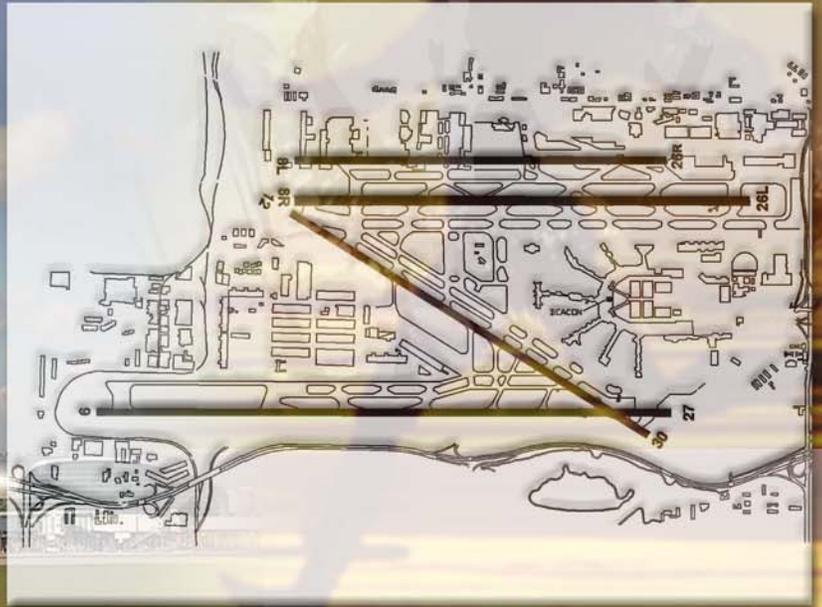
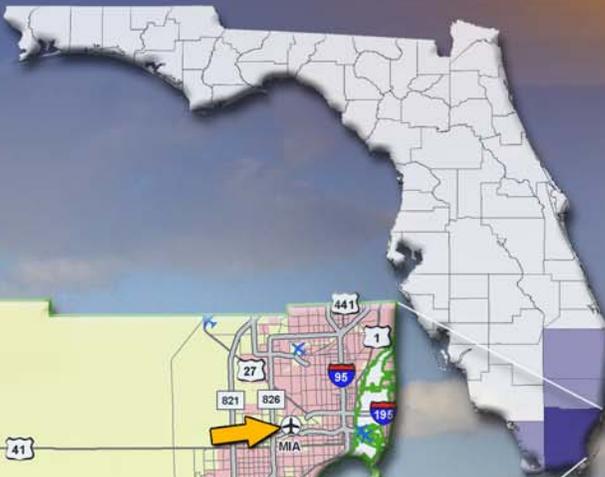


MIAMI INTERNATIONAL AIRPORT



AIRPORT LOCATION

Miami International Airport is located in Dade County directly to the west of the City of Miami and 4 miles west of I-95 in southeastern Florida. Access to the east is provided by the State Road 112, the Airport Expressway, on the northern boundary of the Airport (connecting to 948) and State Road 836, the Dolphin Expressway, on the southern boundary of the Airport. Both of these Expressways connect to I-95 to the east.



Existing Facilities

Miami International Airport has four air-carrier length runways. Runways 8R/26L, 9/27, 12/30, and Runway 8L/26R each have HIRL and a parallel taxiway system with MITL. Runways 8R/26L, 9/27, and 12/30 have varying precision and non-precision instrumentation with NAVAIDS such as PAPIs, VASIs, ILS (GS/LOC), MALSR, DME, GPS, and CAT I precision approaches. Runway 8L/26R, primarily a VMC landing facility, will have PAPIs, REILs, DME, GPS, and a non-precision approach.

Landside facilities include a 4,600,000-square foot air carrier terminal. Airside consists of 101 terminal passenger aircraft gates, 32 commuter hardstand positions, 27 remote hardstands for large aircraft, 48 common-use cargo spots for large aircraft, 32 leased cargo spots (19 large aircraft/13 small aircraft), and a nine-acre general aviation FBO terminal with a 12,000-square foot administrative building. The new General Aviation Center (GAC) with INS and Customs services was opened in December 2006; and is located in close proximity to the FBO.

There are 17 air cargo buildings on the airport, encompassing 2,941,600 square feet of air cargo dedicated space. Twelve of these facilities have direct access to aircraft via adjacent ramp space, while the remaining four are belly cargo sorting/processing facilities. Cargo specific services and facilities include US Customs and Border protection, US Department of Agriculture, US Fish and Wildlife Service, US Food and Drug Administration, a fumigation facility, and a decompression chamber (one of only four in the US).

Resulting from the magnitude of operations, increasing demand, and the size of aircraft that use Miami International, capacity enhancement projects are continuously underway.

Current and Forecast Demand

COMMERCIAL AND GENERAL AVIATION

Miami International is a major international gateway serving domestic and international air cargo and air carrier demand. The largest class of aircraft that now operates at the airport on a regular basis is a Boeing 747-400 an ADG V. The current ASV is 680,000 annual operations. There are 345 based aircraft at Miami International. The airport's development envelop will be largely saturated by 2007 with the completion its current \$6.2 Billion capital program in 2011.

In the future, management does not foresee increased levels of activity related to general aviation activity. The largest aircraft the airport will serve in the next five years is the A380-100, and in ten years the airport will potentially serve the freighter version A380F and possibly the larger passenger variant A380-200. Even as it confronts numerous manmade, environmental, community, and financial restraints, the airport continues to grow steadily as a result of the diverse markets it serves.

Miami International Airport	2005	2010	2015	2025
Based Aircraft	345	348	351	359
General Aviation Operations	26,836	28,485	30,235	34,066
Commercial Operations	354,774	412,079	478,641	645,756
Enplanements	15,092,763	17,471,183	20,224,410	27,100,855

Source: Airport records and FASP 2004.

COMMUNITY SERVICES

Miami International Airport encompasses 3,300 acres and handles over 33 million passengers and 2 million tons of cargo annually. The facility is ranked as the third busiest international passenger airport in the United States and first in international freight. Miami International's role in the Florida aviation system as an International Gateway Hub of the Americas is well established and is not likely to change in the foreseeable future. Miami International is the busiest commercial service airport in Florida. The airport is the primary Port of Entry for the State. The airport meets the region's commercial service and air cargo needs and serves as a major international hub for connecting traffic. Although local businesses rely significantly on the airport, there is limited general aviation activity at Miami International; the area is, however, well served by other Miami-Dade County operated general aviation reliever airports. Ten percent of the based aircraft are owned by local businesses, and less than one percent of the annual general aircraft operations are business-related; business and individuals do not regularly rent aircraft from the airport.

In addition to its passenger and freight operations, the airport is a center for numerous aviation related educational, vocational and technical programs with the following local trade facilities providing training in avionics, flight instruction, simulator training, air traffic control (simulator), and mechanics:

- Miami-Dade College
- Pan-Am Flight Academy
- SimCenter
- FAA – Standard Terminal Automated Replacement System
- Embry-Riddle Aeronautical University
- Atlas Air, Inc. Airbus Industrie

Other Airport Characteristics

Although there are no military aircraft based at the airport, there are 5,250 annual operations related to transient military transports, one percent of total aircraft operations. There are numerous industrial parks adjacent to the western boundary of the airport, commonly referred to Airport West. The cargo related industrial parks are not owned or operated by the airport.

There is no flight training activity permitted at Miami International Airport. Two percent of total operations are air taxi/charter, and less than two percent of the airport's operations are related to itinerant general aviation aircraft. Air taxi operators generate 94,451 annual operations each year.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides all four Commercial Services - Tourism (CA), Business, Intercontinental Service and Air Cargo. It also provides Corporate, and Business/Recreational (charter, medical flights, military) services. Miami International Airport also provides aircraft maintenance services and though many say these services are in the decline, Miami International Airport faces increasing demand for such facilities. The airport has plans to increase its Commercial Service operations. The analysis indicates that the airport is best suited for providing the five Community airport services - Flight Training, Corporate, Tourism (CA), Recreational/Sport, and Business/Recreational. It did not score well in Commercial Services because of its low Land Use Compatibility and Demand/Capacity scores (the airport has little room for expansion and its demand/capacity ratio is above 93%). Nevertheless, as the busiest airport in Florida and a major cargo hub for the U.S., it is expected that the airport will continue to fulfill all four Commercial Services in the future, as well as provide corporate service. Focus on all other Community airport services should be minimized.

Based on the infrastructure planning analysis for Miami International Airport, the following depicts the airport's current service roles 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	Current Service	Future Service
Tourism	X	X
Business	X	X
Air Cargo	X	X
International	X	X
COMMUNITY AIRPORT ROLE		
Flight Training		
Corporate	X	X
Tourism	X	X
Recreational / Sport		
Business / Recreational	X	X