

FAA NextGen South-Central Florida Airspace Modernization

Airport Brief Orlando 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 Orlando Airports

- 7 New MCO RNAV SIDs
- 7 New MCO RNAV STARs
- 2 New ORL RNAV SIDs



MCO

Notional Standard Instrument Departure (SID) Designs



Notional Designs Subject to Revision



FAA



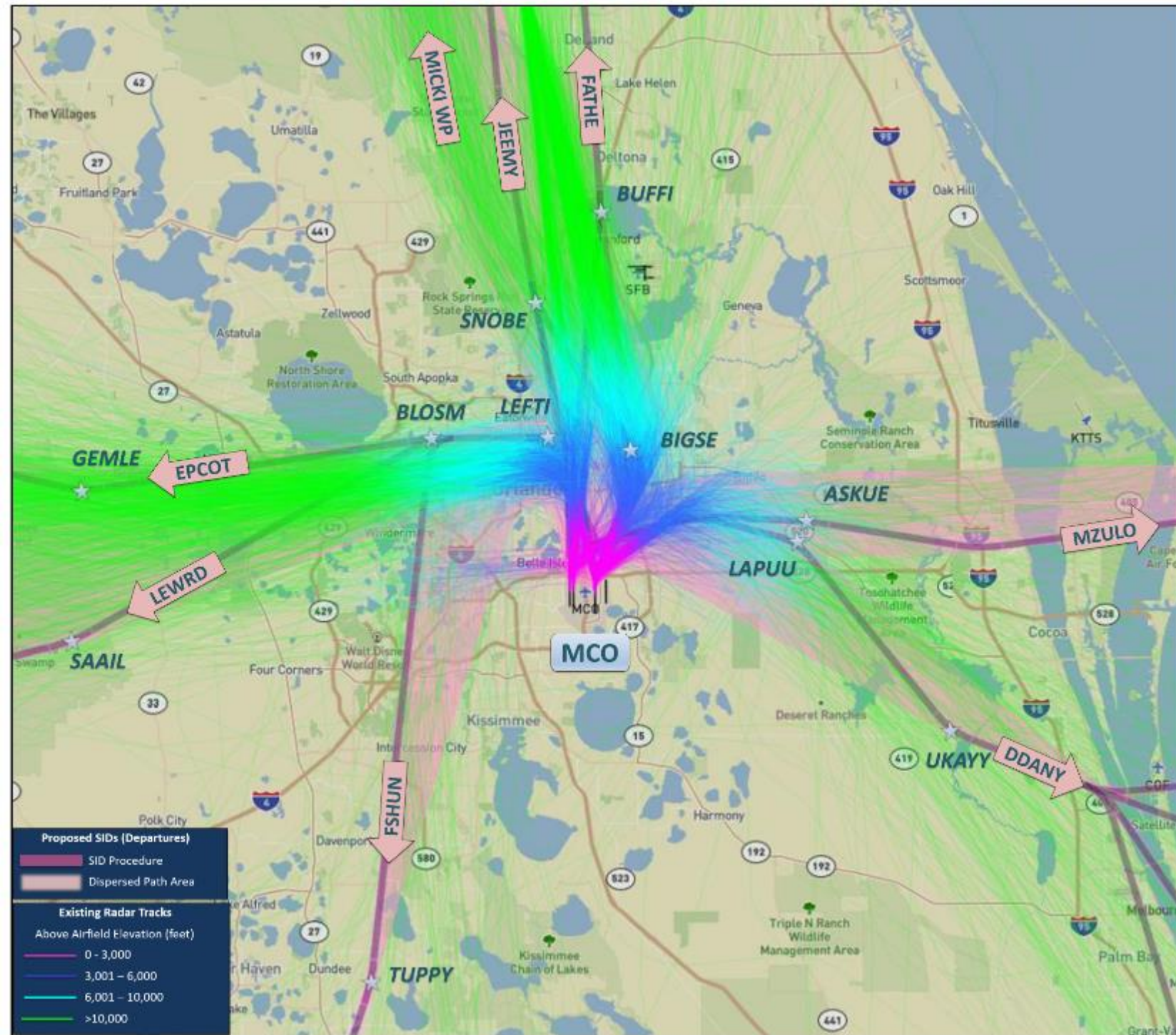
MCO Orlando International Airport

Area Navigation (RNAV)
Standard Instrument Departures (SIDs)

- DDANY ONE
- EPCOT ONE
- FATHE ONE
- FSHUN ONE
- JEEMY ONE
- LEWRD ONE
- MZULO ONE

North Flow Full View

- Aircraft departing to the north from MCO will follow these Standard Instrument Departures (SIDs).
- Departures typically will fly along similar paths and 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
- When PALATKA Military Operating Area is not in use north of MCO, departures may be routed direct MICKI waypoint by ATC.
- 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



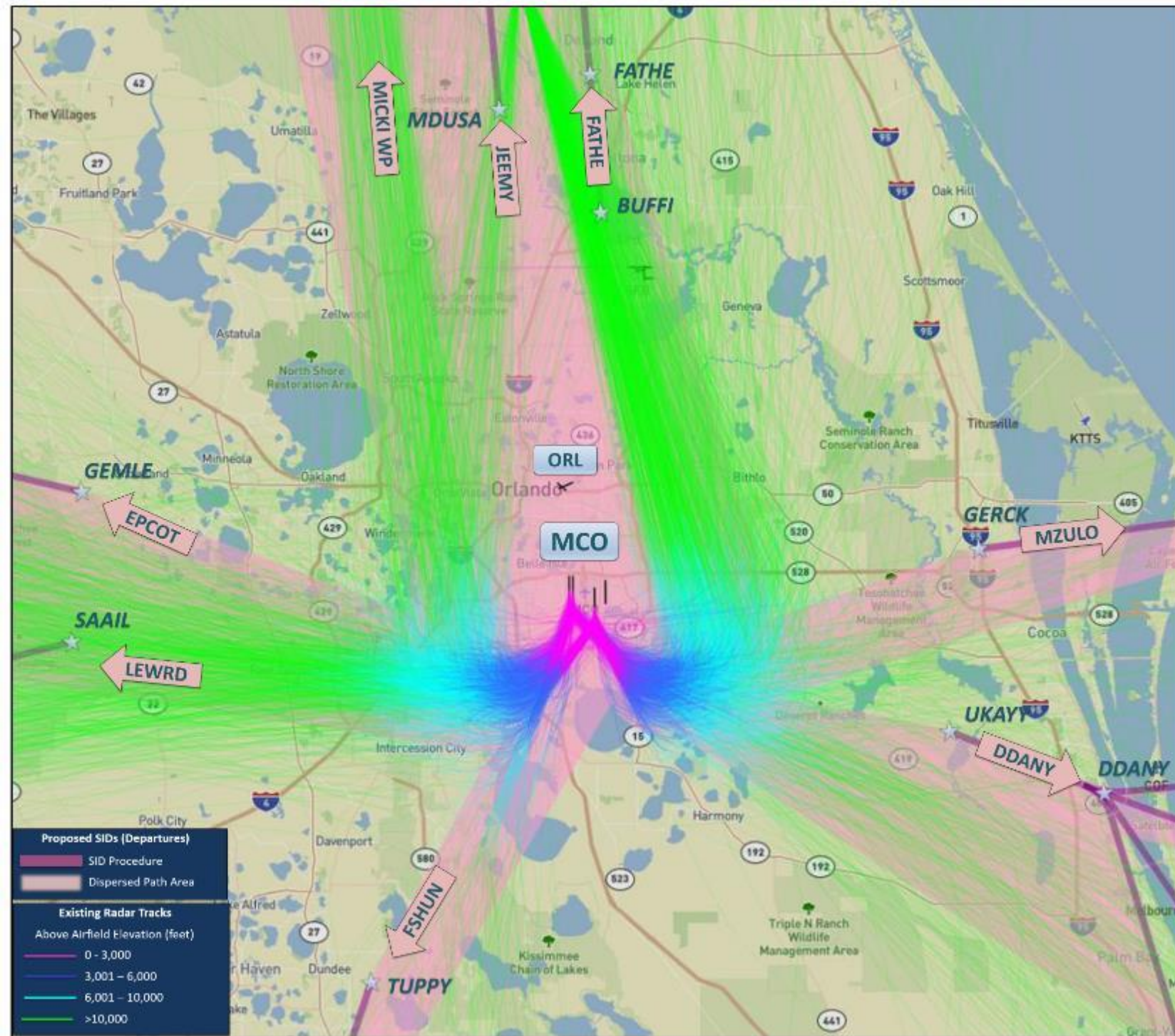
MCO Orlando International Airport

Area Navigation (RNAV)
Standard Instrument Departures (SIDs)

- DDANY ONE
- EPCOT ONE
- FATHE ONE
- FSHUN ONE
- JEEMY ONE
- LEWRD ONE
- MZULO ONE

South Flow Full View

- Aircraft departing to the south from MCO will follow these Standard Instrument Departures (SIDs).
- Departures typically will 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
- When PALATKA Military Operating Area is not in use north of MCO, departures may be routed direct MICKI waypoint by ATC.
- Radar track data are a sample from January to May 2018.



MCO Notional Standard Terminal Arrival (STAR) Designs



Notional Designs Subject to Revision



FAA



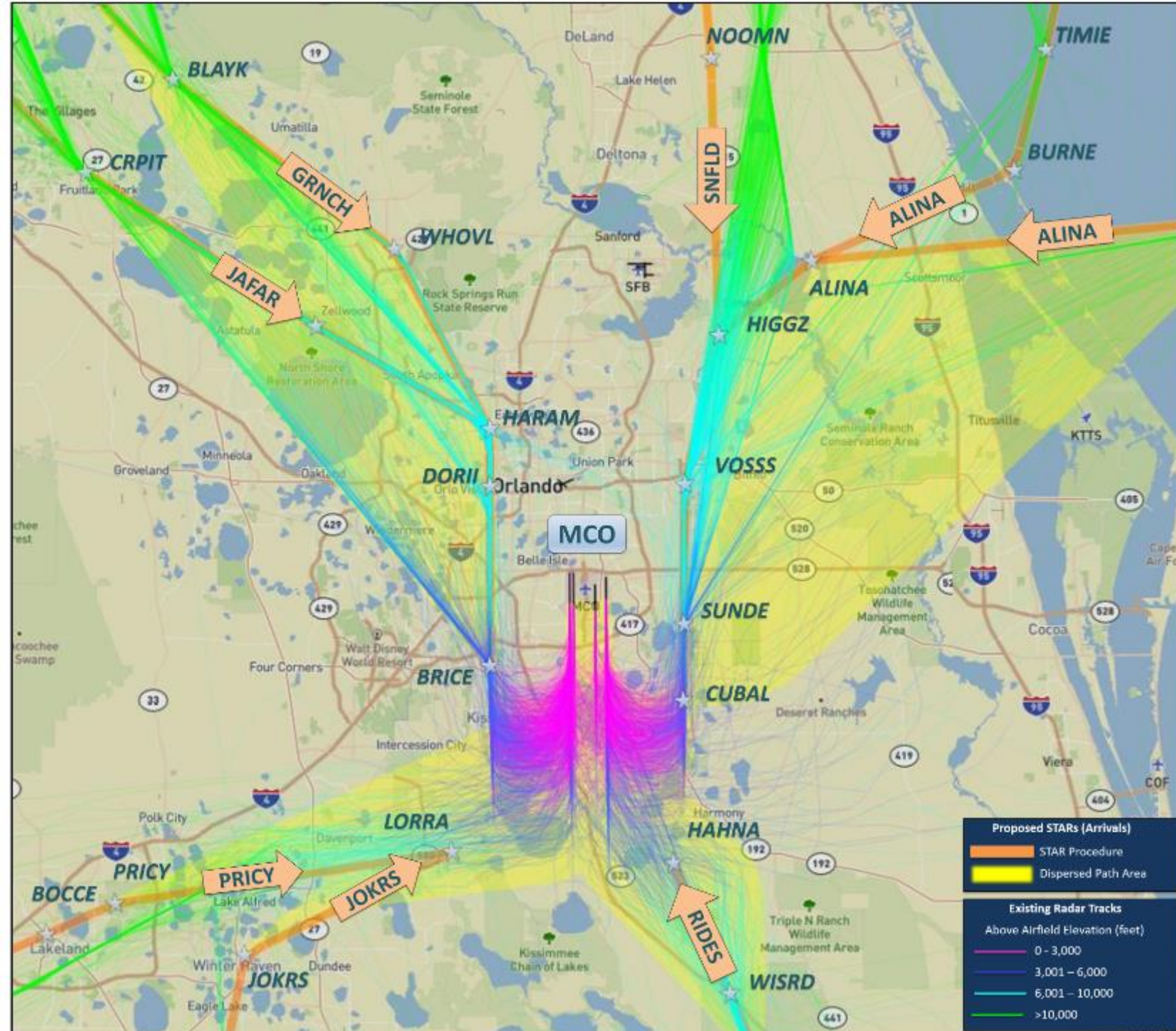
MCO Orlando International Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)

- ALINA ONE
- GRNCH ONE
- JAFAR ONE
- JOKRS ONE
- PRICY ONE
- RIDES ONE
- SNFLD ONE

North Flow Full View

- Aircraft landing to the north at MCO follow Standard Terminal Arrival (STAR) routes.
- Arrival aircraft typically will fly along the same paths and at similar altitudes as they do today.
- Air Traffic Controllers (ATC) will merge the JAFAR and GRNCH STARs into a single stream
- ATC will merge the SNFLD and ALINA STARs into a single stream
- ATC will merge the PRICY and JOKRS STARs into a single stream
- The RIDES STAR is a single stream arrival
- ATC occasionally will direct aircraft away from procedure weather to avoid bad weather or for safety.
- Radar track data are a sample from January to May 2018



Proposed STARs (Arrivals)	
	STAR Procedure
	Dispersed Path Area

Existing Radar Tracks	
Above Airfield Elevation (feet)	
	0 - 3,000
	3,001 - 6,000
	6,001 - 10,000
	>10,000



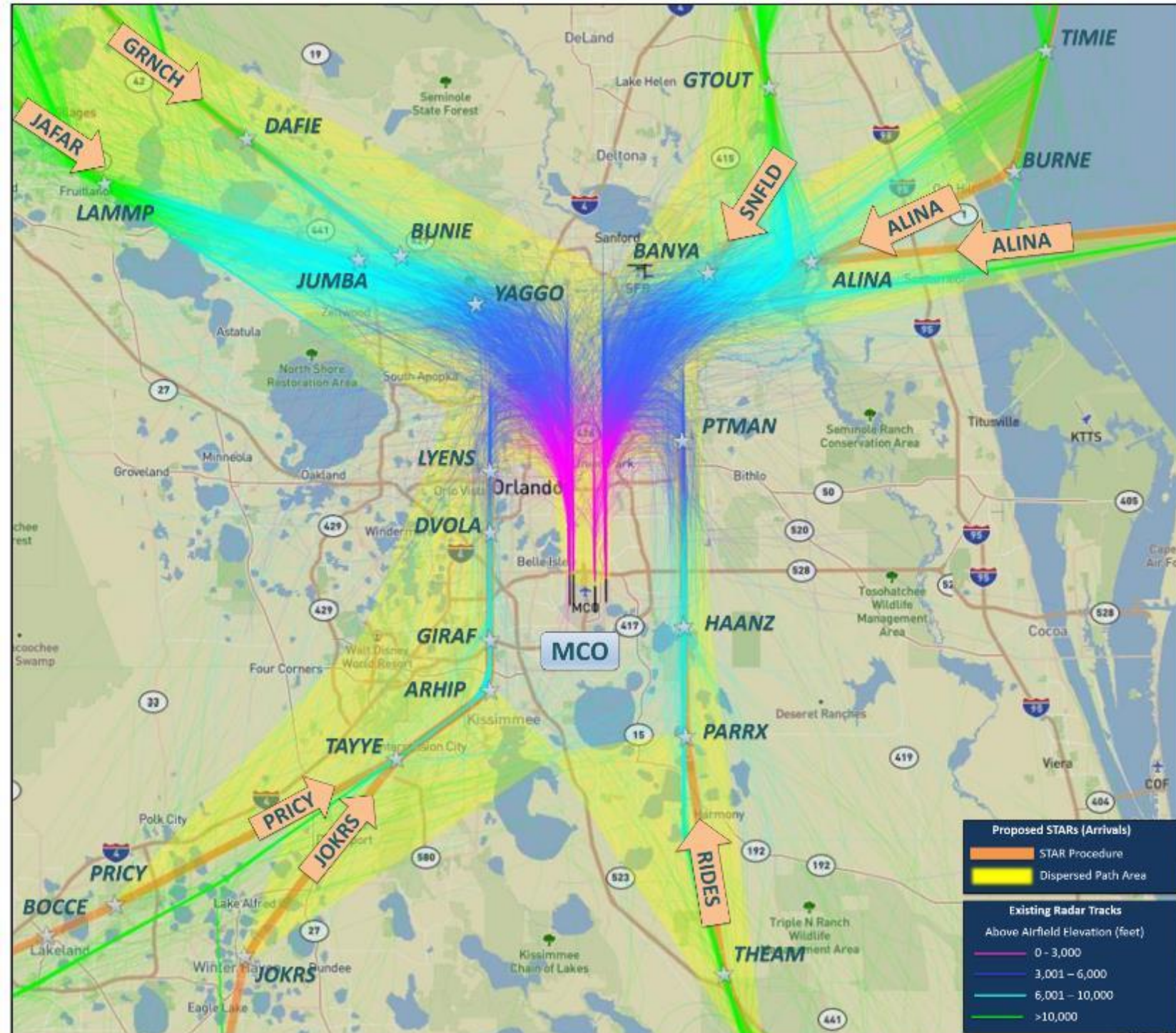
MCO Orlando International Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARs)

- ALINA ONE
- GRNCH ONE
- JAFAR ONE
- JOKRS ONE
- PRICY ONE
- RIDES ONE
- SNFLD ONE

South Flow Full View

- Aircraft landing to the South at MCO follow Standard Terminal Arrival (STAR) routes.
- Arrival aircraft typically will fly along the same paths and at similar altitudes as they do today
 - + Air Traffic Controllers (ATC) will merge the JAFAR and GRNCH STARs into a single stream
 - + ATC will merge the SNFLD and ALINA STARs into a single stream
 - + ATC will merge the PRICY and JOKRS STARs into a single stream
 - + The RIDES STAR is a single stream arrival
- 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 STARs (Arrivals)	
	STAR Procedure
	Dispersed Path Area

Existing Radar Tracks	
Above Airfield Elevation (feet)	
	0 - 3,000
	3,001 - 6,000
	6,001 - 10,000
	>10,000

Orlando Executive (ORL) Notional Standard Instrument Departure (SID) Designs



Notional Designs Subject to Revision



FAA



ORL Orlando Executive Airport

Area Navigation (RNAV)
Standard Instrument Departures (SIDs)

SNAPY ONE
NYTES ONE

East and West Flow Full View

- Aircraft departing from ORL to the East and West follow Standard Departures (SIDs).
- Departing aircraft typically will 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



Thank You



Notional Designs Subject to Revision



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