

DADE-COLLIER TRAINING AND TRANSITION AIRPORT

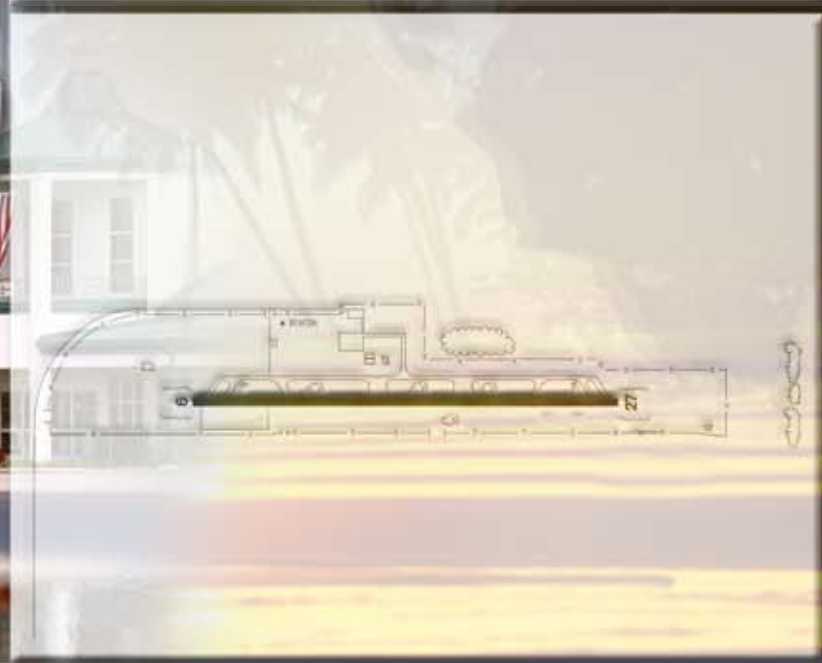
MIAMI
GENERAL AVIATION AIRPORT



AIRPORT LOCATION



Dade-Collier Training and Transition Airport is located approximately 40 miles to the west of Miami in central south Florida. Situated near Collier and Dade county border, the Airport is relatively isolated within the Florida Everglades. Primary access is provided by US-41 running east-west between Naples and Miami. The nearest four-lane highway is approximately 40 miles from the Airport.



Existing Facilities

Airside facilities available at the airport allow Dade-Collier Training and Transition Airport to support large and small aircraft with precise landings at a safe facility. There is one runway, Runway 09/27, 10,499 feet long and 150 feet wide. The asphalt is in good condition and has HIRL. There is a parallel taxiway 75 feet wide with MITL. There are PAPIs, an ILS, ALS, and NDB providing a precision and circling approach to the airport. Landside facilities are limited at the airport to a 2,000 square foot administration building. There are no T-hangars, conventional hangars, fuel tanks, or tie-downs.

Current and Forecast Demand

COMMERCIAL AND GENERAL AVIATION

This airport's primary purpose is to provide a precision instrument landing and training facility in Southern Florida for commercial pilots, private training, and a small number of military touch-and-goes. Commercial jet aircraft are the largest class of airplanes that use the airport on a regular basis. The current annual service volume (ASV) for the airport is roughly 175,500 annual operations. Landing is on a PPR (Prior Permission Required) basis for all aircraft with user fees or for aircraft over 12,500 pounds.

There are no aircraft based at the airport. Despite the training nature of the airport's operations, the airport does not have programs with local trade or post-secondary educational facilities located at the airport.

Due to current environmental concerns and established role as a limited-use training facility, growth at Dade-Collier Training and Transition Airport is not planned or anticipated. Miami-Dade County does not foresee increased levels of flight training in the future, and there are no plans for recreational or sport aircraft operations or business and air taxi operations.

There are currently no projects underway at the airport; however, the following two projects will be undertaken within the next five years:

1. Security gate/CCTV installation – Capital Project
2. An FAA reimbursable agreement to upgrade the ALS for a MALSR – Capital Project

The airport does not have a recent master plan or airport layout plan. Historic and forecast FDOT aviation activity information on file for Dade-Collier Training and Transition Airport are as follows:

Dade-Collier Training and Transition Airport	2007	2012	2017	2027
Based Aircraft	0	0	0	0
General Aviation Operations	16,456	17,295	18,177	20,079
Commercial Operations	0	0	0	0
Enplanements	0	0	0	0

Source: FDOT Aviation Office.

Community Services

Dade-Collier Training and Transition Airport serves the training needs of the aviation system by providing a remote location for pilots to practice precision instrument landings and touch-and-go landings. There are no businesses or flight training schools that use the facility and revenue is only generated via approach fees based on the size and type of aircraft.

OTHER AIRPORT CHARACTERISTICS

Constructed in the early 1970s, Dade-Collier Training and Transition Airport was originally the Everglades Jetport. The initial runway at the site was planned as the replacement runway for Miami International Airport to serve South Florida. In the late 1970s to early 1980s, environmental issues with the Everglades stopped further development of the facility and resulted in what can be found today. The 24,960 acre property has approximately 900 acres of developed and operational land; the remaining area is managed and operated by the Florida Game and Freshwater Fish Commission. Since its original configuration, the airport's most notable enhancements have been a runway overlay and lighting upgrade in 1992, costing \$3.5 million, and taxiway rejuvenation in 1996, costing \$100,000.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport is expected to remain the same in regards to its significance to the aviation system and number of operations. Its limited revenue-generating capabilities, the adverse environmental impact to the Everglades, manmade factors, and community relations each restrict the future growth of this airport. The airport is set up exclusively as a transient training facility for commercial pilots practicing instrument landings. As such it only provides Flight Training services. Its low Land Use Compatibility, and financial scores, as well as its lack of an air traffic control tower, diminishes its viability for Flight Training other than those elements of the industry for which it was designed. The airport has no plans to provide anything other than Flight Training services and this is the only future service it is expected it will provide.

Based on the infrastructure planning analysis for Dade-Collier Training and Transition Airport, the following chart illustrates the airport's current levels of service as well as the types and levels of service that the airport will likely be required to accommodate by the year 2030:

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism		
Business		
Air Cargo		
International		
GENERAL AVIATION AIRPORT ROLE		
Flight Training	X	X
Corporate		
Tourism		
Recreational / Sport		
Business / Recreational		