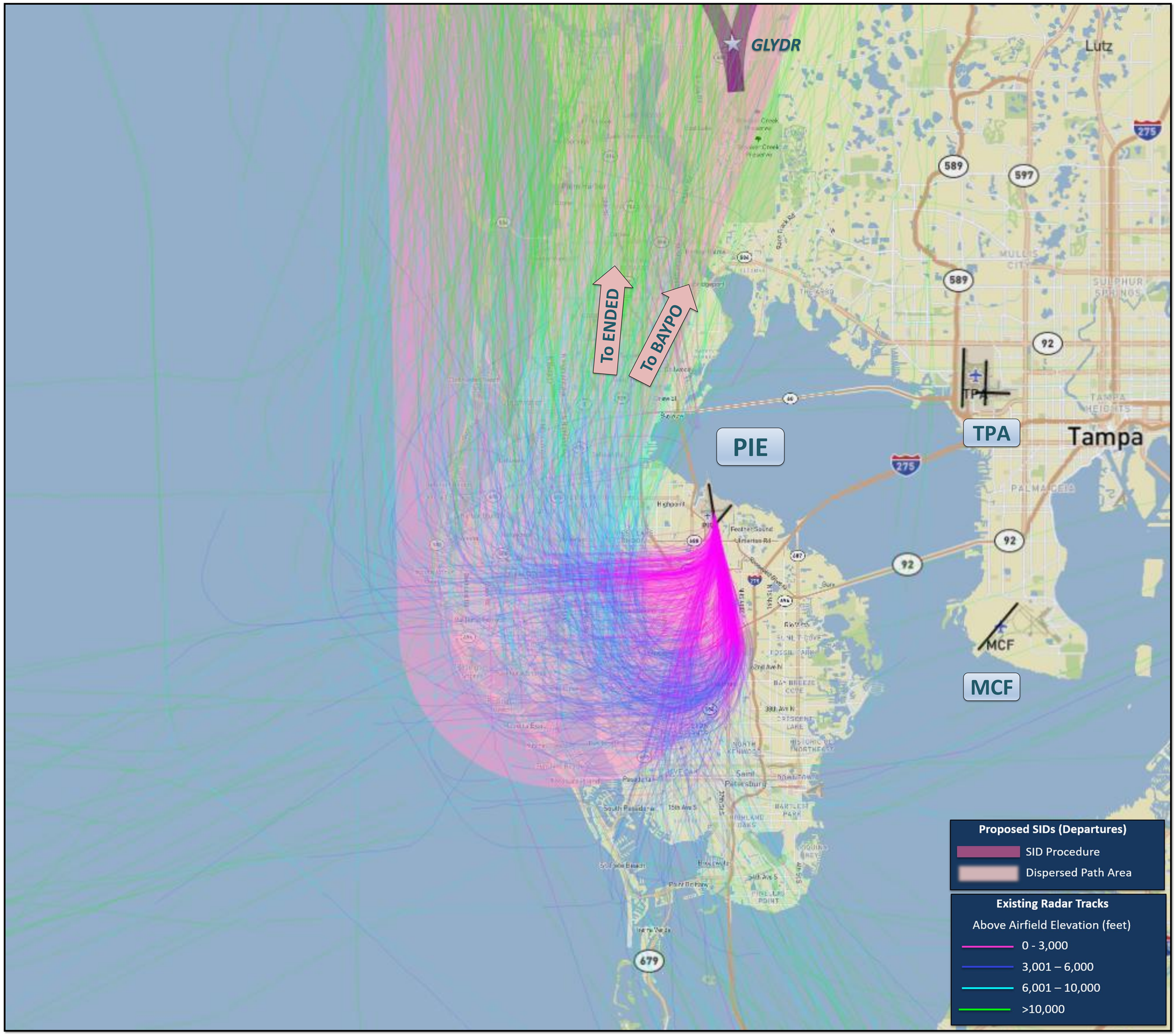
PIE St. Pete-Clearwater International Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

BAYPO ONE
ENDED ONE

North Flow Full View

- Standard Instrument Departures (SIDs) would provide vertical and lateral navigation guidance for aircraft that depart to the north from Runway 36 at PIE replacing today's conventional departure procedures.
- Jet departures typically would 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



PIE St. Pete-Clearwater International Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

BAYPO ONE
ENDED ONE

South Flow Full View

- Standard Instrument Departures (SIDs) would provide vertical and lateral navigation guidance for aircraft that depart to the south from Runway 18 at PIE replacing today's conventional departure procedures.
- Jet departures typically would 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.
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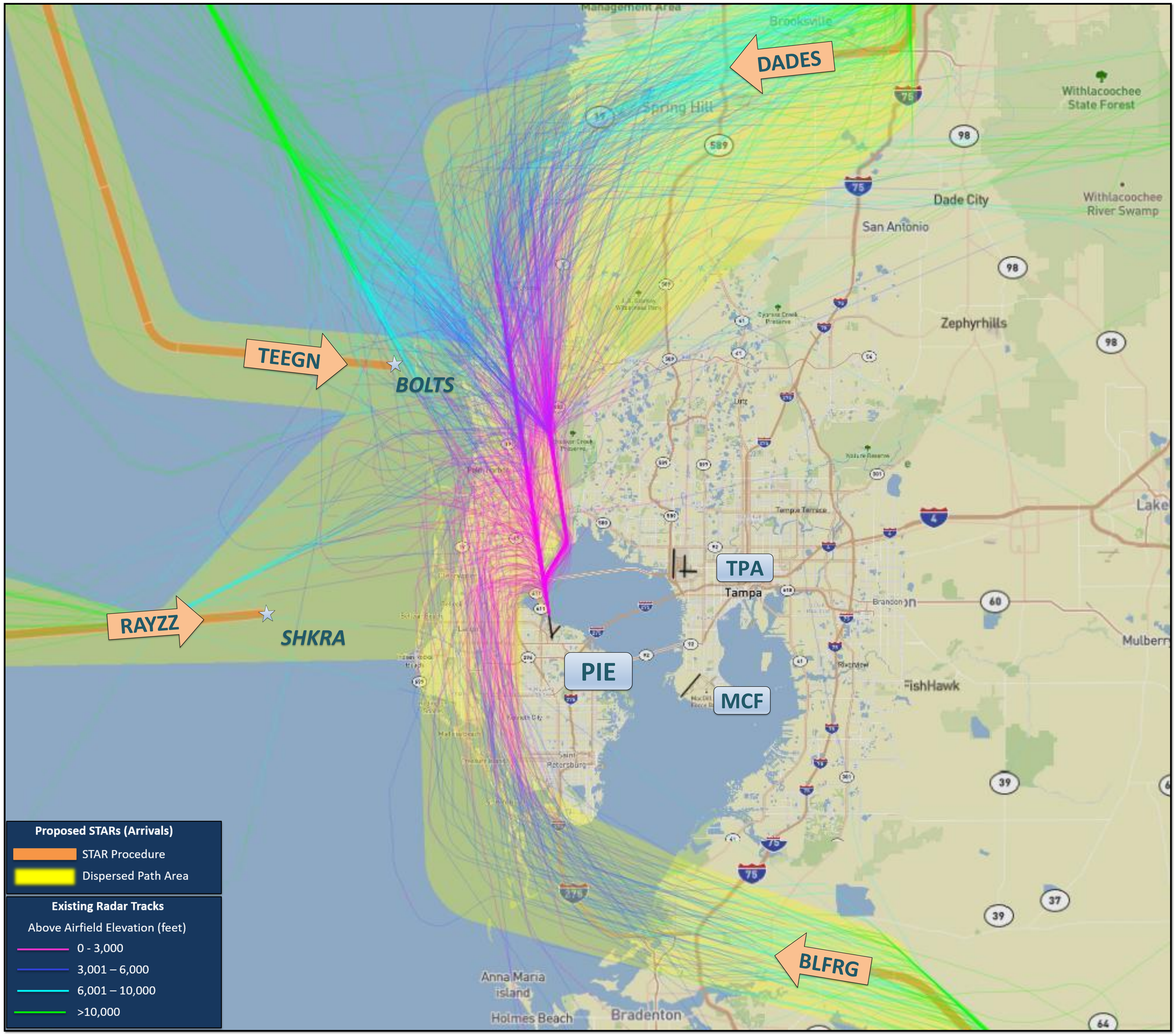

PIE St. Pete-Clearwater International Airport

Area Navigation (RNAV) Standard Terminal Arrivals (STARs)

BLFRG ONE
DADES ONE
TEEGN ONE
RAYZZ ONE

South Flow Full View

- Standard Terminal Arrival Routes (STARs) would provide lateral navigation guidance for aircraft landing to the south on Runway 18 at PIE.
- Jet arrival aircraft typically would 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.
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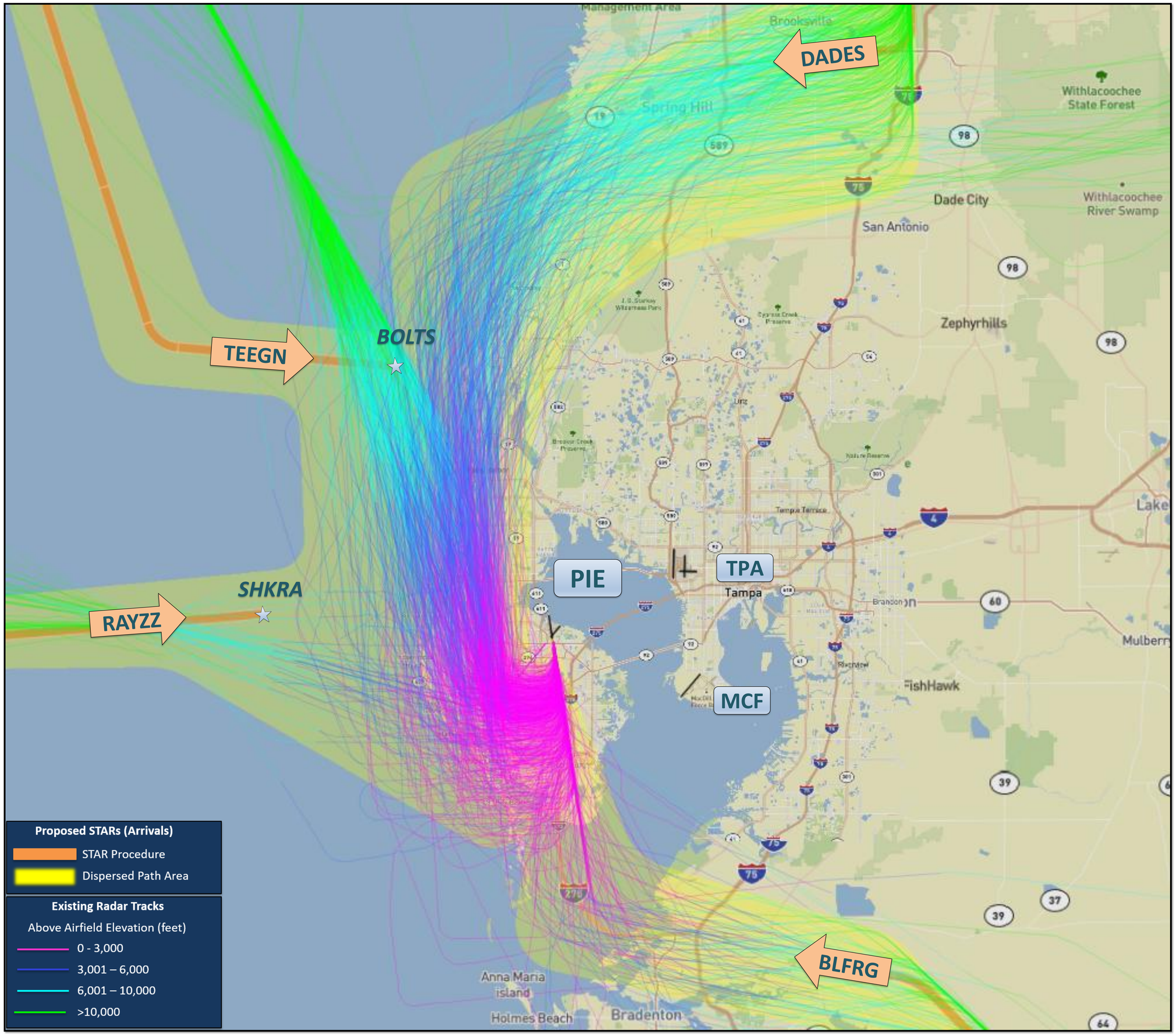

PIE St. Pete-Clearwater International Airport

Area Navigation (RNAV) Standard Terminal Arrivals (STARs)

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DADES ONE
TEEGN ONE
RAYZZ ONE

North Flow Full View

- Standard Terminal Arrival Routes (STARs) would provide lateral navigation guidance for aircraft landing to the north on Runway 36 at PIE.
- Jet arrival aircraft typically would fly along the same paths and at similar altitudes as they do today.
- Air Traffic Controllers (ATC) occasionally would 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.