

# 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

# Ft. Lauderdale Class C

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- Next we will discuss issues at Ft. Lauderdale.

## Ft. Lauderdale (FLL) modification history

- **Staff study began 2008**
  - FLL 2007 traffic count was 307,942
- **Ad hoc committee held 2010**
  - Committee reviewed the possibility of establishing a FLL Class B
  - FLL 2009 traffic count was 266,979
- **Informal Airspace Meetings held 2013**
  - FLL 2012 traffic count was 263,309

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- The ad hoc committee that met in 2010 discussed the impact of establishing a Class B at Ft. Lauderdale.
- At the time, the Ft. Lauderdale traffic count had already dropped below 300,000.

## FAA Order JO 7400.2 requirements

### 15-2-1. CRITERIA

- **b. 2.** The primary airport has a total airport operations count of **300,000** (of which at least 240,000 are air carriers and air taxi);



- That number is the minimum number of operations an airport must have to be a candidate for establishing a Class B.

## **Ft. Lauderdale (FLL) modification history**

- **FLL Class B establishment cannot proceed with current traffic count**
- **Parallel runway to reopen 2014**
- **If traffic increases, study of FLL Class B could resume after 2014**
- **This Informal Airspace Meeting will solicit input on an alternative modification, an expansion to the FLL Class C**

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- Since the traffic count is still below 300,000, we will not discuss the possibility of a Class B at Ft. Lauderdale at this meeting.
- If, after the new runway opens in 2014, their traffic count increases to above 300,000, additional meetings would be required before considering a Class B.
- Instead, we will discuss an alternative that came out of discussions at the ad hoc committee.
- Instead of establishing a Class B, we will consider the effects of expanding the existing Class C.

## Comparison of Class B vs. Class C requirements

- **Class B requires 1 ½ mile separation for VFR, Class C requires target resolution**
- **Class B requires clearance to enter, Class C requires communication with ATC**
- **Class B includes 30 mile mode C veil, Class C does not**
- **Class B requires containment of IFR arrivals and departures, Class C does not**

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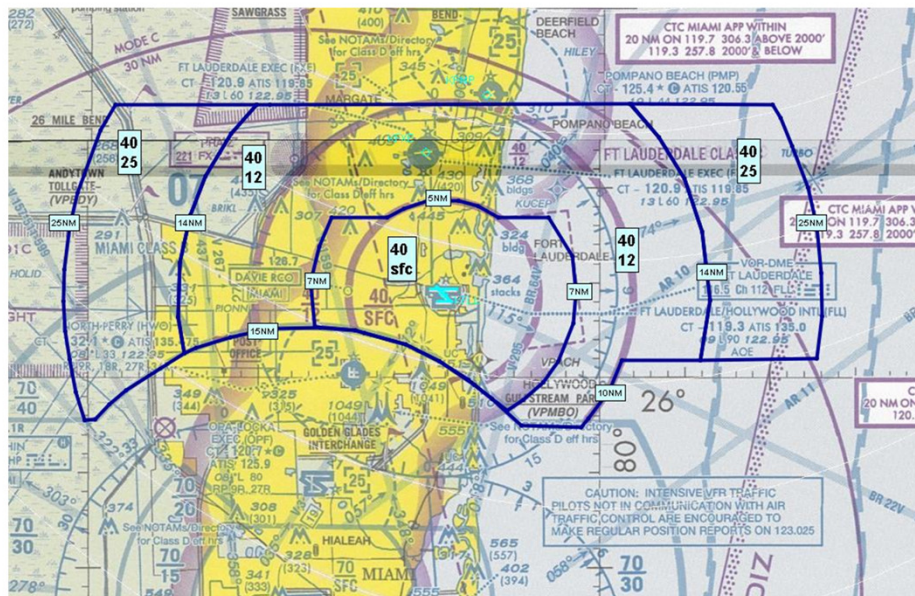


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- There are several differences between the restrictions of Class B and Class C airspace.
- The main advantage is that the impacts would be narrowly focused on the area of concern, the finals east and west of Ft. Lauderdale, without affecting other operations as far away as 30 miles north.

## FLL alternative modification, expanded Class C



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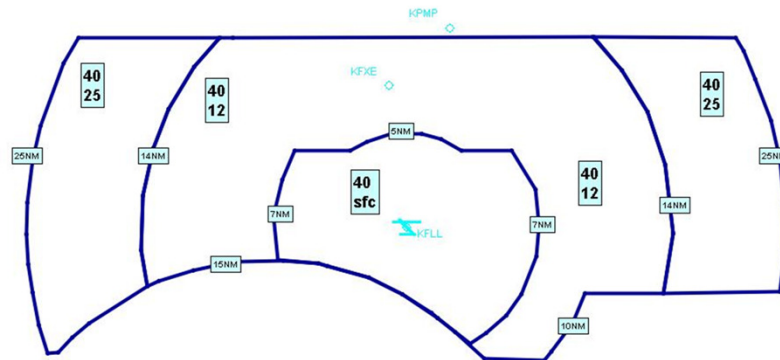


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- This image shows a possible design expanding the Ft. Lauderdale Class C.

## FLL alternative modification, expanded Class C



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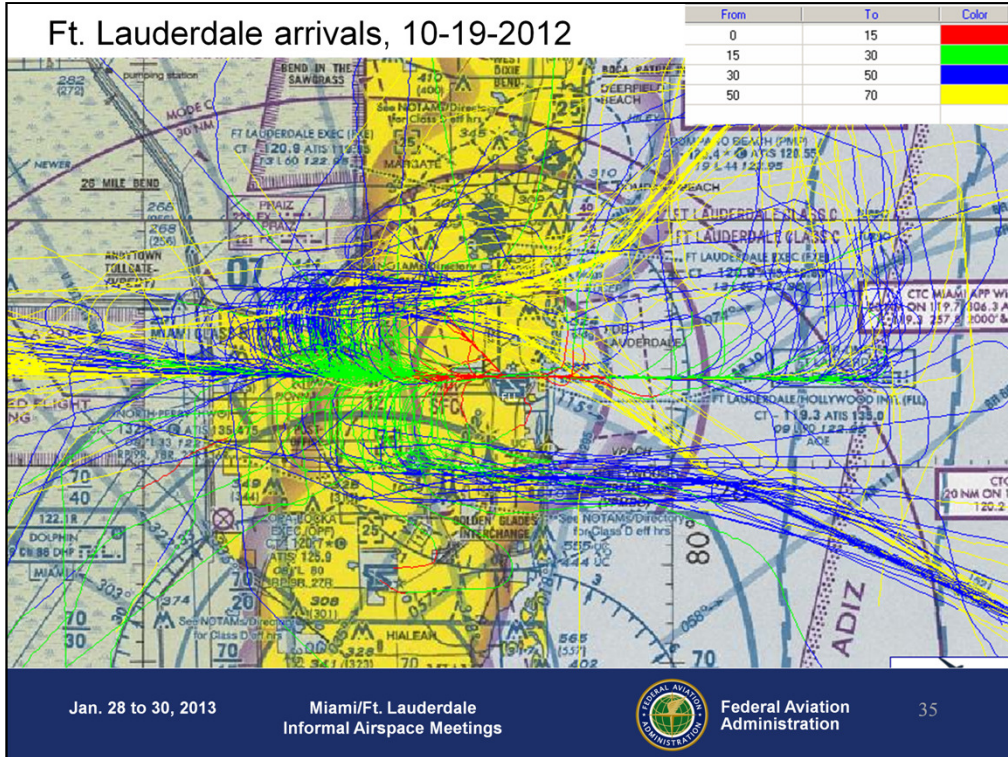


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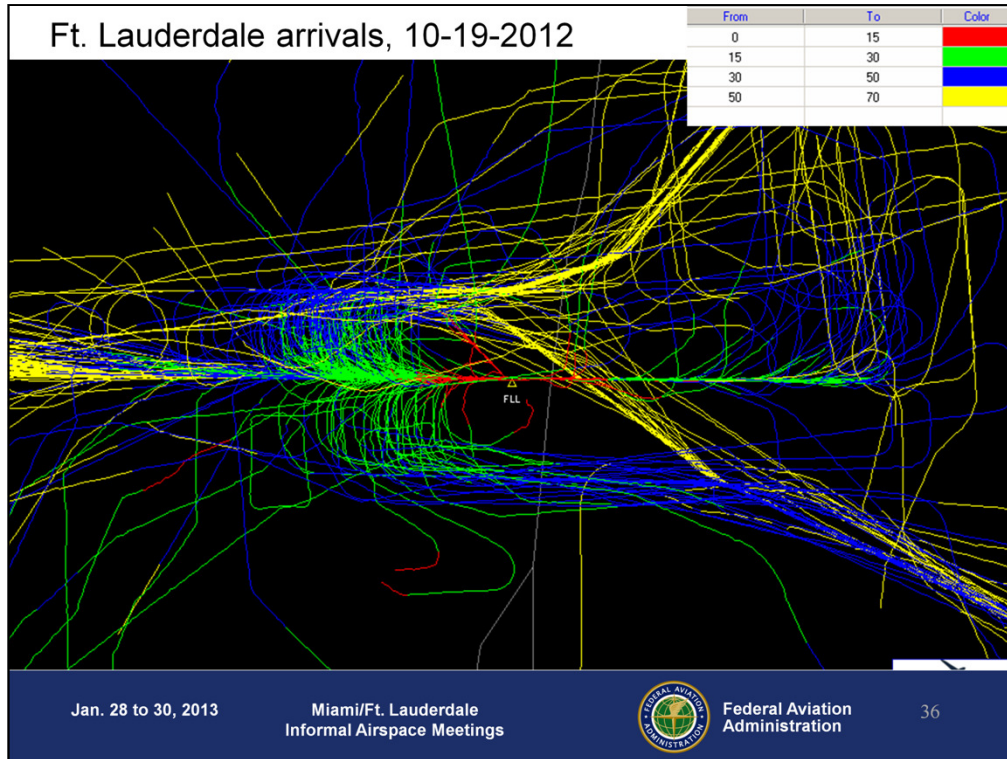
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- This image shows distances and altitudes associated.

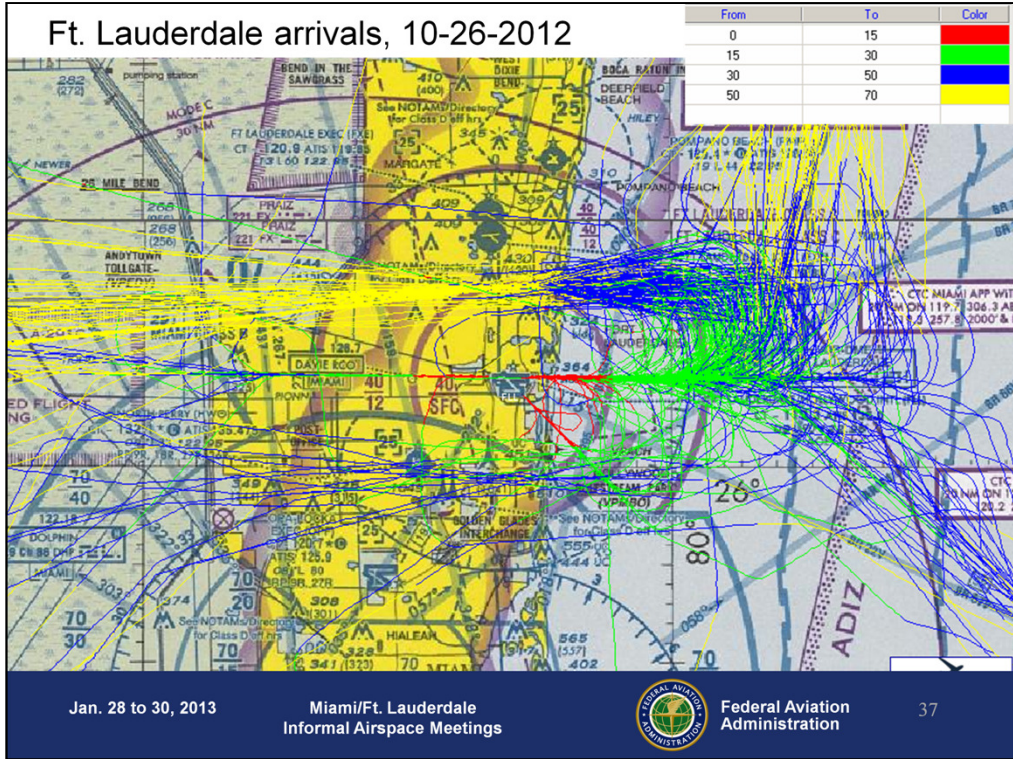




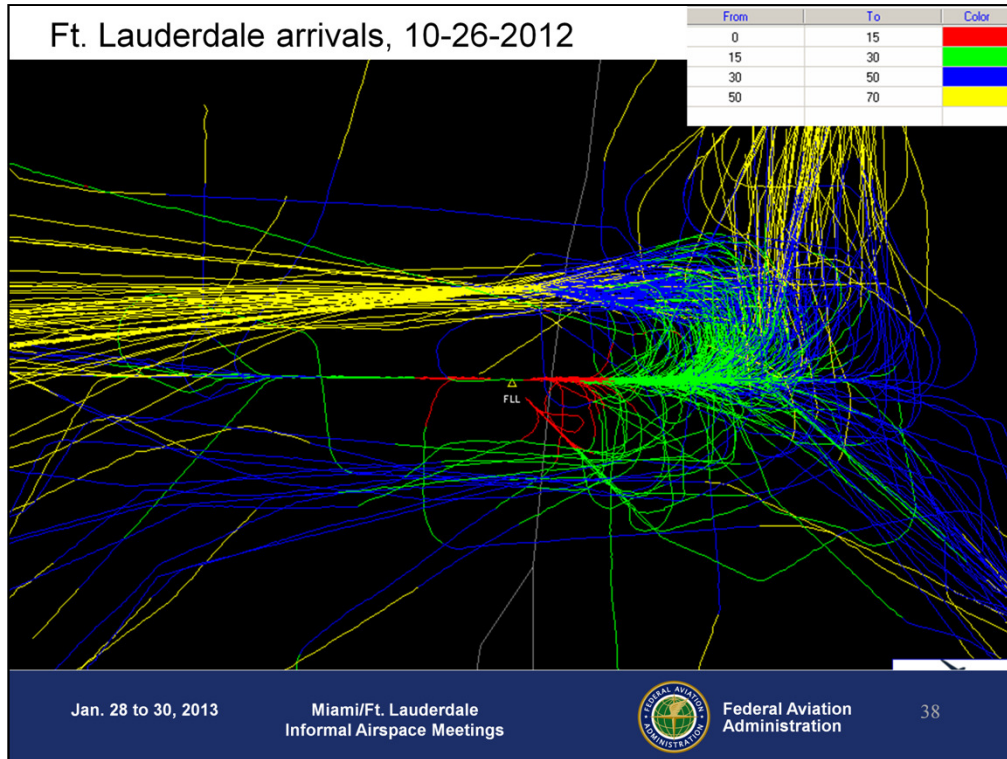
- This image shows arrivals to Ft. Lauderdale on Oct. 19, 2012, the same day we looked at the arrivals at Miami.



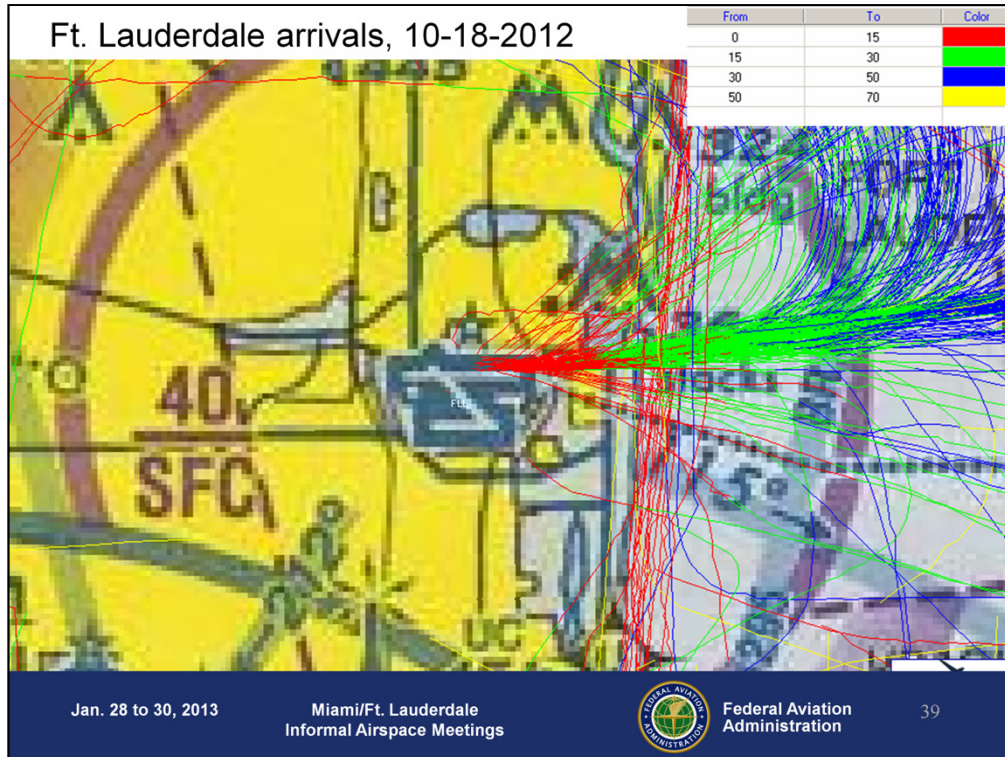
- This image shows the same arrivals with the sectional removed.



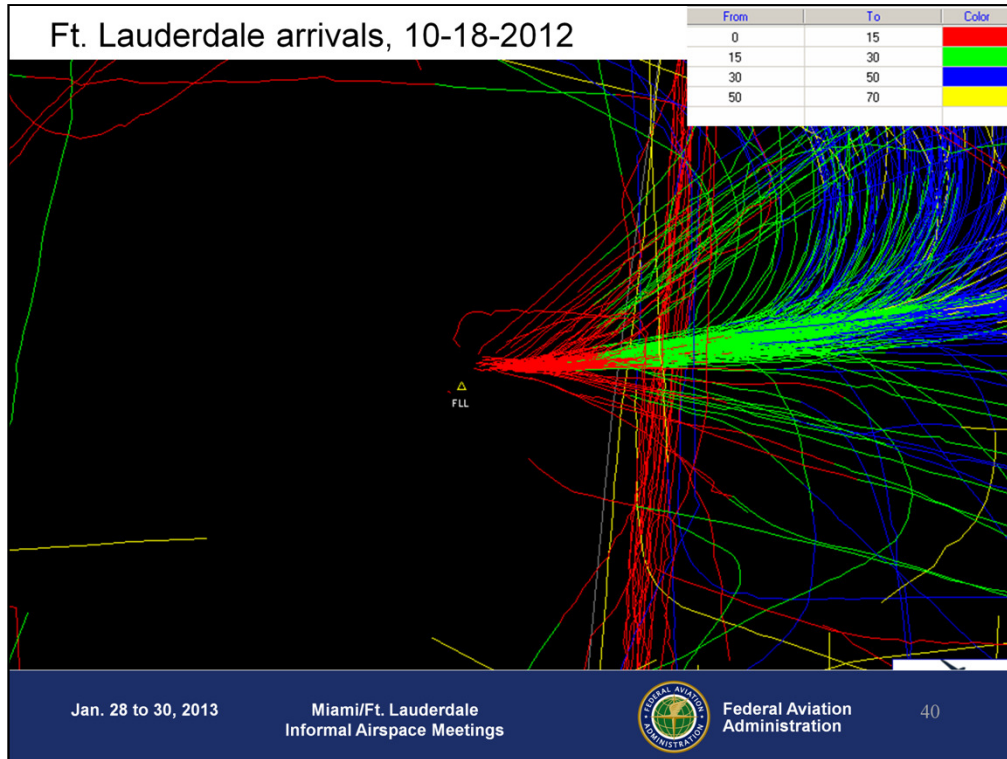
- This image shows arrivals on Oct. 26, 2012.



- This image shows the same arrivals with the sectional removed.



- This image shows an example of the concerns at Ft. Lauderdale.
- It shows arrivals on Oct, 18, 2012, a clear VFR day.
- It also shows flights following the coast, inside the Class C surface area.
- Because those flights are in Class C, they must talk to Air Traffic. If they will be close to an arrival, the controller can issue instructions to both aircraft to ensure that they operate safely.
- VFR aircraft can operate further from the airport and higher up outside the Class C. They can fly through the Ft. Lauderdale final at the same altitude as the arrivals, without talking to Air Traffic.
- If the Class C were expanded to include the final higher up and further out, those aircraft would be required to call Air Traffic. Controllers could then ensure safe operations further out on final.



- This image shows the same flight paths with the sectional removed.

# Questions?

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- Next we will discuss the Miami Class B airspace issues

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

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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”.