FAA NextGen
South-Central Florida Airspace Modernization

Airport Brief
Palm Beach 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 PBI and BCT Airports

- 6 New PBI RNAV SIDs
- 4 New PBI RNAV STARs
- 2 New BCT RNAV SIDs
- 4 New BCT RNAV STARs
PBI
Notional Standard Instrument Departure (SID) Designs
This board shows PBI east flow traffic departing to the north of the PBI airport.

Jet departures typically would fly along the same paths and at similar altitudes as they do today.

The Standard Instrument Departures (SIDs) would provide vertical and lateral navigation guidance for jets departing east at PBI.

- Jet departures that can accept a shorter runway length may depart Runway 14.
- Departures would use the vertical and lateral guidance of the procedure on initial departure from the runway.

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.
PBI
Palm Beach International Airport

Area Navigation (RNAV)
Standard Instrument Departures (SIDs)

BUFF ONE
MIXAE ONE
WELLY ONE

East Flow South Procedures

- This board shows PBI east flow traffic departing to the west, south and east of the PBI airport.
- Jet departures typically would fly along the same paths and at similar altitudes as they do today.
- The Standard Instrument Departures (SIDs) would provide vertical and lateral navigation guidance for jets departing east at PBI.
  - Jet departures that can accept a shorter runway length may depart Runway 14.
- Departures will use the vertical and lateral guidance of the procedure on initial departure from the runway.
- 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.
PBI Palm Beach International Airport

Area Navigation (RNAV)
Standard Instrument Departures (SIDs)
BUFIT ONE
MIXAE ONE
SLIDZ ONE

Runway 28R
West Flow Turn East Procedures

- This board shows PBI west flow jet traffic departing to the northeast, east, and south of the PBI airport.
- Jet departures typically would fly along the same paths and at similar altitudes as they do today.
- The Standard Instrument Departures (SIDs) would provide vertical and lateral navigation guidance for jets departing east at PBI.
- Departures will use the vertical and lateral guidance of the procedure on initial departure from the runway.
- 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.
PBI Palm Beach International Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

- BUFIT ONE
- MIXAE ONE
- SLIDZ ONE

Runway 32 West Flow Turn East Procedures

- This board shows PBI Runway 32 jet traffic departing to the northeast, east, and south of the PBI airport. Jets depart Runway 32 on a straight out heading and get vectored to their route of flight.

- Jet departures typically would fly along the same paths and at similar altitudes as they do today.

- Aircraft are vectored by controllers to the waypoints offshore. Runway 32 is used less than the main east west Runway 28R.

- The Standard Instrument Departures (SIDs) would provide vertical and lateral navigation guidance for jets departing northwest at PBI.

- Departures would use the vertical and lateral guidance of the procedure on initial departure from the runway.

- ATC occasionally would direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

Modernization of Our National Airspace
**PBI** Palm Beach International Airport

**Area Navigation (RNAV)**
Standard Instrument Departures (SIDs)

- OLAKE ONE
- TBIRD ONE
- WELLY ONE

**Runway 28R**
West Flow Westerly Procedures

- This board shows PBI Runway 28R traffic departing and flying to west and northwest destinations.
- Jet departures typically would fly along the same paths and at similar altitudes as they do today.
- Runway 28R is the primary runway in this flow with Runway 32 used less often.
- The Standard Instrument Departures (SIDs) would provide vertical and lateral navigation guidance for jets departing east at PBI.
- Departures would use the vertical and lateral guidance of the procedure on initial departure from the runway.
- 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.
PBI Palm Beach International Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

OLAKE ONE
TBIRD ONE
WELLY ONE

Runway 32 West Flow Westerly Procedures

- This board shows PBI Runway 32 traffic departing and flying to west and northwest destinations.
- Jet departures typically would fly along the same paths and at similar altitudes as they do today.
- Runway 28R is the primary runway in this flow with Runway 32 used less often.
- The Standard Instrument Departures (SIDs) would provide vertical and lateral navigation guidance for jets departing east at PBI.
- Departures would use the vertical and lateral guidance of the procedure on initial departure from the runway.
- 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.
PBI
Notional Standard Terminal Arrival (STAR) Designs
Palm Beach International Airport

Area Navigation (RNAV) Standard Terminal Arrivals (STARs)

- **CAPTN ONE**
- **CLMNT ONE**
- **MAHII ONE**
- **SHRVY ONE**

**East Flow**

- Standard Terminal Arrivals (STARs) would provide vertical and lateral navigation guidance for jets landing east at PBI.
- Jet arrival aircraft typically would fly along the same paths and at similar altitudes as they do today.
- Air Traffic Control (ATC) would merge the CAPTN and CLMNT STARs into a single stream in trail for arrival to Runway 10 Left.
  - Arrivals that can accept a shorter runway length may be moved to arrive Runway 14 by ATC.
  - 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.
PBI Palm Beach International Airport

Area Navigation (RNAV) Standard Terminal Arrivals (STARS)

- CAPTN ONE
- CLMNT ONE
- MAHHI ONE
- SHRVY ONE

West Flow

- Standard Terminal Arrivals (STARS) would provide vertical and lateral navigation guidance for jets landing west at PBI.
- Jet arrival aircraft typically would fly along the same paths and at similar altitudes as they do today.
- Air Traffic Control (ATC) would merge the CAPTN and CLMNT STARS into a sing le stream in trail for arrival to Runway 28 Right.
  - Arrivals that can accept a shorter runway length may be moved to arrive Runway 32 by ATC.
- 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.
BCT
Notional Standard Instrument Departure (SID) Designs
&
BCT Notional Standard Terminal Arrival (STAR) Designs
**BCT** Boca Raton Airport

Area Navigation (RNAV)
Standard Instrument Departures (SIDs)
- MYZNR ONE
- TURPS ONE

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)
- CAPTN ONE
- CLMNT ONE
- MAHNI ONE
- SHRVI ONE

Departure and Arrival Procedures in North and South Flow

- This board shows BCT arrival and departure traffic using Runway 5 and Runway 23.
- Aircraft departing would be issued headings to depart each runway as they are today. They would be given turns by ATC to join the new procedures.
- Aircraft arriving would be radar vectored by ATC to the runway as they currently are today.
- 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.
Thank You