

# 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

# Miami Class B

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- Next we will discuss the Miami Class B airspace issues

## Miami Class B modification history

- **Staff study began 2007**
- **Ad hoc committee held 2010**
- **Informal Airspace Meetings held 2013**

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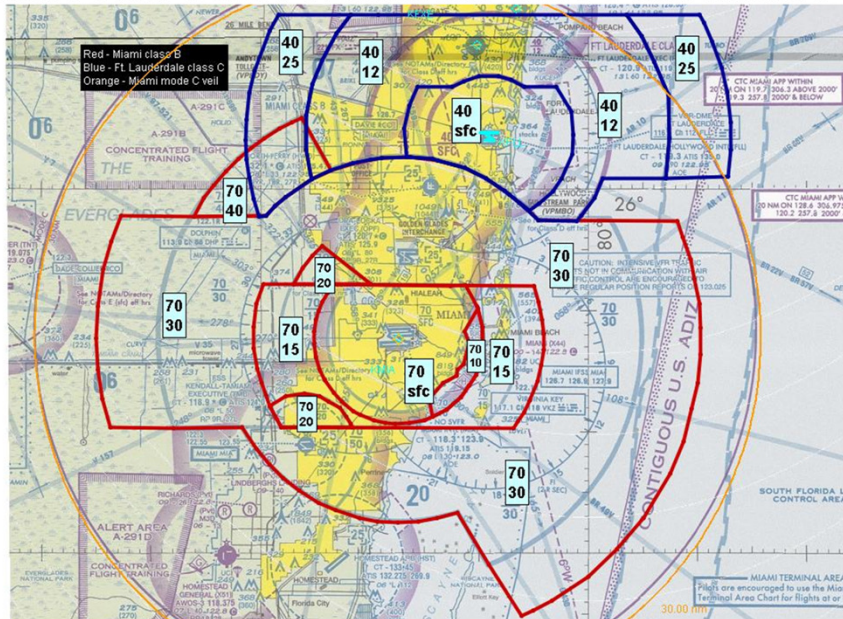


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- An ad hoc advisory committee was held in 2010.
- They reviewed the design on page 2 of the comment form.
- Based on suggestions from the committee, the airspace modification being considered at Ft. Lauderdale was changed from Class B to an expanded Class C.

## Miami Class B and Ft. Lauderdale Class C with altitudes



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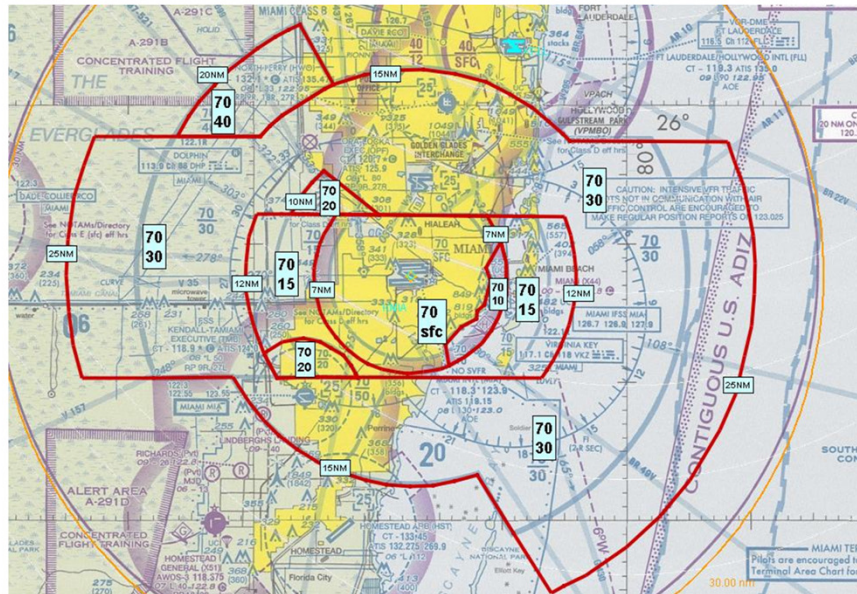


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- This graphic shows the preliminary design currently being considered.
- Blue lines depict an expanded Class C at Ft. Lauderdale.
- Red lines depict an expanded Class B at Miami.
- The Orange circle depicts the 30 mile mode-C veil around Miami.

## Miami Class B with altitudes and distances



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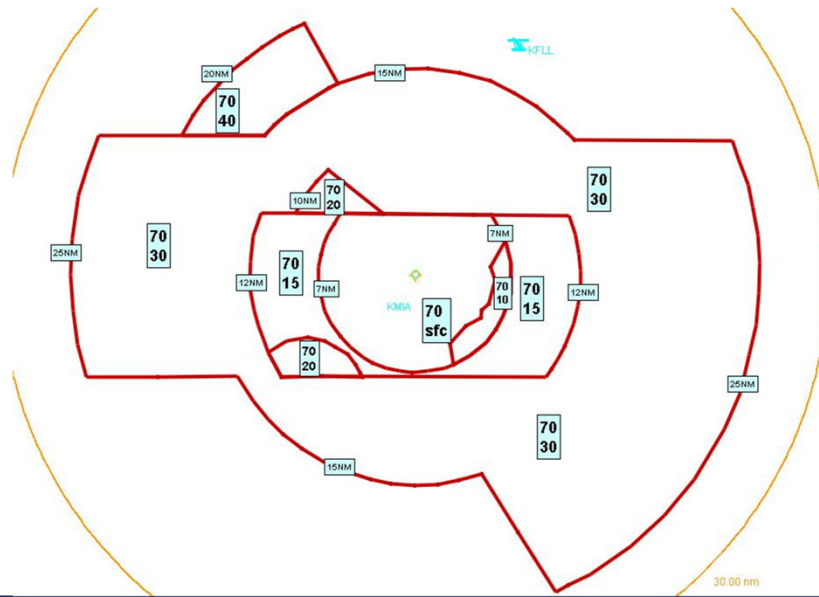


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- This view of the Miami Class B preliminary design includes altitude and distance labels.
- Arcs are labeled with nautical mile distances from the Miami International airport.
- Boxes with 2 altitudes indicate top and bottom altitudes of the Class B sectors, in hundreds of feet. So, for example, the box to the west with 70 and 30 represents a Class B area from 3000 feet to 7000 feet MSL. Airspace immediately above and below those altitudes is class E.

### Miami Class B with altitudes and distances



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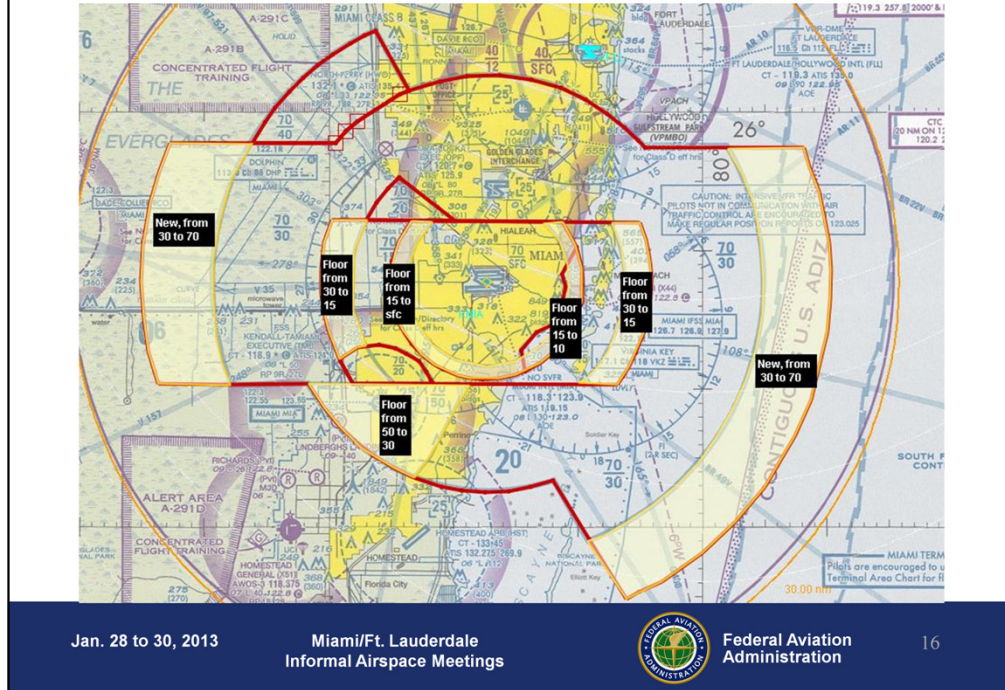


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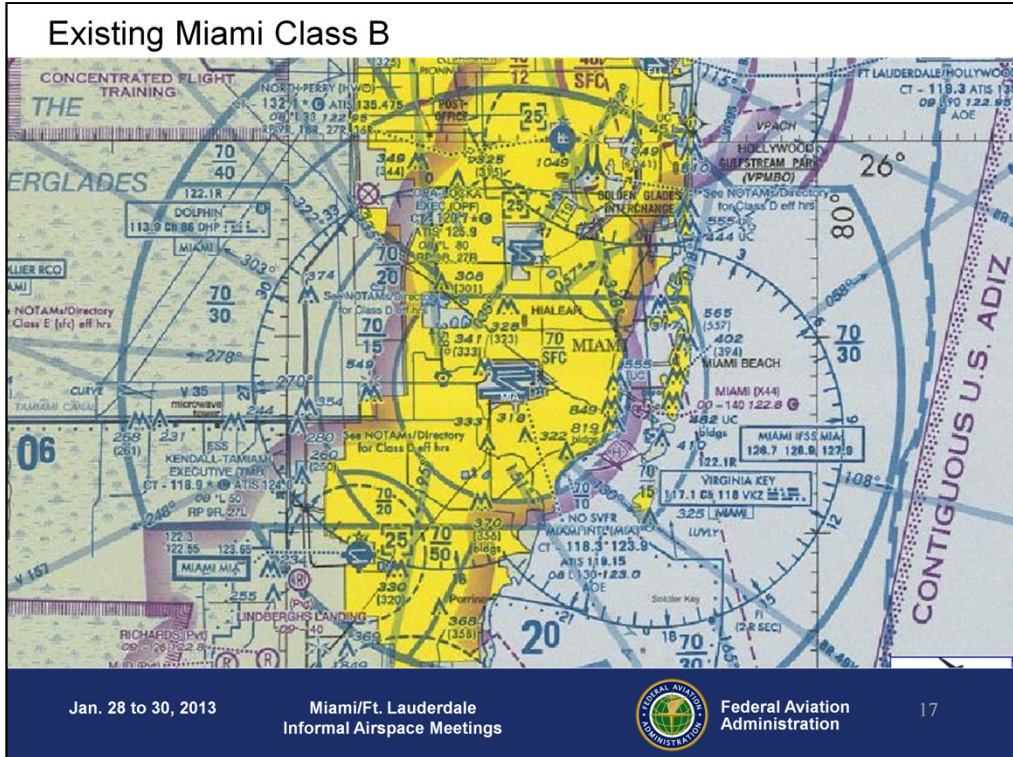
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- In this view, the sectional has been removed to make reading the labels easier.

## Miami Class B with changes to be studied highlighted



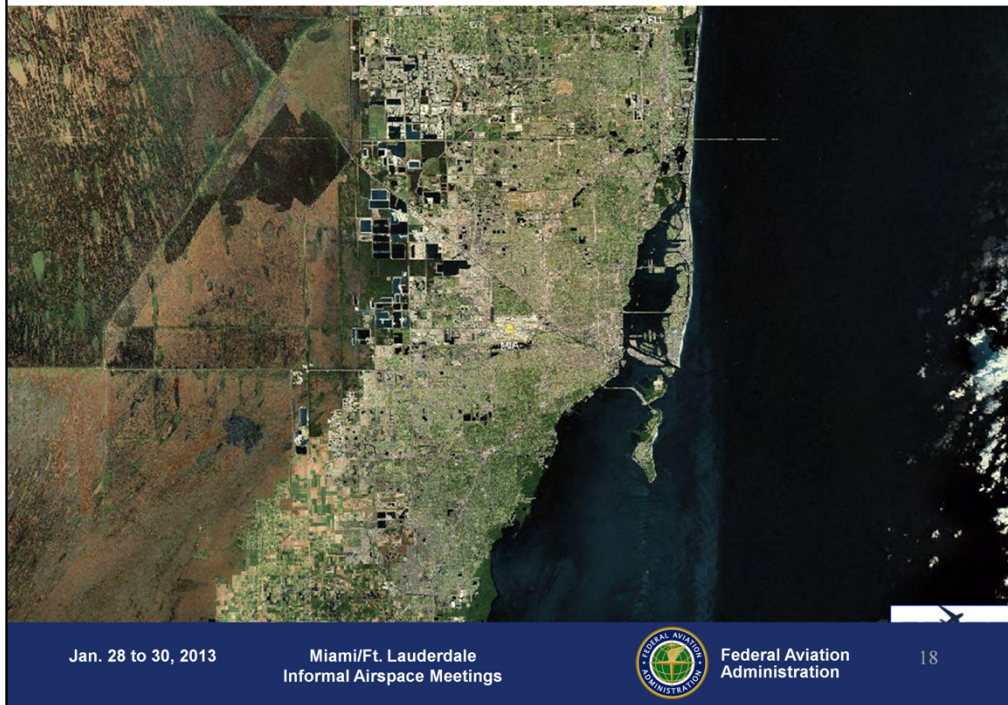
- In this view, the changes from the current Class B are highlighted.
- Each box indicates the change associated with the shaded area.
- There are 3 concerns with the Miami Class B, all relating to containment as discussed earlier:
  - The 5 and 10 mile arcs east and west of Miami are moved 2 miles to capture aircraft dropping below the floor of the current airspace.
  - The 20 mile arcs east and west of Miami are moved 5 miles to capture aircraft exiting current airspace laterally on downwind.
  - The floor of the area to the southwest of Miami is lowered from 5000 to 3000 feet over Kendall-Tamiami Executive airport.



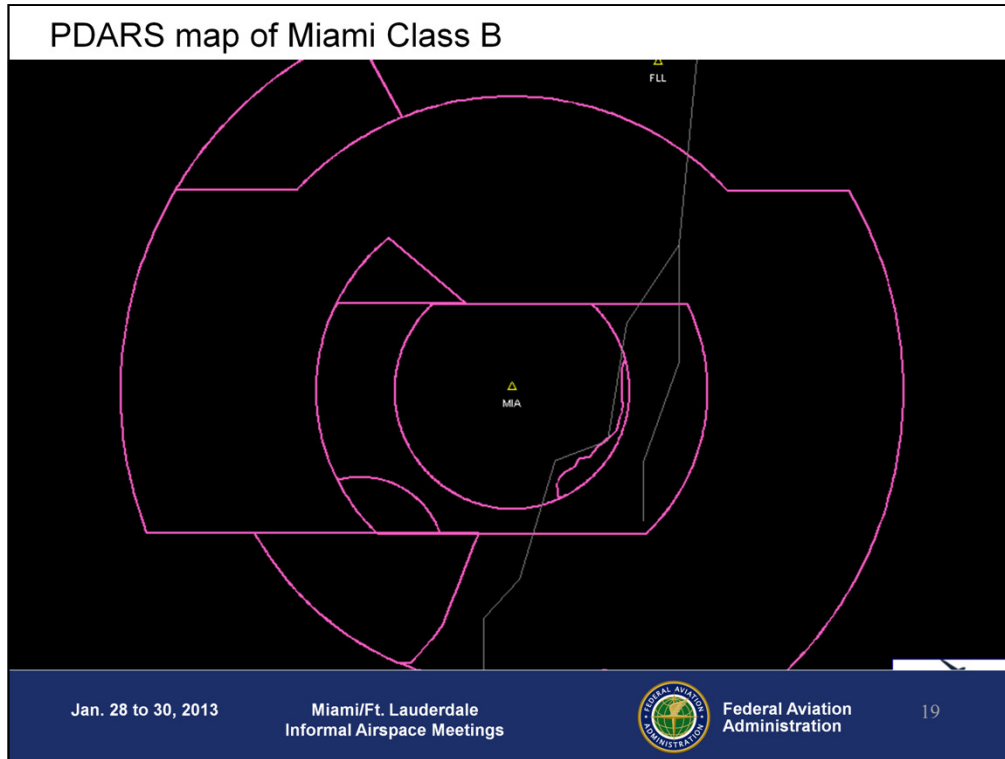
- This is a sectional view of the Miami area, with the Current class B depicted.



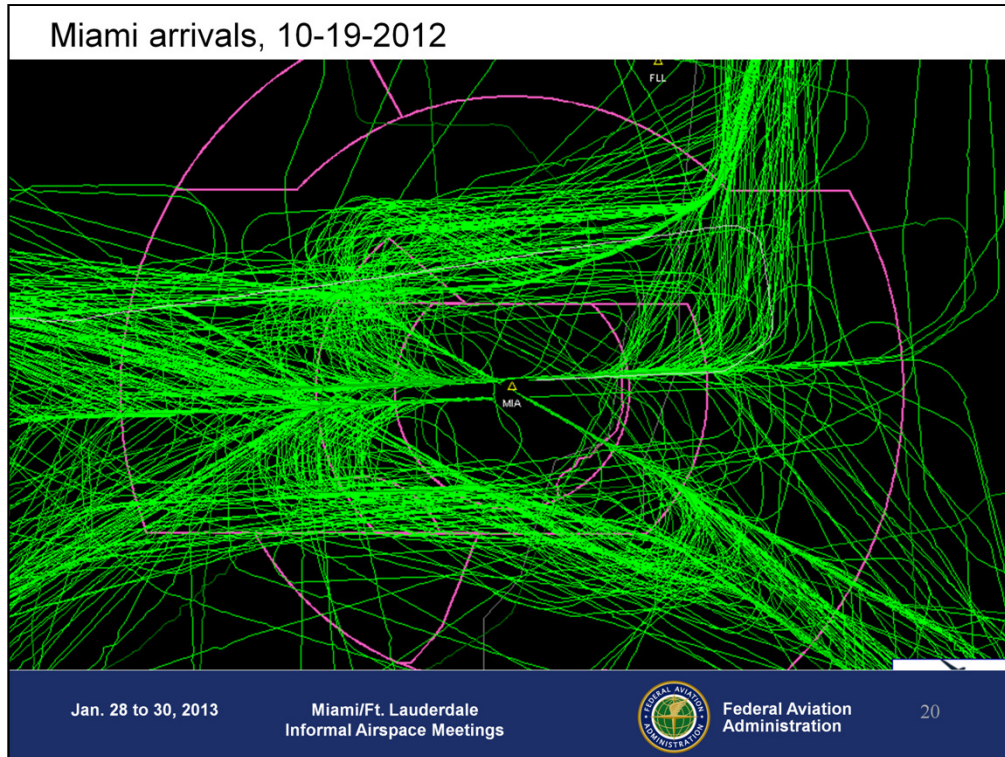
## Satellite view of Miami area



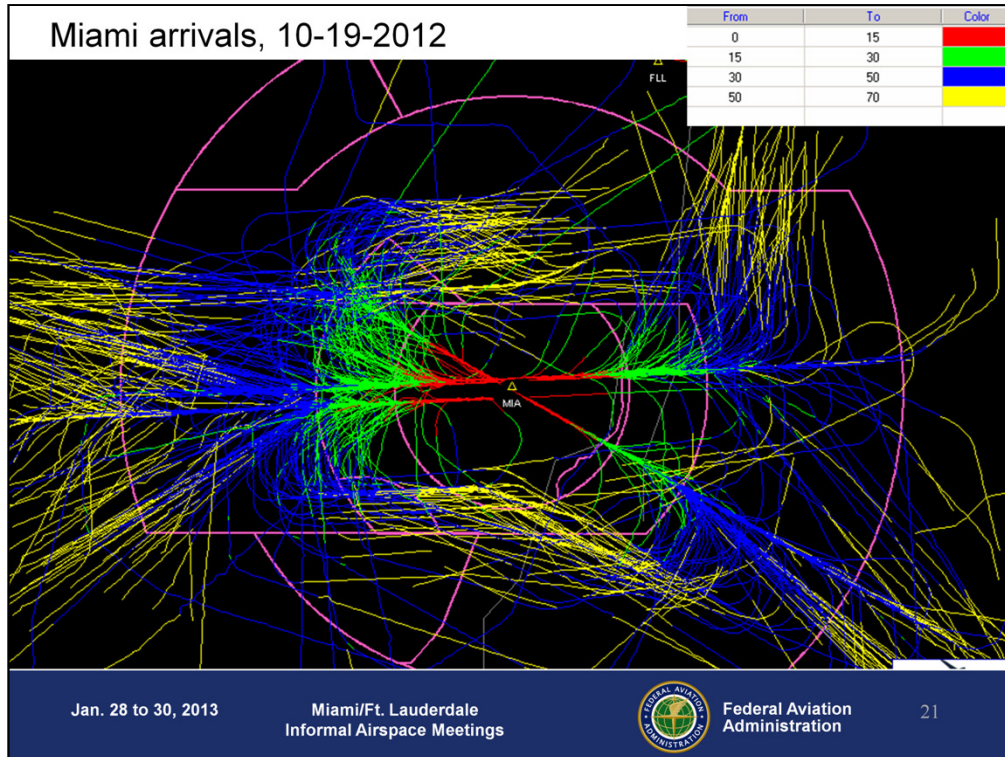
- This is a satellite image of the same area as the previous slide.
- Anyone wishing to identify a particular location on the sectional can find it on this image and then flip to the previous image. They should be aligned.



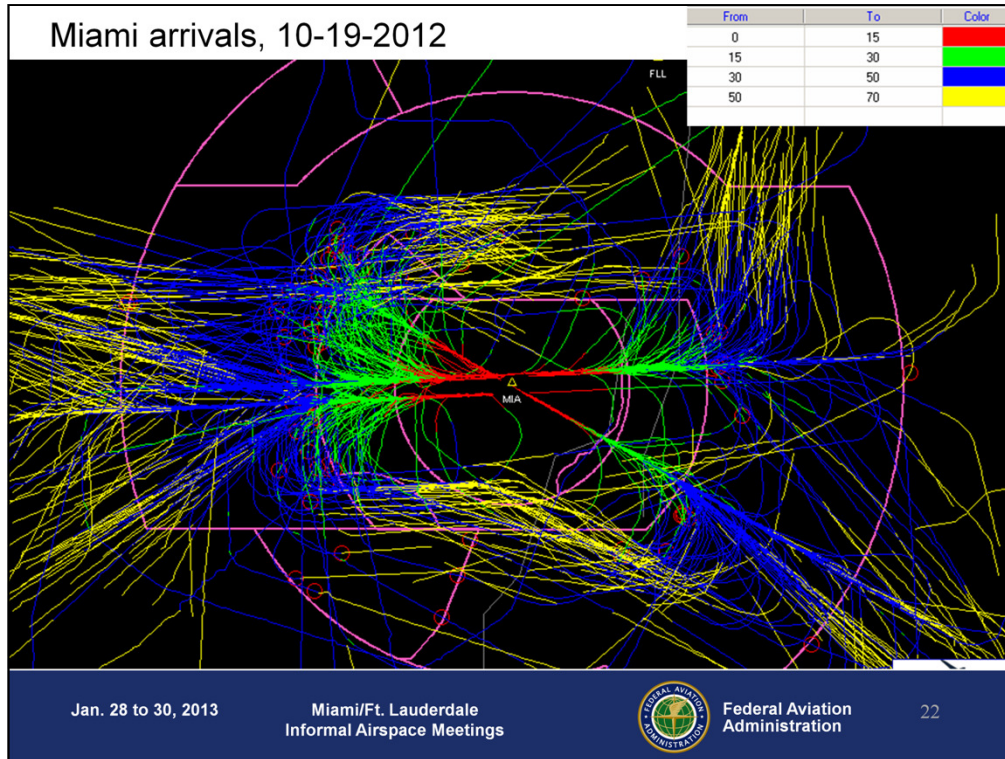
- One of our tools for analyzing Class B issues is a system called PDARS.
- The following images are generated by PDARS, showing actual flight paths flown on specific days.
- This image shows the existing Miami Class B.



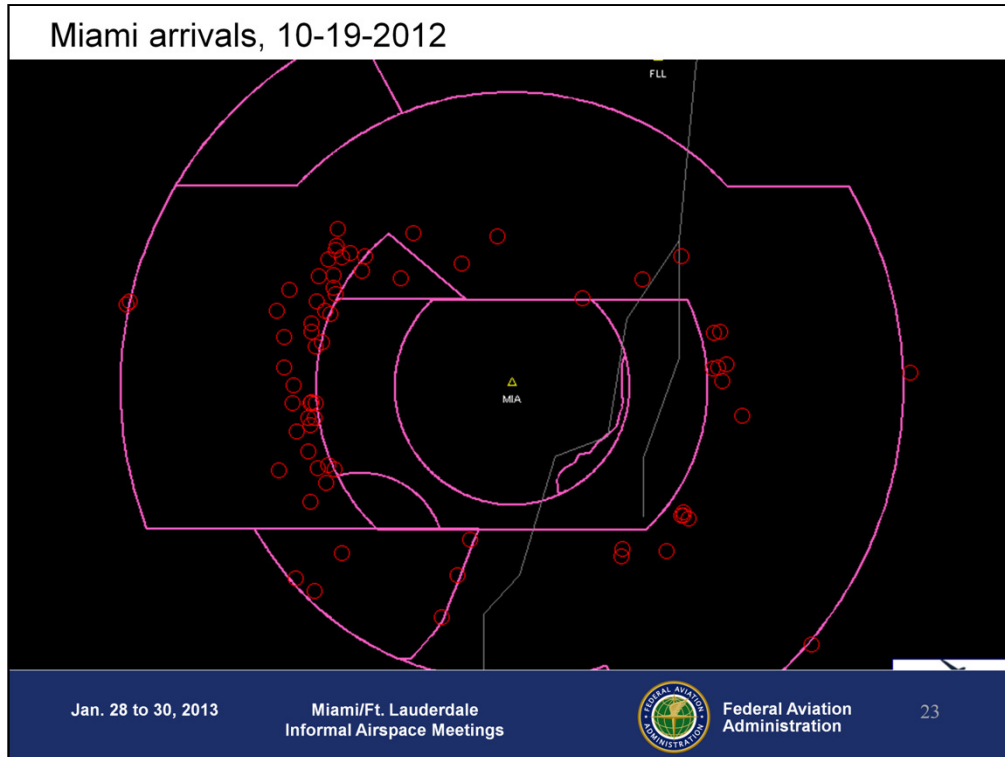
- This image shows the Miami Class B, with flight paths for Oct. 19, 2012.
- Only arrival flights landing at MIA are shown.
- Each green line represents the path of a single flight.
- The weather that day was low VFR and IFR, so most paths represent instrument approaches, not visual approaches.
- Most aircraft landed east.
- No altitude information is depicted. We can indicate altitudes using colors.



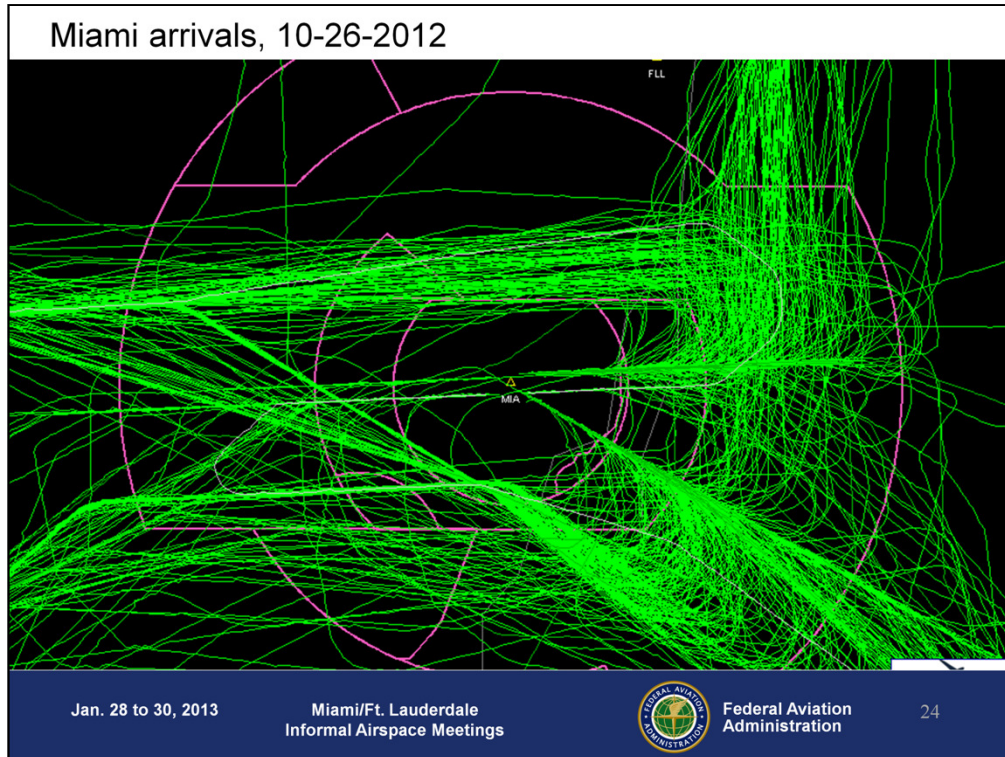
- This image shows the same flight paths, color coded to show how the aircraft descend as they approach the airport.
- It is difficult using this view to determine exactly what altitude a particular flight is at when crossing from one Class B sector to another.



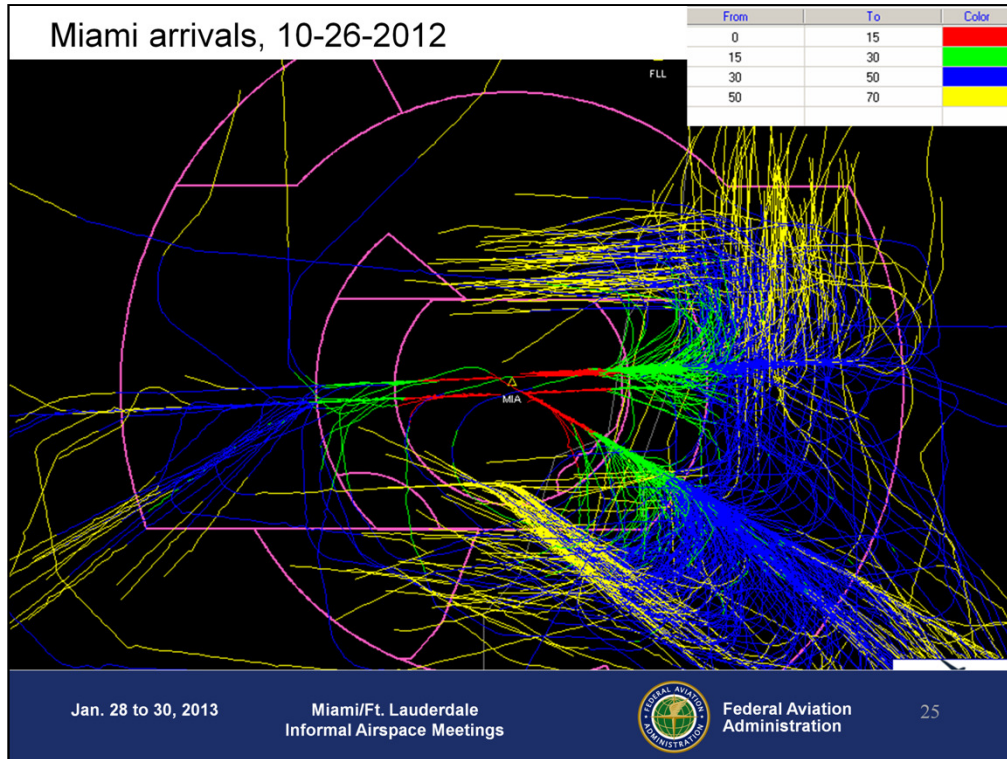
- PDARS has the ability to identify the location where individual flights exited the Class B airspace.
- In this view, red circles are added showing where those exits occurred.



- This view shows information about the same flights as the previous slides.
- Each circle represents where one aircraft exited Class B airspace.
- The circles just over 10 miles east and west indicate where aircraft descend below the floor.
- The circles 20 miles east and west indicate where aircraft on downwind exited laterally out the side.
- Circles to the southwest indicate aircraft that operated below the current 5000 foot floor over Tamiami.

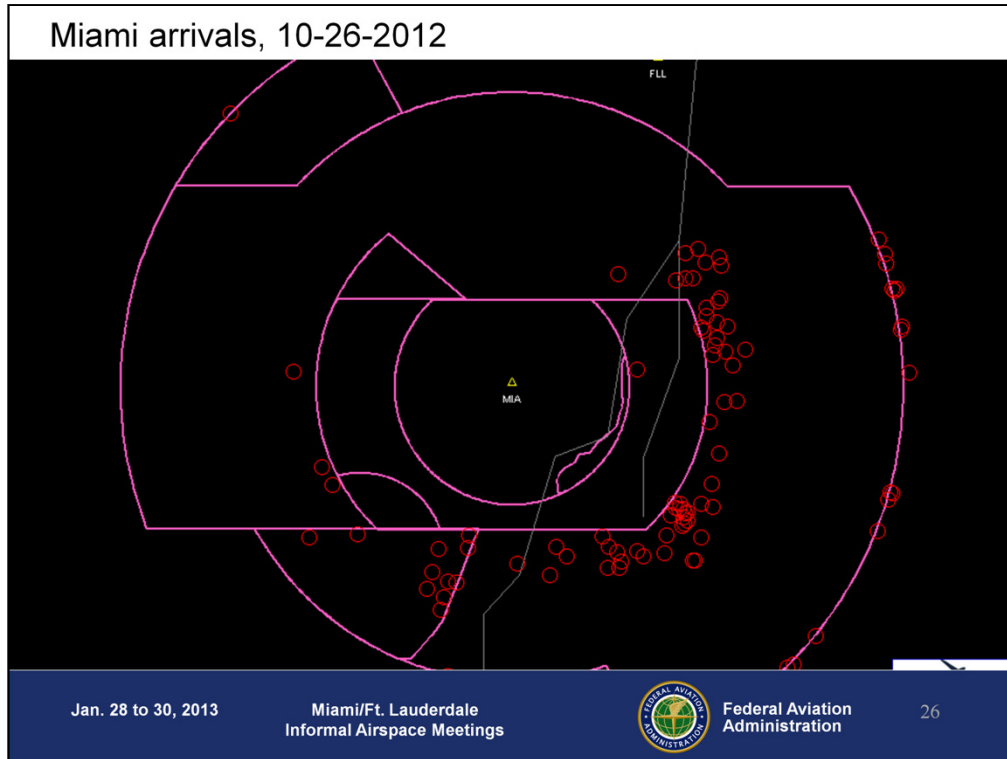


- This view shows arrivals on Oct. 26, 2012.
- This is another IFR day.
- Only arrival flight paths are shown.
- Arrivals mostly landed west on that day.



- This image shows those flights with altitude information added.





- This view shows the circles indicating where aircraft exited the airspace.

# 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”.