FAA NextGen
South-Central Florida Airspace Modernization

Airport Brief
Fort Lauderdale International Airport

Presented by: FAA
Date: March 2019
Why Modernize?

• An efficient air transportation system is good for everyone
Metroplex Projects

- Benefit passengers by creating more direct routes
- Decrease congestion at airports and in the air, helping to reduce delays
- Offer environmental benefits by reducing fuel burn and carbon emissions
- Modernize air traffic procedures to today’s standards
- Ensure that we keep pace with advances in air traffic and air carrier technology
- Improve safety and efficiency by using the precision of satellite-based navigation
- Reduce complexity and communication for air traffic controllers and pilots
- Deconflict operations between airports
- Increase predictability of flight operations
- Make every effort to keep flights over non-residential areas.
- Overlap current routes to the extent possible
Feedback

• Purpose of these workshops is to collect public feedback and comment about the notional designs
• The FAA will consider all comments received
• Safety will always be our first consideration
FAA Notional Designs for Fort Lauderdale Airports

• 7 New FLL RNAV SIDs
• 4 New FLL RNAV STARs
• 1 New FXE RNAV SID
• 1 New FXE RNAV STAR
FLL
Notional Standard Instrument Departure (SID) Designs
**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

Modernization of Our National Airspace

https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/florida/
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**Area Navigation (RNAV) Standard Instrument Departures (SIDs)**
- AARPS ONE FEEXL ONE
- GLADZ ONE MHITO ONE
- REGAE ONE SNAPR ONE
- TWZTR ONE

**West Flow Full View**

- Jet aircraft departing to the west from FLL would follow these Standard Instrument Departures (SIDs)
  - MHTO and GLADZ SID departures would initially depart navigating via the SIDs 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.
FLL
Notional Standard Terminal Arrival (STAR) Designs
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
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
- 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
Thank You