

FAA Facts



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Cleveland-Detroit Metroplex Briefing Sheet

The Federal Aviation Administration's Next Generation Air Transportation System, or NextGen, is the **ongoing transformation of air traffic control technologies and procedures** in the United States. You might think of this transition as similar to moving from paper maps to GPS when you drive your car.

In addition to improving navigation, NextGen brings other benefits:

- **NextGen enhances aviation safety, reduces carbon emissions and modernizes air traffic procedures to today's standards.**
 - A key NextGen goal is to **safely improve the way aircraft navigate complex, metropolitan areas, which we call Metroplexes**, to make flight routes and airports more efficient.
- The FAA has **identified multiple Metroplex areas in the United States**. Each Metroplex includes one or more commercial airports that serve at least one major city:
 - A **Metroplex allows the FAA to improve regional traffic movement** by making the best use of airspace and procedures, using precise, satellite-based navigation.
- Use of NextGen procedures in these areas could **improve on-time performance**, which would benefit the region and the entire national airspace system.

Cleveland-Detroit

The airspace surrounding Cleveland and Detroit has a large number of air traffic procedures which have **not been changed for many years**.

- **While these procedures are safe, most are inefficient** due to advances in technology.
- This is one of the reasons why the airspace surrounding **Cleveland Hopkins and Detroit Metro airports** has been identified for Metroplex development.

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- The proposed Metroplex would **allow for more direct and efficient routing of aircraft** into and out of Cleveland and Detroit, enhancing aviation safety, and reducing flight delays above these communities.
- **Changes will occur for arrivals and departures from airports in the Cleveland-Detroit Metroplex project.** Not all communities may realize any differences from the proposed changes. However, **people living or working near these airports may see and/or hear aircraft as a result of the proposed designs.** There may be communities that have **less noise from these changes.**

Airports that could be included in the Metroplex:

- Akron-Canton Regional Airport (CAK)
- Akron Fulton International Airport (AKR)
- Ann Arbor Municipal Airport (ARB)
- Bishop International Airport (FNT)
- Burke Lakefront Airport (BKL)
- Cleveland Hopkins Int'l Airport (CLE)
- Coleman A Young Municipal Airport (DET)
- Custer Airport (TTF)
- Cuyahoga County Airport (CGF)
- Detroit Metropolitan Airport (DTW)
- Grosse Ile Municipal Airport (ONZ)
- Kent State University Airport (1G3)
- Livingston Co. Spencer J. Hardy Airport (OZW)
- Lorain County Regional Airport (LPR)
- Oakland/Troy Airport (VLL)
- Selfridge Air National Guard Base (MTC)
- St. Clair County International Airport (PHN)
- Toledo Express Airport (TOL)
- Wayne County Airport, Ohio (BJJ)
- Willoughby Lost Nation Airport (LNN)
- Willow Run Airport (YIP)
- Windsor Airport, Canada (YQG)

Environmental Process:

Before any new procedures can be implemented, Federal law and FAA policy requires the FAA to conduct environmental reviews in accordance with the National Environmental Policy Act (NEPA). These reviews will lead to an Environmental Assessment.

- As part of this review, **the FAA will hold a series of community meetings.** The locations will be announced soon.
 - **Residents of Cleveland, Detroit, and the surrounding areas are encouraged to attend.** They will be able to talk to experts one-to-one to learn how these proposed air traffic changes could affect their communities.
 - Residents will also be able to **make comments** at these community meetings.
 - **All comments will be reviewed before the FAA makes a final determination, with implementation projected for mid 2018.**

For up-to-date information, please review the project website:
http://www.faa.gov/nextgen/metroplex_public_engagement/