

Miami International Airport



FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE

Airport: Miami International Airport (MIA)

City: Miami, Florida

County: Miami-Dade

Owner: Dade County Aviation Department

Role: Commercial Service Airport

The airport reports that all aviation activity currently occurs on the south side of the airfield as there is not currently any developed areas on the north, east and west sides of the airport. There are areas for future development, non-aviation commercial activity, on the west side. The airport currently caters to small single and multi-engine piston and turboprop aircraft and serves as a reliever for Palm Beach International training activities. The analysis indicates that the airport received low quotients in available acreage, financial conditions, and runway length limiting the viability of significant expansion. However, due to the availability of non-precision approach, the airport is suited to continue in its current role of supporting flight training, recreational/sport and business/recreational activities.



Existing Facilities

Miami International Airport is served by the following four runways: Runway 9/27 (13,016 feet long by 150 feet wide), runway 8R/26L (10,506 feet long by 200 feet wide), runway 12/30 (9,355 feet long by 150 feet wide), runway 8L/26R (8,600 feet long by 150 feet wide). All four runways are paved with grooved asphalt in good condition and are equipped with high intensity edge lights, precision approach path indicator lights, and a variety of precision and non-precision instrument approaches, including RNAV GPS, ILS, DME, and LOC. In addition, all runways, with the exception of 8L/26R, are equipped with 1,400-foot long medium intensity approach lighting systems. The runways are served by a network of paved taxiways. The airport's air traffic control tower is continuously attended 365 days a year.

Passenger and cargo facilities at Miami International Airport are extensive. Three passenger terminal complexes totaling over 7.6 million square feet of space accommodate the airport's 44 million annual passengers. These terminals include 130 gates (101 of which are for international flights) and 617 ticket counters. As one of the United States' leading cargo airports, Miami International is equipped with 18 dedicated cargo buildings with over 3.4 million square feet of warehouse and office space and 4.4 million square feet of cargo apron space, with 44 common-use cargo positions and 27 leased cargo positions. The airport has multiple programs and facilities to expedite multimodal processing and distribution of cargo. These programs include a 24/7 Customs and Border Protection-operated Cargo Clearance Center, a USDA operated Animal & Plant Health Inspection Service, an Ocean-to-Air Transshipment Program to expedite air distribution of cargo arriving by sea, an established Foreign Trade Zone, and an IATA Pharma Hub designation (the first in the United States).

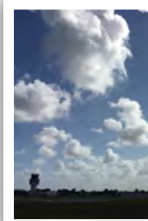
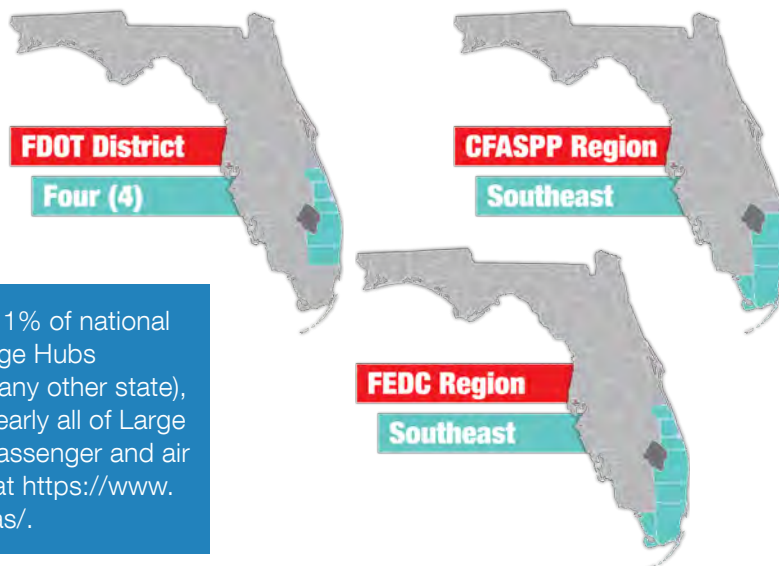
For more information, please visit MIA's website at:

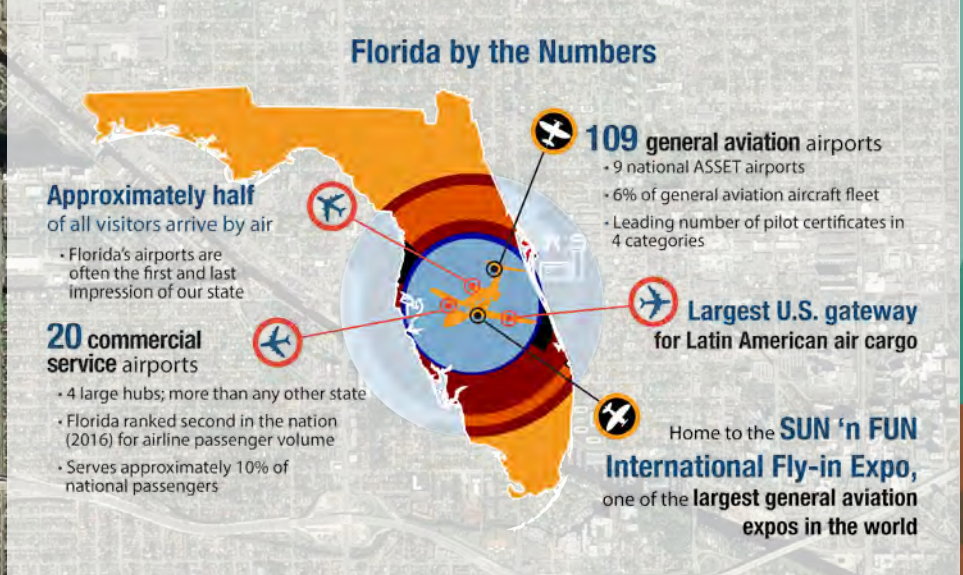
<http://www.miami-airport.com/>

Airport Classification



Large Hub airports account for at least 1% of national passenger boardings. There are 30 Large Hubs nationwide and 4 in Florida (more than any other state), including Miami International Airport. Nearly all of Large Hub airport's activity revolves around passenger and air cargo. More information can be found at https://www.faa.gov/airports/planning_capacity/npias/.





Community Service



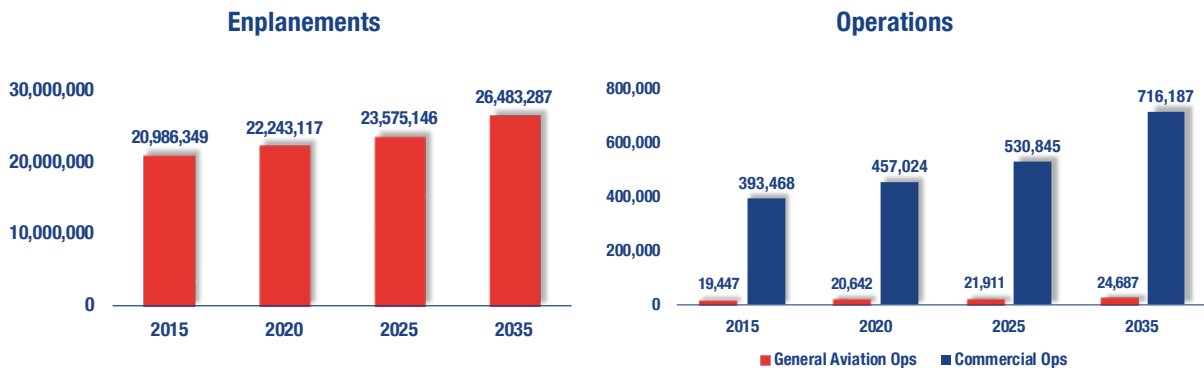
As the United States' leading airport for international freight and second leading airport for international passengers, Miami International Airport benefits not only the Miami area, but the entire United States. It is estimated that nearly one in four jobs in the Miami area are connected to Miami International Airport, resulting in over \$30 billion in annual business revenue. The airport provides non-stop flights to 53 domestic destinations and 108 international destinations, making Miami International a truly global aviation hub.

Although flight training operations are prohibited at Miami International Airport, the airport still supports major flight training facilities with simulators. Airbus, Boeing, and Atlas Air all maintain pilot training facilities connected to the airport, as does Pan Am International Flight Academy, the last surviving division of Pan American World Airways. The Miami-Dade Aviation Department often hosts events and conferences like the annual Florida Airports Council Conference. The airport sponsors various scholarships and internship programs, while also donating money and use of its facilities for charitable initiatives. The airport and its administrative and operational staff have regularly received awards for their work with technological innovations, environmental sustainability efforts, and efficient airport management.



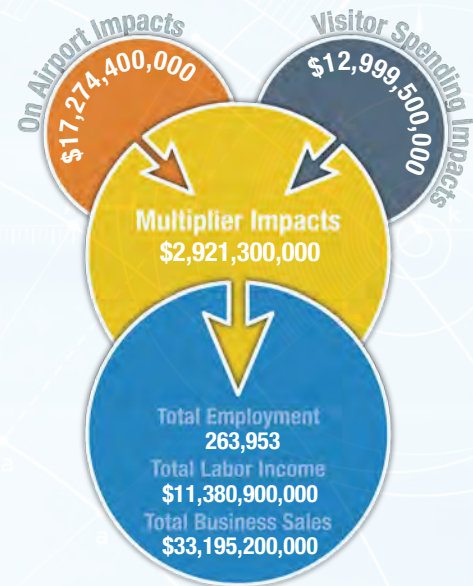
Current and Forecast Demand

According to Florida Aviation System Plan data, in 2014 there were 28 aircraft based at Miami International Airport. During the same time period, there were 381,609 commercial operations and 19,213 general aviation operations, resulting in 400,822 total operations. For the 12-month period ending on January 31, 2018, 87 percent of all operations were commercial, nine percent were air taxis, four percent were transient general aviation, and less than one percent were military. The current Airport Reference Code for Miami International Airport is D-V.



Economic Impact

Miami International Airport is located in Miami-Dade County, approximately five miles west of downtown Miami. The airport has four runways, with the longest runway measuring 13,016 feet, allowing it to accommodate a full range of commercial and general aviation aircraft. The airport is one of the busiest in the U.S. due to its proximity to tourist attractions and strategic location between North America, Latin America, and Europe. In 2017, over 44 million passengers traveled through the airport, making it the second busiest in Florida. The airport is a major gateway into the United States for international travelers and is responsible for 60 percent of all international visitors to Florida. The airport is also one of the largest in terms of cargo activity in the country, consistently moving more international freight than any other U.S. airport.



Other Airport Characteristics

As one of the country's leading aviation facilities, Miami International Airport is continuously undergoing capital improvement projects. Some of the recently completed projects include:

- Rental Car Center (2010)- A 3.4 million square foot facility combining all rental car agencies at the airport under one roof.
- MIA Mover (2011)- An elevated people mover that connects the airport terminals with the new RCC and MIC.
- North Terminal (2014)- Used by American Airlines as its Latin American and Caribbean hub, this 3.8 million square foot facility is capable of handling more than 300 flights per day.
- The Miami Intermodal Center (2015)- A massive multi-modal ground transportation hub connecting auto, rail, and bus traffic in one facility.
- 25th Street Viaduct (2016)- An elevated expressway over 25th Street designed to reduce auto congestion and expedite cargo leaving the airport via ground transportation.

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, and 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:

General Aviation Airport Role



Commercial Service Role



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