

# FLORIDA KEYS MARATHON AIRPORT

MARATHON  
GENERAL AVIATION AIRPORT



## AIRPORT LOCATION



The Florida Keys Marathon Airport is located approximately 100 miles southwest of Miami via US-1 in "The Heart of the Florida Keys", located within the City of Marathon in Monroe County.



## Existing Facilities

The Florida Keys Marathon Airport has one asphalt runway, Runway 07/25. Runway 07/25 has MIRL and is accompanied by a parallel taxiway, 50 feet in width with edge lights. The runway is 5,008 feet long and 100 feet wide; the longest public use runway in the Florida Keys. Runway 07 has PAPIs and REILs; Runway 25 has PAPI's. The airport has a single instrument approach (GPS or NDB).

Landside facilities include a 19,000 square foot air carrier terminal with two commuter gates. Both FBOs have general aviation terminal space totaling roughly 1,800 square feet and general aviation tie-down facilities for over 60 aircraft. There are 15 storage shades, 32 T-hangars, four maintenance hangars and a corporate hangar at the airport. Also, the Monroe County Sheriff's Office Aviation Division operates a Part 135 trauma helicopter, "Trauma Star", and the Monroe County Mosquito Control District operates two fixed-wing aircraft and four helicopters used in aerial spraying operations from the airport. Additional T-hangars and corporate hangars are planned in the future.

## Current and Forecast Demand

### GENERAL AVIATION

The Florida Keys Marathon Airport currently accommodates some air cargo and other general aviation activity. The airport has the facilities to support commercial airlines and increased levels of air cargo. Delta Airlines operated a regional jet at Marathon recently with limited service to Atlanta (ATL) from February 2007 to September 2007. The carrier reported 18,980 boardings to the airport manager during the period. Continental Connection operated by Cape Air will begin daily seasonal service at MTH to and from Southwest Florida International Airport (RSW), Fort Myers, FL from December 19, 2008 to April 27, 2009. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 is B-II, as recognized in an updated master plan. Of the 103 general aviation aircraft based at the airport, 44 percent are stored in T-hangars, 21 percent are stored in shades, and the remaining 35 percent are secured by tie-downs.

The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools. Historic and forecast FDOT aviation activity information on file for The Florida Keys Marathon Airport follows:

The Florida Keys Marathon Airport	2008	2013	2018	2028
Based Aircraft	103	107	111	120
General Aviation Operations	65,041	69,209	73,644	83,385
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, The Florida Keys Marathon Airport primarily focuses on serving the general aviation needs of transient passengers traveling to the Florida Keys. The purpose of visitors who travel to the Florida Keys is most commonly to vacation or participate in one of many

recreational activities this region offers. Airport management estimates that only 35 percent of total aircraft operations are business-related, and few of the based aircraft are owned solely by businesses. An estimated 75 percent of total annual operations are related to sport/recreation flying. Ninety percent of those operations are related to visiting aircraft, 2 percent are air taxi, 3 percent are flight training, and the remaining 5 percent are related to local businesses. Each of the 103 based planes is destination-related for recreational use, not business use. Business/corporate aircraft regularly fly in to drop off passengers for one or more days.

There are currently two flight schools at the airport, Collins Aviation and AirStar Executive Airways. There are two instructors employed by the flight schools and two based aircraft dedicated to flight training. There is a dependence of local businesses on the airport being that tourism is the primary industry in the Florida Keys. The use of the airport by business/corporate aircraft is ever increasing by executives for retreats and vacationing in the Keys. While the airport does not have any based military aircraft, the U.S. Coast Guard frequently fuels helicopters at the airport and other military aircraft sometimes use the facility for touch and go practice. There are also occasional low-flying military aircraft occupying the airspace around the airport.

The Florida Keys Marathon Airport plans to grow at a steady pace so that it can utilize its existing landside and airside capacity in the future. The airport expects to serve increased levels of business/corporate aircraft and more recreational aircraft; the airport's 32 new hangars exhibit the proactive general aviation growth strategy in Marathon. The two FBOs, Marathon General Aviation and Marathon Jet Center, market extensively to corporate aircraft because of the financial benefits these aircraft bring to the fixed based operator, thus corporate aircraft activity is likely to increase. In the next five years, the airport hopes to serve Gulfstream IVs on a more frequent basis. Within 10 years, the airport would like to serve aircraft the size of a regional jet on a more frequent basis. The Florida Keys Marathon Airport strives to reach its full potential as both a general aviation and Part 139 airport.

The airport's growth is somewhat restricted in that there are both business districts and residential areas surrounding the airport, along with roads, manmade retention ponds, and light industrial land. In addition to the aforementioned manmade factors, there will not be an ILS approach because surrounding growth limits the area necessary to provide the required safety areas. Several environmental factors also affect growth, including thick mangroves, hardwood hammocks and the landlocked nature of the airport. Financially, The Florida Keys Marathon Airport is self reliant.

Ideally, the airport would like to serve increased levels of business/corporate aircraft, air cargo, commercial airline operations, and increase air taxi operations, while continuing to increase its general aviation activity. With a proposed runway expansion the airport would also like to become a point of entry for international passengers and air cargo, serving the Bahamas and potentially the Cuban market.

## **OTHER AIRPORT CHARACTERISTICS**

The airport had its most recent master plan and airport layout plan completed in 1998, with another airport master plan update currently underway.

In 1998, taxiway lighting was installed and four shade hangars were torn down and rebuilt. In 2001, a new beacon was added to The Florida Keys Marathon Airport. In 2002-2003, construction was completed on 32 T-hangars and four more shade hangars were relocated. PAPIs were also installed in 2002. In 2003 a new hangar and ramp were constructed for the Monroe County Sheriff's Office Aviation Division and a landscaped service road was constructed on the south side of the airport. Following Hurricane Wilma, the passenger terminal was completely renovated. More recent construction includes a new dual purpose fire station to serve the airport and the surrounding community, an additional maintenance hangar and a new corporate hangar.

## CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport is located in a resort area, with some space for expansion. Limited commercial air service has resumed in the last few years. The airport currently provides seasonal Commercial Service (CS), Flight Training, Corporate Tourism (CA), Recreational/Sport, and Business/Recreational (sightseeing, real estate tours, coastal patrol/rescue) services. The airport plans to increase its commercial airline service, recreational, corporate, and charter operations. It is best suited for providing Tourism (CS), as it is the second runway to a single destination with that being the Florida Keys, Tourism (CA), Recreational/Sport, and Flight Training. Its ability to provide increased Corporate and Business/Recreational services is being explored.

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