

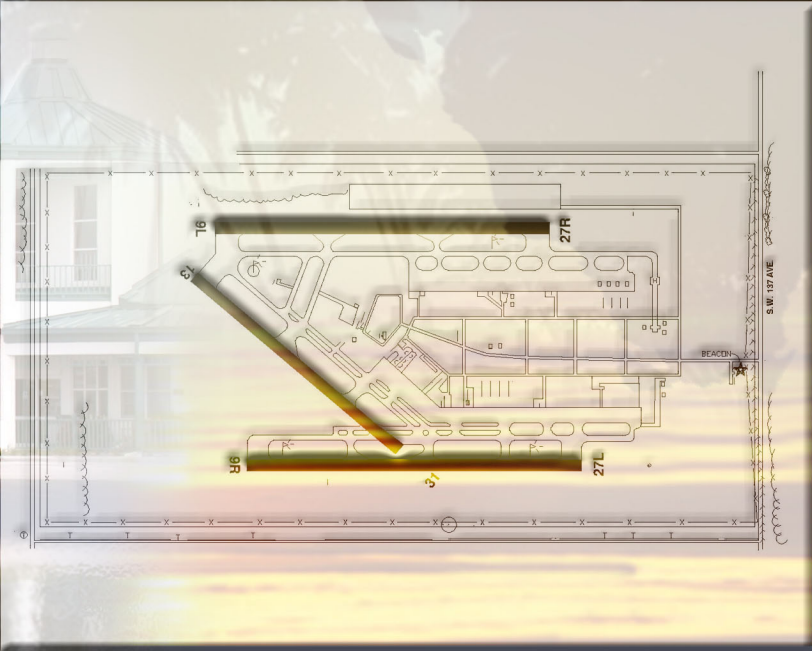
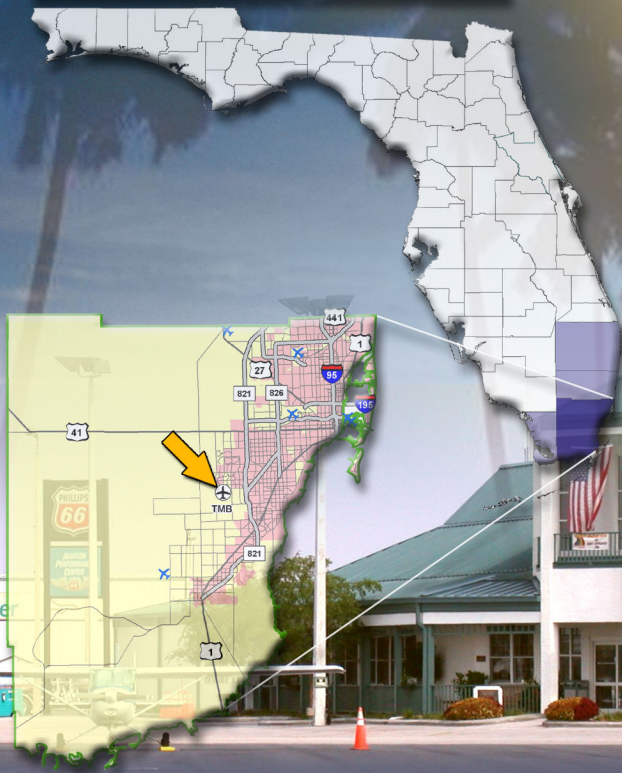
# KENDALL-TAMIAMI EXECUTIVE AIRPORT

MIAMI  
COMMUNITY AIRPORT



## AIRPORT LOCATION

Kendall-Tamiami Executive Airport is located in Dade County in southeastern Florida, approximately 15 minutes from the business centers of south Miami-Dade. The Airport's location at the southern part of the Miami metro area provides for fast and easy access to the Florida Turnpike, Ocean Reef, and the Florida Keys.





## Existing Facilities

Kendall-Tamiami Executive is served by three runways and Helicopter Training Area "A". Runway 9R/27L is 5,002 feet long by 150 feet wide with high intensity runway lighting and two 50-foot wide parallel taxiways with medium intensity taxiway lighting. All three airport runways were repaved and grooved in 2006 through an AIP project. Runway 9R has VASI, ILS, and RNAV GPS approaches for both 9R and 27L. The secondary runway, Runway 9L/27R, is 5,003 feet long by 150 feet wide with medium intensity runway lights and PAPIs. A 50 foot wide parallel taxiway further increases airside capacity. The third runway, Runway 13/31, is 4,001 feet long by 150 feet wide with medium intensity runway lights and REILS. There are two 50 foot wide parallel taxiways with MITL. Helicopter Training Area A is a designated grass area included in the airport movement area under the control of the FAA Air Traffic Control Tower, located south of Runway 9R. The airport has an 8,000-square foot administration building and more than 250 general aviation aircraft parking spaces.

As part of its process to plan for near term and long term development needs, the airport has identified the following three initiatives as being needed in the near term:

1. Security infrastructure facility improvements.
2. ALP designation of land areas for non-aviation commercial use.
3. West side access bridge to access future aviation and industrial expansion area between Runway 9L and 9R approaches.

Safety and security upgrades are to be completed in 2006/2007. This project will provide positive control of airside access to all FBO vehicle gates by mag cards and cipher locks on pedestrian gates. Closed Caption Television (CCTV) capability will also be installed and will be complimented by a recently completed high mast lighting project throughout the airport ramp areas. An airport access personnel ID card system was initiated in late 2005.

Completion of an airport layout plan is under final review by the FAA and expected to be approved in mid to late 2006. This ALP identifies a number of new features including a 2,438 foot runway extension on Runway 9R-27L, areas for anticipated new hangar development, west side combination of industrial and aviation areas and designation of perimeter non-aviation commercial development areas.

Airport facilities suffered some roof, fencing and landscaping damages but overall, fared well in the Hurricanes of 2004 and 2005. The airport experienced the loss of about 25 aircraft during the same period.

## Current and Forecast Demand

### GENERAL AVIATION

Continuously attracting new aircraft and business to Southern Florida, Kendall-Tamiami Executive Airport is a rapidly growing general aviation airport. Relieving Miami International, Kendall-Tamiami Executive accommodates a very diverse set of aviation needs, including corporate and business-use traffic, flight training, and recreational/sport aviation. Most of the airport's annual operations are related to business and flight training. A notable percentage of the airport's annual operations are also related to sport aviation/recreational flying. Charters and air taxi are also common at the airport. Government operations, including police/fire rescue and other safety-related operations, are frequently accommodated. Of these operations, more

than 50% percent are related to transient visiting aircraft. The airport is one of the busiest general aviation facilities in Florida, with traffic patterns staying busy until well after midnight .

Corporate jets are the largest class of airplane that uses the airport on a regular basis. The current annual service volume (ASV) for the airport is roughly 200,000 annual operations. Of the 420 aircraft currently based at the airport, the majority of these aircraft are single-engine planes that are tied down. The airport's current based aircraft fleet consists of 266 single engine aircraft, 76 multi-engine aircraft, 34 jet aircraft or turbine aircraft and 44 helicopters. These aircraft are stored/parked using a combination of tiedowns, T-hangars, and conventional hangars. Although the current FDOT work plan does not show plans to develop additional hangars, a new FBO, Falcon Trust Air, has recently completed four T-hangar buildings, one large hangar, and an FBO terminal. Reliance Aviation and Tamiami Air Inc. added approximately 45,000 square feet of new hangar space to their facilities in 2005. All three companies have near term expansion plans for additional hangars and aviation support facilities.

Historic and forecast FDOT aviation activity information on file for Kendall-Tamiami Executive Airport are as follows:

Kendall-Tamiami Executive Airport	2004	2009	2014	2024
Based Aircraft	440	462	486	537
General Aviation Operations	196,339	206,354	216,880	239,571
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A

Source: FDOT Aviation Office.

## COMMUNITY SERVICES

Kendall-Tamiami Executive serves the needs of the aviation system by relieving Miami International of business aircraft and all facets of general aviation. There are three Part 141 training schools at the airport and a number of other non-141 flight training providers. Thirty-five to forty based aircraft are dedicated to flight training, and there are at least 35 instructors employed by flight schools at the airport. Complimenting the flight training is the on-site presence of Miami Dade College's Eig-Watson School of Aviation with both classroom and large flight simulation lab. The airport also supports flight training from other airports. Although there are no military units based at the airport, limited transient military activities do take place at Kendall-Tamiami Executive. Military helicopter and King Air operations amount to less than one percent, or 200 total operations, of the airport's activity.

Many repeat businesses are known transient users at the airport. Of the estimated 80,000 to 90,000 annual transient business operations, between 15,000 and 20,000 operations are related to corporate business and charter jets. Several businesses in the community also rely on the airport. Calendar year 2005 Air Traffic Control Tower statistics reflect that 52% of all aircraft movements are itinerant operations.



## Other Airport Characteristics

The airport's future role is limited by manmade, environmental, and community factors, but there are still opportunities for significant growth. In the future, the Aviation Department projects an increase in levels of business, charter/air taxi operations, flight training, and recreational/sport aircraft. In the next five to ten years, the Boeing Business Jet will be the largest aircraft the airport serves. Notable growth is possible in corporate/business aircraft use and in the air taxi market. The airport can also support growth of technology intensive flight training and simulators.

The airport does not have programs with local trade or post-secondary educational facilities at the airport.

## CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Recreational/Sport, Flight Training, Corporate, and Business/Recreational (charter, medical flights) services. The airport plans to increase its flight training, recreational, corporate, and charter operations. The analysis indicates that the airport is best suited for providing Recreational/Sport, Flight Training, and Tourism (CA) services. It is marginally suitable for providing Corporate and Business/Recreational services, with the longest runway of only 5,002 feet.

Based on the infrastructure planning analysis for Kendall-Tamiami Executive, the following depicts 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		
COMMUNITY AIRPORT ROLE		
Flight Training	X	X
Corporate	X	X
Tourism		X
Recreational / Sport	X	X
Business / Recreational	X	X