

31. Airports

A. Airports

Existing Conditions

1. Describe any existing airport operations within the project site which includes the following information:

- Airports classification;
- Size (square feet) of the existing terminal;
- Number of runways and length;
- Location and size of clear zones;
- Types of aircraft which presently use the facility;
- Location and size of fuel storage facilities;
- Type and annual tons of cargo;
- Number of annual enplaned passengers; and
- If available, historical trends of number of enplaned passengers for each five-year interval of past

It was agreed at the Pre-Application Conference held June 1st, 2007 that a response to this question is not necessary.

2. Provide a map showing the location of the present flight patterns, the existing aircraft noise contours (65, 70, and 75 Ldn), and the existing land uses within these contours.

It was agreed at the Pre-Application Conference held June 1st, 2007 that a response to this question is not necessary.

3. Describe the proposed airport facilities and services within the project site (e.g., new structures, runways).

It was agreed at the Pre-Application Conference held June 1st, 2007 that a response to this question is not necessary.

4. Provide projections for each five-year interval through the useful life of the project as follow:

- Airport classification;
- Size (square feet) of the proposed terminal;
- Number of runways and lengths;
- Size and location of clear zones;
- Type of aircraft that would use the facilities;
- Size and location of fuel storage facilities;
- Type and annual tons of cargo; and
- Annual number of enplaned passengers.

It was agreed at the Pre-Application Conference held June 1st, 2007 that a response to this question is not necessary.

B. Provide a copy of any proposed or approved Airport Layout Plan.

It was agree at the Pre-Application Conference held June 1st, 2007 that a response to this question is not necessary.

C. If FAA Authorization has been requested attach a copy of the application and FAA action if any.

It was agree at the Pre-Application Conference held June 1st, 2007 that a response to this question is not necessary.

D. Provide a map showing the locations of the projected flight patterns, the projected (through the useful life of the project) aircraft noise contours (65, 70 and 75Ldn), and the existing and future land uses within these contours. Indicate on this map the authorities and/or jurisdictions which exercise land development controls over land uses encompassed within all projected noise contours. Specify steps that will be taken to mitigate noise impacts exceeding 65+ Ldn in the surrounding community.

The southern portion of the Property between NW 156th Street and SW 154th Street is located within a restricted school zone as designated by the Opa-Locka Airport zoning requirements. As no schools are proposed within the Project, this airport zoning designation will not affect the development of the Project. **Exhibit 31.1 – Opa-Locka Executive Airport Height & Zoning Maps** shows the Project location, airport height contours and the current airport zoning, as well as, the proposed airport zoning.

E. Project subsidiary development on site, adjacent to the site, or on sites over which any airport agency or authority exercises land development controls. Include cargo authority handling facilities, warehouses, aircraft maintenance and overhaul facilities, industrial parks, etc.

It was agree at the Pre-Application Conference held June 1st, 2007 that a response to this question is not necessary.

F. Describe the existing and proposed ground passenger circulation system. What are the existing and proposed linkages to other transportation systems in the region? Specify extensions or improvements to those systems that will be required to serve the proposed facility. Identify what efforts will be made to promote public transit.

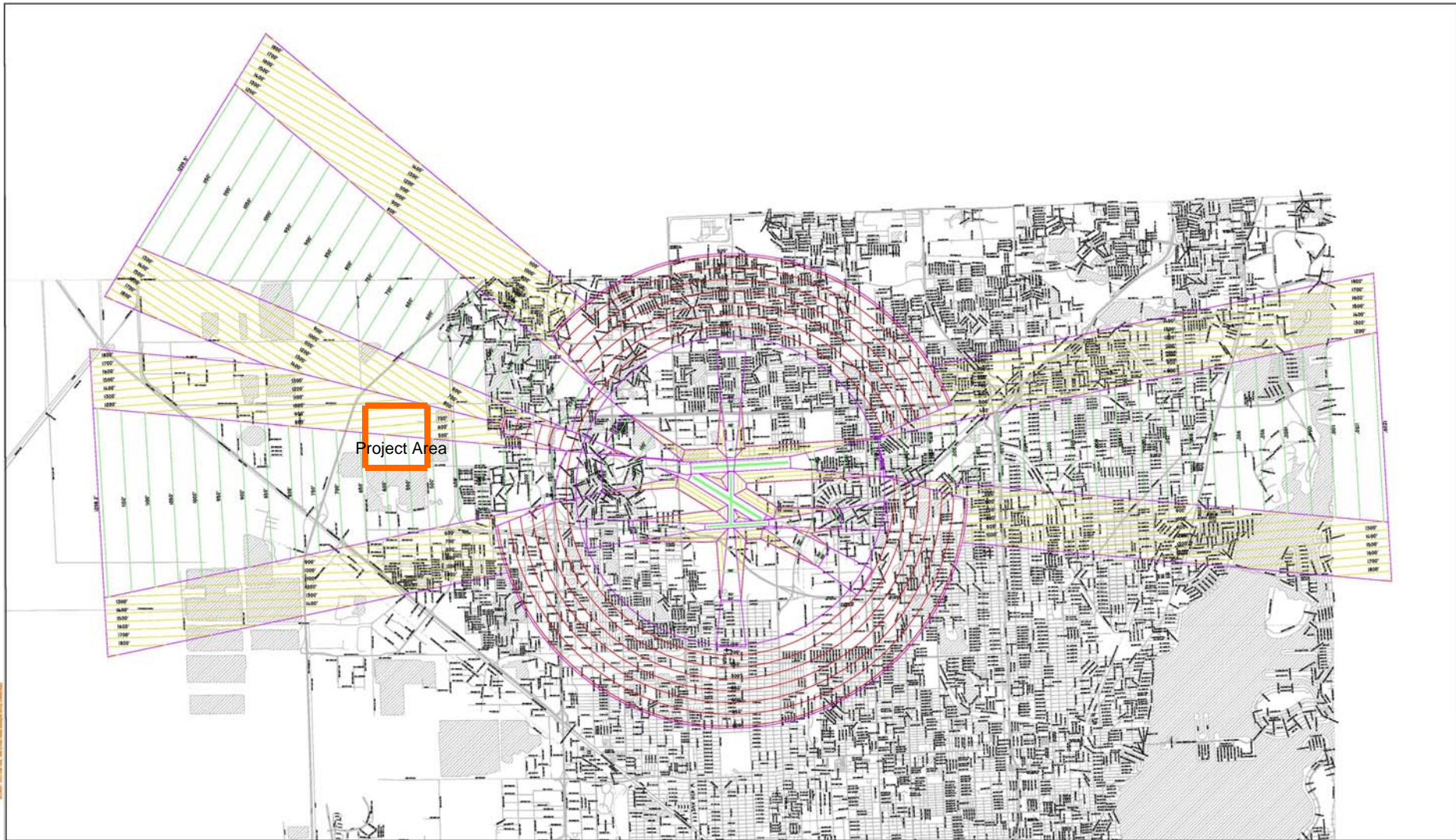
It was agree at the Pre-Application Conference held June 1st, 2007 that a response to this question is not necessary.

**Exhibit 31.1
Opa-Locka Executive Airport Maps**

**Figure 1
Height Zoning Map for Opa-Locka Executive Airport**

**Figure 2
Draft of Combined Land Use Zoning & Airspace Review Criteria**

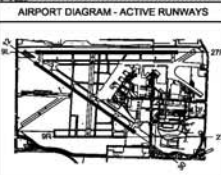
**Figure 3
Proposed Height Zoning Map for Opa-Locka Executive Airport**



NOTES:

Height Zoning Map for Opa-Locka Executive Airport and Surrounding Area

- Notes: 1. Protection of the Miami-Dade County height zoning surfaces in no way guarantees the outcome of an airspace evaluation conducted by the Federal Aviation Administration (FAA).
- 2. All height zoning contour elevations are depicted in units of feet above Mean Sea Level (MSL).





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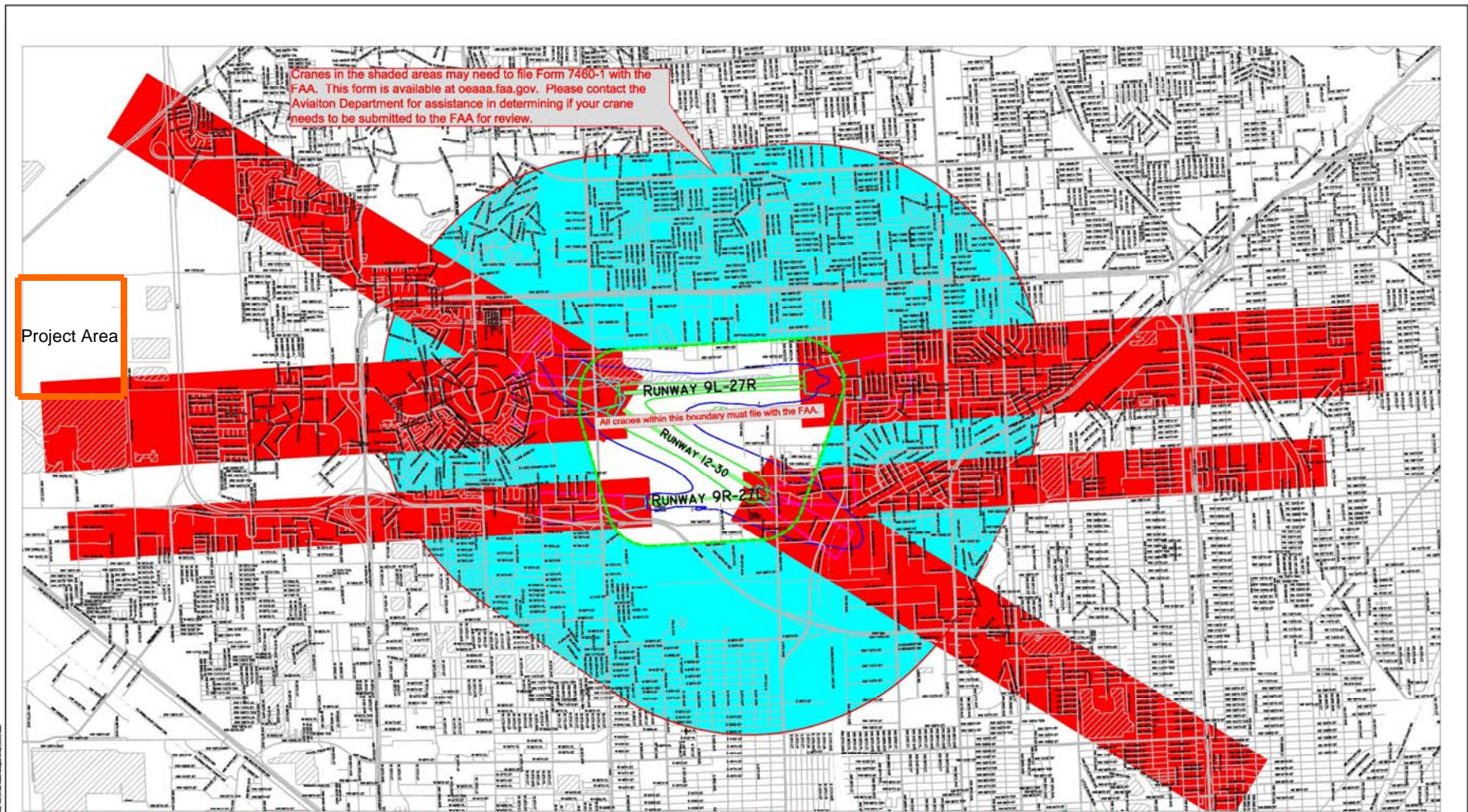
 SCALE IN FEET: 1 inch = 3500 ft.



 Aviation Planning Division

 May 11, 2007

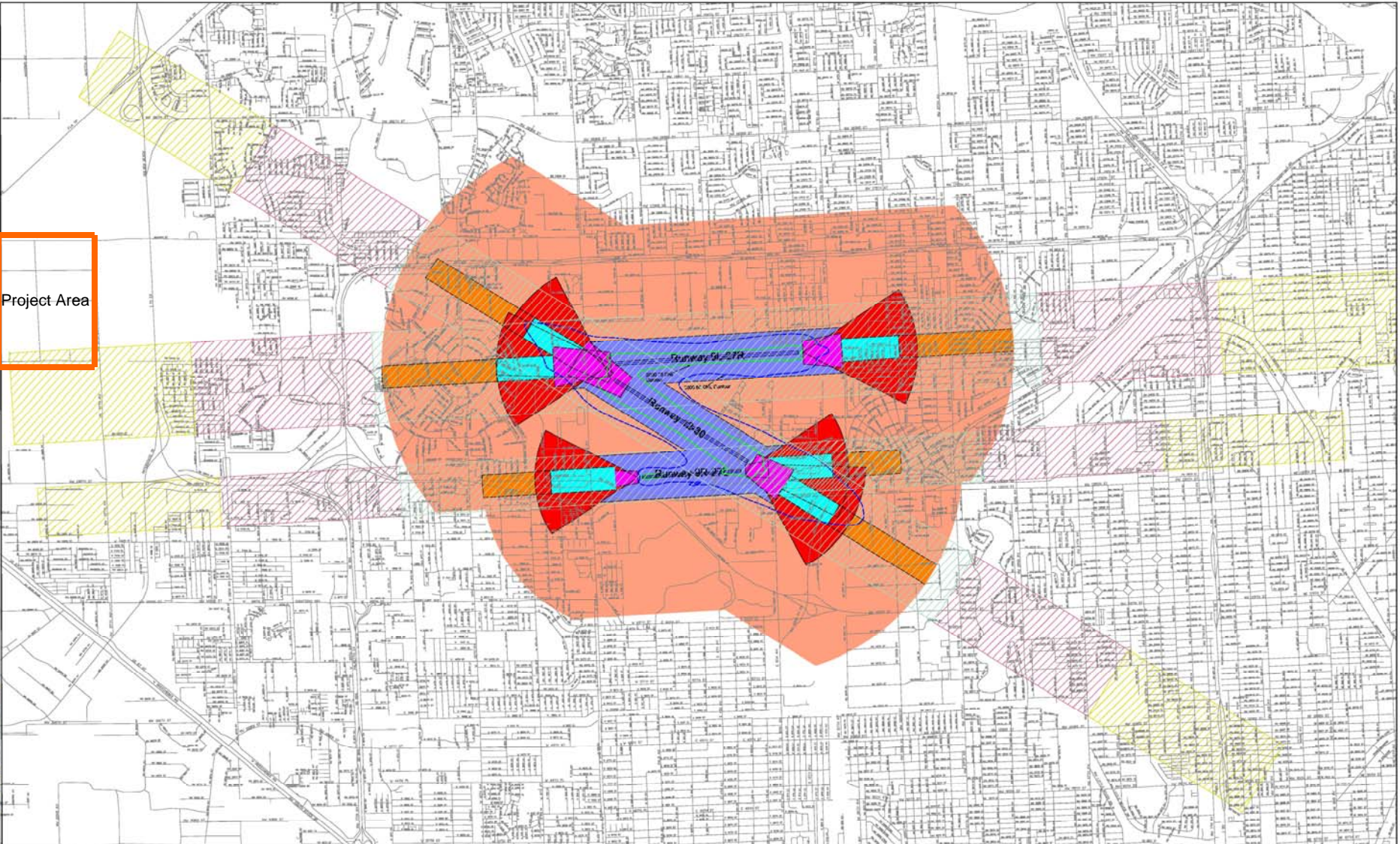
Figure 1



DRAFT of Combined Land Use Zoning and Airspace Review Criteria

<p style="text-align: center;">Aviation Planning Division</p>	<p>Land Use Zoning LEGEND:</p> <ul style="list-style-type: none"> ISZ Inner Safety Zone OSZ Outer Safety Zone 75 DNL Inner Land Use Zone (75 DNL Noise Contour) 65 DNL Outer Land Use Zone (65 DNL Noise Contour) NSZ No School Zone 	<p style="text-align: center;">— All Objects Review Boundary</p> <p>Within this boundary, MDAD reviews all applications, structures, and objects regardless of height</p> <p style="text-align: center;">— 35 ft AMSL Review Boundary</p> <p>Within the shaded region, MDAD reviews all applications, structures, and objects greater than or equal to 35 ft AMSL. Beyond this boundary, MDAD reviews applications, structures, and objects greater than or equal to 200 ft AMSL.</p>	<p>NOTES:</p> <ol style="list-style-type: none"> 1. Protection of the Miami-Dade County height zoning surfaces in no way guarantees the outcome of an airspace evaluation conducted by the Federal Aviation Administration (FAA). 2. AMSL = Above Mean Sea Level 3. Regardless of the Aviation Department's Review Criteria shown on this map, any crane or structure (permanent or temporary) that exceeds an imaginary surface extending outward and upward at a slope of 100 to 1 from the nearest point of the nearest runway at MIA or greater than 200 ft must file form 7460-1 with the FAA and receive a valid "determination of no hazard". Applications may be filed online at oaaaa.faa.gov. 	<p style="text-align: center;">AIRPORT DIAGRAM - ACTIVE RUNWAYS</p>	<p style="text-align: center;">N</p> <p style="text-align: center;">SCALE IN FEET 1 inch = 2,000 ft</p> <p style="text-align: center;">Airspace Review Criteria</p> <p style="text-align: center; font-size: 2em; font-weight: bold;">OPF</p> <p style="text-align: center; font-size: 0.8em;">March 21, 2007 1 of 1</p>
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Figure 2



Proposed Land Use Zoning Map for Opa-locka Executive Airport and Surrounding Area Based Upon FAA Criteria and Florida State Statute

NOTES:

LEGEND:

RPZ	Runway Protection Zone
ISZ	Inner Safety Zone
ITZ	Inner Turning Zone (60° sector)
OSZ	Outer Safety Zone
SSZ	Side Line Safety Zone
TPZ	Traffic Pattern Zone
NIZ	Noise Impact Zone (75 DNL Contour)
NMZ	Noise Mitigation Zone (65 DNL Contour)
2.0 MILES	Critical Area Approach Zone (CA-A)
1.5 MILES	Critical Area Approach Zone (CA-B)
1.5 MILES	Critical Area Approach Zone (CA-C)



SCALE IN FEET 1 inch = 1500 ft

MIAMI-DADE COUNTY
Aviation Planning Division
June 13, 2007

Figure 3