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

Notional Designs Subject to Revision
FAA Notional Designs for MIA, OPF and TMB Airports

- 7 New MIA RNAV SIDs
- 5 New MIA RNAV STARs
- 1 New OPF RNAV SID
- 1 New TMB RNAV SID
MIA
Notional Standard Instrument Departure (SID) Designs
MIA
Miami International Airport

Area Navigation (RNAV)
Standard Instrument Departures (SIDs)

<table>
<thead>
<tr>
<th>SIDs</th>
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<tbody>
<tr>
<td>BNGOS ONE</td>
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<tr>
<td>GLADZ ONE</td>
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<td>KLADA ONE</td>
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<td>VACAY ONE</td>
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<td>FOLZS ONE</td>
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<tr>
<td>GWAVA ONE</td>
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<tr>
<td>MHITO ONE</td>
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</tbody>
</table>

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
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

West Flow Full View

- Jet aircraft departing to the west 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
- 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

https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/florida/
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
MIA
Notional Standard Terminal Arrival (STAR) Designs
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.
**MIA**

Miami International Airport

**Area Navigation (RNAV)**

Standard Terminal Arrivals (STARS)

- HERON ONE
- CSTAL ONE
- DORAL ONE
- VIICE ONE
- LARGO 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
- 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