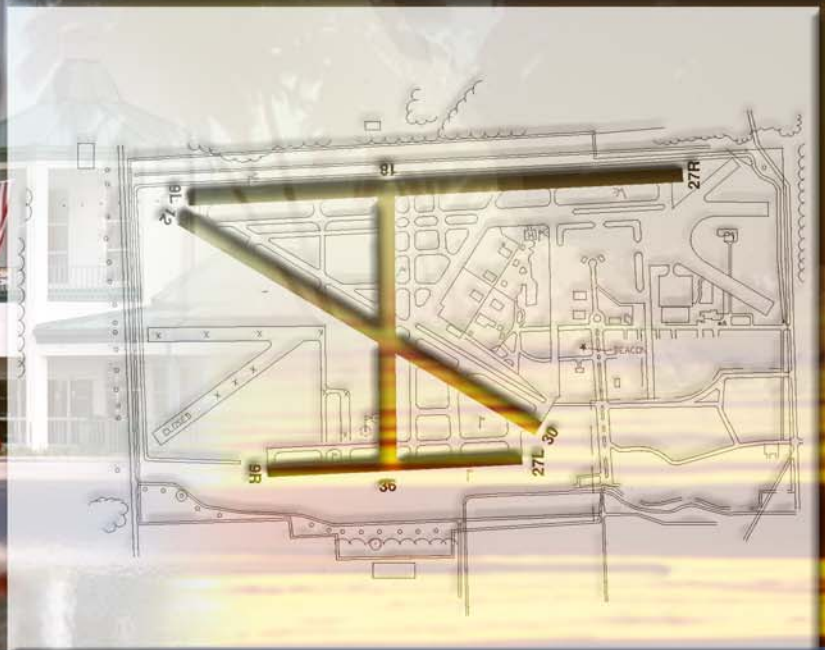


# OPA-LOCKA AIRPORT



## AIRPORT LOCATION

Opa-locka Airport is located 10 miles northwest of Miami in southeast Florida. The airport is located only 10 minutes from Dolphin Stadium (home of the Miami Dolphins and the Florida Marlins), 35 minutes from Downtown Miami, and 30 minutes from Miami Beach.



## Existing Facilities

Opa-locka Airport consists of four active runways:

- Runway 09L/27R – 8,002 feet by 150 feet wide, asphalt, in good condition, ILS CAT I
- Runway 09R/27L – 4,306 feet by 100 feet wide, asphalt, in good condition
- Runway 12/30 – 6,800 feet by 150 feet wide, asphalt, in good condition, ILS CAT I

All runways have full parallel taxiways 75 feet wide. Opa-locka Airport has a 1,000 square foot general aviation terminal and a 1,000 square foot administration building. There are 100 auto parking spaces.

Several projects identified by management as being needed in the near term are:

1. Apron Concrete slab replacement. – FDOT funded – Capital Project
2. Security enhancement project – FDOT funded – Capital Project
3. ATC Tower – FDOT funded – Capital Project

## Current and Forecast Demand

### GENERAL AVIATION

Opa-locka Airport serves the general aviation needs of the local community. The airport serves corporate, training, and air taxi/charter uses, as well as serving as a Coast Guard station. Small single engine aircraft up to air carrier size use Opa-locka Airport. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for Opa-locka Airport is D-IV. According to FDOT records, there are 225-based aircraft at Opa-locka Airport in 2006, and approximately 85 percent of the aircraft are tied-down at aprons. The remainder of based aircraft are split equally between conventional and T-hangars. There is an informal waiting list for aircraft storage space at airport. Seven new hangars are being built or slated to be built in 2007/2008.

Opa-locka Airport's future role is to remain the primary general aviation reliever airport for Miami International airport. The airport currently relies on corporate and training activity and is expected to continue in a similar capacity for the foreseeable future.



Historic and forecast FDOT aviation activity information on file for Opa-locka Airport are as follows:

Opa-locka Airport	2005	2010	2015	2025
Based Aircraft	313	324	337	363
General Aviation Operations	138,567	142,065	145,653	153,102
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

In its current role, Opa-locka serves the general aviation needs of the local community. Opa-locka Airport largely serves corporate and business flights, with a moderate amount of flight training and some air taxi/charter activity. The airport has a FAR Part 135 operator and is well positioned to draw new general aviation and corporate technology such as Very Light Jets. There are three flight schools on the field with approximately 100 instructors and 20 based aircraft. There is a U.S. Coast Guard SAR unit based at the field that uses both fixed- and rotor-wing aircraft. Approximately 11,000 operations per year are military-related, from Coast Guard helicopters to C-130 Hercules aircraft. There is some industrial park activity primarily to the south and west of the airport with some in the southeast; however none is controlled by the Aviation Department. The airport tenants have arrangements with Florida Memorial College to offer flight instruction.

### OTHER AIRPORT CHARACTERISTICS

In 1967, Opa-locka achieved the distinction of being the world's busiest civilian airport. In 1970, the two remote auxiliary runways at Opa-locka West opened, earning Opa-locka the distinction of being the only reliever airport with its own reliever airport for flight training activity. The fuel crisis and the 1970's recession removed Opa-locka from the busiest airport lists. Today, the Opa-locka West Airport is closed, yet the 1,880-acre airport still accommodates over 130,000 general aviation yearly operations, such as corporate flights and training exercises.

## CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Flight Training, Corporate, Tourism (CA), and Business/Recreational (traffic reporting, charter, military, medical flights, prisoner transport) services. The airport plans to increase its flight training, recreational, and charter operations. The airport is best suited for providing Recreational/Sport and Tourism (CA) services, with a marginal ability to provide Flight Training, Corporate, and Business/Recreational services.

Based on the infrastructure planning analysis for Opa-locka 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		
COMMUNITY AIRPORT ROLE		
Flight Training	X	X
Corporate	X	X
Tourism	X	X
Recreational / Sport		X
Business / Recreational	X	X