

Miami Class B Ft. Lauderdale Class C

Informal Airspace Meetings

Presented to: **Informal Airspace Meetings**

By: **FAA, Eastern Service Center
Operations Support Group**

Date: **Jan. 28 to 30, 2013**



- The following slides were presented at the Miami/Ft. Lauderdale Informal Airspace Meetings
- The purpose of those meetings was to solicit input in support of a study on the effects of modifying the Miami Class B and Ft. Lauderdale Class C
- No decisions have been made at this time
- Any proposed change to the class B and C will be based in part on the information gathered during the study
- Any proposed change will be announced in the Federal Register, via Notice of Proposed Rulemaking
- Written comments are requested, documenting effects of the modified design currently being studied, which is presented in the following slides

Agenda

- **Introductions**
- **Background information**
- **Miami Class B issues**
- **Questions and Answers on Miami Class B**
- **Ft. Lauderdale Class C issues**
- **Questions and Answers on Ft. Lauderdale Class C**
- **Formal presentations to the FAA**

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- The meetings will follow this agenda.

Background Information

- **Air Traffic terminology**
- **Air Traffic requirements**
- **Rulemaking**

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- First we will cover some background information.
- Some terms used later in the presentation have technical definitions.
- There are requirements in FAA orders that apply to Air Traffic operations at Class B airports
- There is a process we are required to follow for making changes to Class B airspace. That process is called “Rulemaking”.

Pilot/Controller Glossary

IFR AIRCRAFT- An aircraft conducting flight in accordance with instrument flight rules.

IFR CONDITIONS- Weather conditions below the minimum for flight under visual flight rules.

VFR AIRCRAFT- An aircraft conducting flight in accordance with visual flight rules.

VFR CONDITIONS- Weather conditions equal to or better than the minimum for flight under visual flight rules.

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- Some definitions of basic terms that may not be familiar to non-aviation People:
- VFR refers to Visual Flight Rules, which apply to VFR flights
- It also refers to the weather conditions necessary to allow VFR flight
- IFR, Instrument Flight Rules, allow IFR flights to operate in any weather

Airspace: Regulatory vs. Delegated

Regulatory airspace

- Established by rulemaking action
- Published in the Federal Register
- Referred to as Class A, Class B, Class C, etc.
- Defines flight requirements for VFR flight

Delegated airspace

- Established by agreement between ATC facilities
- Published in ATC facility orders
- Referred to as sectors/positions within an ATC facility
- Defines responsibility for controllers over IFR flights

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- The term “airspace” can refer to more than one concept
- “Delegated airspace” is the airspace designation that determines which controller is responsible for which IFR flights
- “Regulatory airspace” defines the weather conditions and other requirements for VFR flights
- Different classes of airspace have different VFR weather requirements, as well as different requirements for aircraft equipment

FAA Order JO 7400.2 requirements

15-1-1. PURPOSE

- a. The primary purpose of a Class B airspace area is to reduce the potential for midair collisions in the airspace surrounding airports with high density air traffic operations.

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- Specifically, the airspace being studied at Miami is Class B regulatory airspace
- The main function of Class B airspace is to provide a margin of safety for IFR flights
- One way it accomplishes this is by limiting access of VFR flights

FAA Order JO 7110.65 requirements

7-9-2. VFR AIRCRAFT IN CLASS B AIRSPACE

- a. VFR aircraft must obtain an ATC clearance to operate in Class B airspace.

- b. Approve/deny requests from VFR aircraft to operate in Class B airspace based on workload, operational limitations and traffic conditions.

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- VFR aircraft can enter Class B airspace, but only if they call Air Traffic Control and get permission
- Since those VFR flights are talking to ATC while in Class B, controllers can advise them where to fly in order to operate safely away from IFR flights

FAA Order JO 7110.65 requirements

7-9-3. METHODS

- a. To the extent practical, clear large turbine engine-powered airplanes to/from the primary airport using altitudes and routes that avoid VFR corridors and airspace below the Class B airspace floor where VFR aircraft are operating.
- b. Vector aircraft to remain in Class B airspace after entry. Inform the aircraft when leaving and reentering Class B airspace if it becomes necessary to extend the flight path outside Class B airspace for spacing.

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- There are 2 requirements a Class B should meet in order to provide safety between IFR flights to Miami and VFR flights in the area:
 1. Once an IFR aircraft enters the airspace it should not exit and then reenter
 2. Once an IFR aircraft enters the airspace it should not descend below the floor and then reenter

FAA Order JO 7400.2 requirements

15-2-3. CONFIGURATION

- a. **General Design. Simplification of the Class B airspace area configuration is a prime requisite. Its vertical and lateral limits should be standardized and shall be designed to contain all instrument procedures within Class B airspace...**
- b. **1. The outer limits of the airspace shall not exceed a 30 NM radius from the primary airport...**
- c. **Vertical Limits. The upper limit of the airspace normally should not exceed 10,000 feet MSL.**

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- There are several guidelines that apply to the design of a Class B airspace area
- One is simplicity. VFR pilots are expected to remain outside the airspace unless they have permission to enter. They identify the airspace by reading a VFR Sectional chart. The airspace must be readable on that chart
- The lateral limits of the airspace may extend as far out as 30 miles
- The top of the airspace may be as high as 10,000 feet above sea level
- The Miami class B extends to 20 miles, and up to 7,000 feet, much smaller than the standard
- There is no Class B that matches this standard configuration. Each one is customized to fit the local needs of the area where it exists
- The current configuration of the Miami Class B was established years ago when there was less traffic. It was suitable for the volume at the time it was created.
- Increased volume has made it impossible to keep the current traffic volume in the existing airspace
- The purpose of this airspace study is to collect all relevant information in order to customize the Miami Class B to the needs of all current users of the airspace

Rulemaking process

Required of Federal agencies when creating or modifying requirements.

For Regulatory airspace, involves:

- **Staff study**
- ***Ad hoc committee***
- ***Informal Airspace Meetings***
- ***Notice of Proposed Rulemaking in Federal Register***
- **Final Rule in Federal Register**

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- Before proposing to change a Class B airspace area, we follow a process called rulemaking
- This process can be described in 5 steps
- The first step was to define the problem, and develop a possible solution, a “rough draft” modified class B, to accommodate further study
- The next 3 steps all involve looking outside the FAA for information relevant to airspace design
- An ad hoc committee was held at Miami in 2010
- These meetings are the Informal Airspace Meetings, to collect additional information
- If the study leads to a proposal, it will be published in the Federal Register, with another opportunity for the public to submit comments on the design

Your comments requested

- **Mail comments to:**

- Barry A. Knight,
Manager, Operations Support Group
Air Traffic Organization Eastern Service Area
Federal Aviation Administration(ATO ESA FAA)
PO Box 20636
Atlanta, GA 30320

- **Email comments to:**

- 7-ASO-ESC-OSG-Airspace-Comments@faa.gov

- **Fax comments to:**

- 404-305-5572

- **Deadline is March 1, 2013**

- **View the meeting notice at:**

- www.faasafety.gov/SPANS/event_details.aspx?eid=47129&caller=/SPANS/events/ModifyEventList.aspx, or
- tinyurl.com/ahccuga or preview.tinyurl.com/ahccuga
- Scroll to the bottom for links to the meeting flyer and the powerpoint presentation with notes.

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