

Miami-Opa Locka Executive



FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE

Airport: Miami-Opa Locka Executive
Airport (OPF)

City: Miami, Florida

County: Miami-Dade County

Owner: Miami-Dade County

Role: General Aviation Airport

Located in Miami-Dade County, approximately 10 miles northwest of the City of Miami, Opa-Locka Executive Airport serves a variety of general aviation activities. With its three runways, the longest of which is 8,002 feet, the airport can accommodate most business jets and general aviation aircraft. The airport's various fixed base operators (FBO's) are ideal for serving both local users as well as those visiting the area.



Existing Facilities

Facilities at the Miami-Opa Locka Executive Airport include three runways: runway 9L/27R, runway 12/30, and runway 9R/27L. Runway 9L/27R is asphalt and measures 8,002 feet by 150 feet. It is equipped with high intensity runway edge lights and visual approach slope indicators. Runway 12/30 is asphalt and measures 6,800 feet by 150 feet. It is equipped with high intensity runway edge lights and precision approach path indicators. Both runway 9L/27R and runway 12/30 utilize the ILS and RNAV GPS instrument approach procedures. Runway 9R/27L is asphalt and measures 4,309 feet by 100 feet. It utilizes medium intensity runway edge lights, precision approach path indicators, and visual approach slope indicators. All three runways are served by full-length paved parallel taxiways. Other facilities at the airport include three fixed base operator terminals (FBOs) and a 10,000 square foot administration building. The airport also has hangars and tiedowns for aircraft parking and 100LL fuel and JET-A fuel available. Air traffic is coordinated by the airport's FAA contract control tower, which is attended from 7:00am to 11:00pm daily.

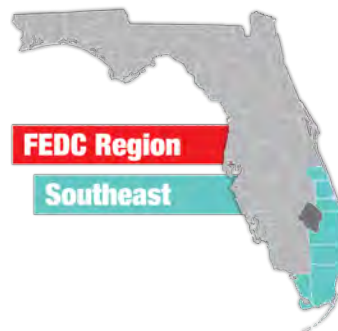
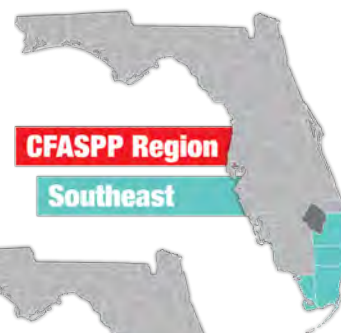
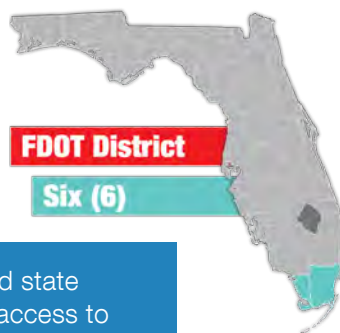
For more information, please visit OPF's website at:
<http://www.miami-airport.com/opalocka.asp>

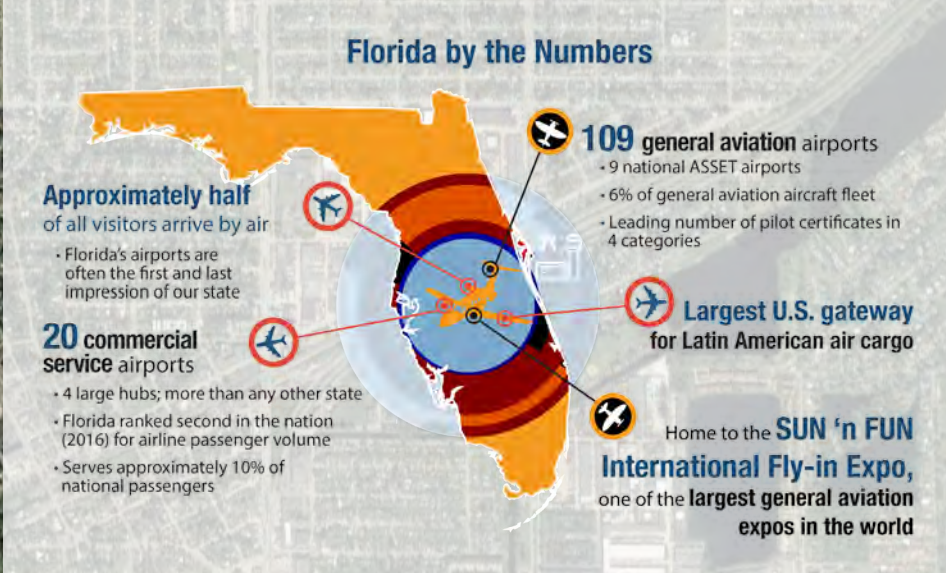


Airport Classification



National airports support the national and state systems by providing communities with access to national and international markets. There are 88 National Asset airports nationwide and 9 within Florida, including Miami-Opa Locka Executive Airport. More information can be found in the Federal Aviation Administration's ASSET Studies at https://www.faa.gov/airports/planning_capacity/ga_study/.



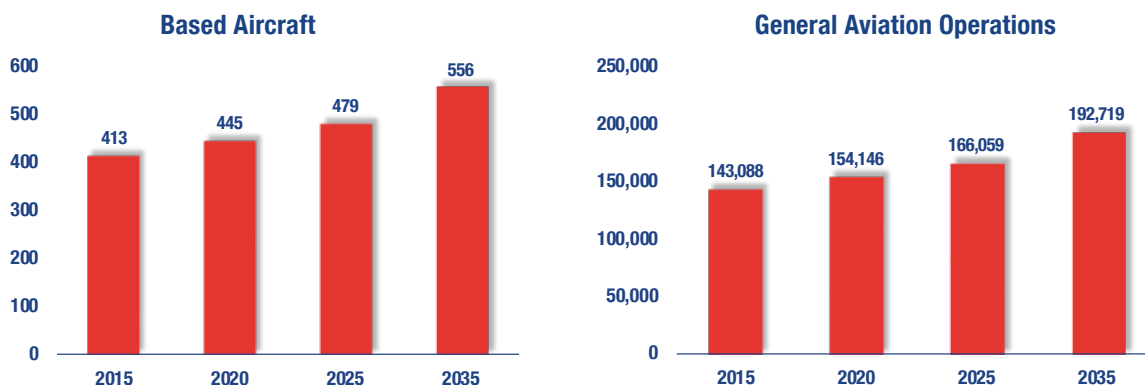


Miami-Opa Locka Executive Airport serves the GA needs of the region. The airport is designated as a reliever for the Miami International Airport and is conveniently located near the Hard Rock Stadium, Marlins Park, Downtown Miami, and Miami Beach. The majority of the airport's users are transient pilots who utilize the airport for its quick and easy access and no landing fees. For the 12-month period ending on May 24, 2017, approximately 55 percent of all operations were attributable to transient aviation while about 32 percent were due to local aviation. The main activity that occurs at the airport is business activity. Other uses of the airport include flight training, military operations, and air taxi activity. Air taxi operations make up approximately 6 percent of the airport's annual operations. The airport also has three flight schools with 20 based aircraft that serve the flight training needs of the community. The airport's tenants also have arrangements with Florida Memorial College, which offers flight instruction. The busiest U.S. Coast Guard Air/Sea Rescue Station is located at the airport and military operations make up approximately 6 percent of the airport's annual operations. There is some industrial park activity primarily to the south and west of the airport.



Current and Forecast Demand

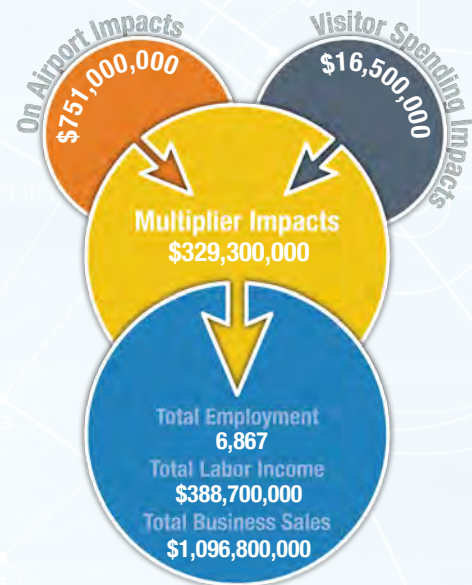
As of 2014, there were 287 based aircraft and 131,836 total operations at Miami-Opa Locka Executive Airport. Of the based aircraft, the majority are single-engine airplanes with the remaining being multi-engine airplanes, jet airplanes, helicopters, and military aircraft. Most of the based aircraft are tied-down at aprons with the rest split equally between conventional and T-hangars. There is an informal waiting list for aircraft storage space at the airport. Small single-engine aircraft up to air carrier size aircraft are accommodated by the airport. The current Airport Reference Code is D-III. Historic and forecast FDOT aviation activity information on file for Miami-Opa-Locka Executive Airport is as follows:



Economic Impact

Miami-Opa-Locka Executive Airport is located in Miami-Dade County, approximately 10 miles northwest of downtown Miami. The airport has three runways, with the longest runway measuring 8,002 feet. The airport serves a variety of general aviation activities and can accommodate most business jets.

The airport primarily supports business activities, flight training, and medical flights. The busiest U.S. Coast Guard Air/Sea Rescue Station is located at the airport, which also has multiple fixed-base operators (FBOs) that serve both local and transient users. Aircraft maintenance and repair services are also provided at the airport.



Other Airport Characteristics

Miami-Opa Locka Executive Airport serves GA business activity, flight training, air taxi uses, and military operations. The airport also occasionally accommodates medical flights for the community. There are aircraft maintenance and repair services provided as well at the airport.

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 Executive 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:

General Aviation Airport Role



Commercial Service Role



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