Memorandum

MIAMI-DADE COUNTY

Date: June 30, 2026

Agenda Item No. 2(B)(14)
November 17, 2026

To: Honorable Chairman Anthony Rodriguez
and Members, Board of County Commissioners

From: Daniella Levine Cava
Mayor

Subject: Feasibility of Creating a New Airport Capable of Accommodating Cargo, Commercial Passengers, and General Aviation Activities: First Status Report - Directive No. 260502

Executive Summary

At the March 3, 2026, meeting of the Board of County Commissioners (Board), Chairman Anthony Rodriguez introduced a motion (referred to hereinafter as the "Motion") that was subsequently approved by Board members. The Motion concerned a report entitled "Miami-Dade County- New Airport Study" (New Airport Study) that was prepared and placed on the agenda in accordance with Resolution No. R-1096-24. The Resolution directed the Miami-Dade Aviation Department (MDAD) to conduct a feasibility study on creating a new airport capable of supporting cargo, commercial passenger, and general aviation growth within the County.

Working in collaboration with Ricondo and Associates, Inc. (Ricondo), MDAD completed the New Airport Study and identified, based on criteria such as airspace compatibility, zoning and environmental factors, development constraints, accessibility, and proximity to population centers, three (3) locations suitable for additional consideration: Miami Executive Airport, Miami Homestead General Aviation Airport, and an undeveloped area situated between them. Additional locations may be considered as part of more advanced site selection studies.

Constrained by its limited timeframe and scope, the New Airport Study offered only a high-level, preliminary evaluation of the feasibility of developing a new County airport. To further advance this initiative, MDAD is commencing an Airport Feasibility Study to determine if a new airport or the conversion of an existing airport is warranted. Subsequently, a Site Selection Study will be conducted to evaluate and compare potential locations and identify the most suitable site for a new airport based on operational, environmental, economic, and community criteria. Given the complexity of the site selection process, which is projected to last at least five years, MDAD recommends establishing two committees: one focusing on policy and institutional guidance and another providing technical and subject-matter expertise. To date, MDAD has engaged with the Federal Aviation Administration (FAA) Airport District Office and the Florida Department of Transportation (FDOT) and notified the agencies of the County's intent to initiate both studies and pursue grant funding opportunities through both agencies. These efforts remain ongoing, and subsequent updates will be transmitted to the Board for their review in accordance with the requirements of the Motion.

The Motion

The Motion directed the Mayor or the Mayor's designee to implement all actions outlined in Section 13 of the New Airport Study, Conclusion and Next Steps, as further detailed below. It also requires the identification of proposed funding sources for the new airport and mandates that a status report be prepared and placed on a Board agenda within 90 days of the Motion's approval and at 90-day intervals thereafter, without committee review. Section 13 of the New Airport Study summarizes the criteria

used to select the three candidate sites, the challenges and economic implications associated with each, and presents the recommended next steps for continued analysis and decision-making.

1. Update the County's system plan and initiate a preliminary environmental and site selection study to refine the site selection.
2. Prepare a new airport master plan and airspace study in collaboration with the FAA.
3. Engage local governments, community organizations, airlines, and environmental groups to secure support.

First Status Report

MDAD has prepared this First Status Report in response to the Motion, summarizing the New Airport Study, actions completed to date, and recommendations to advance the Board's directive. The New Airport Study provides the foundation for all subsequent planning by outlining the need for additional technical analysis, multi-year planning, and careful consideration of land acquisition, environmental constraints, aviation demand forecasts, and community needs. Its preliminary, high-level findings, developed under a compressed schedule and limited scope, underscore the need to advance a comprehensive Airport Feasibility Study and a Site Selection Study with the Board's endorsement.

A. New Airport Summary – Preliminary Site Screening

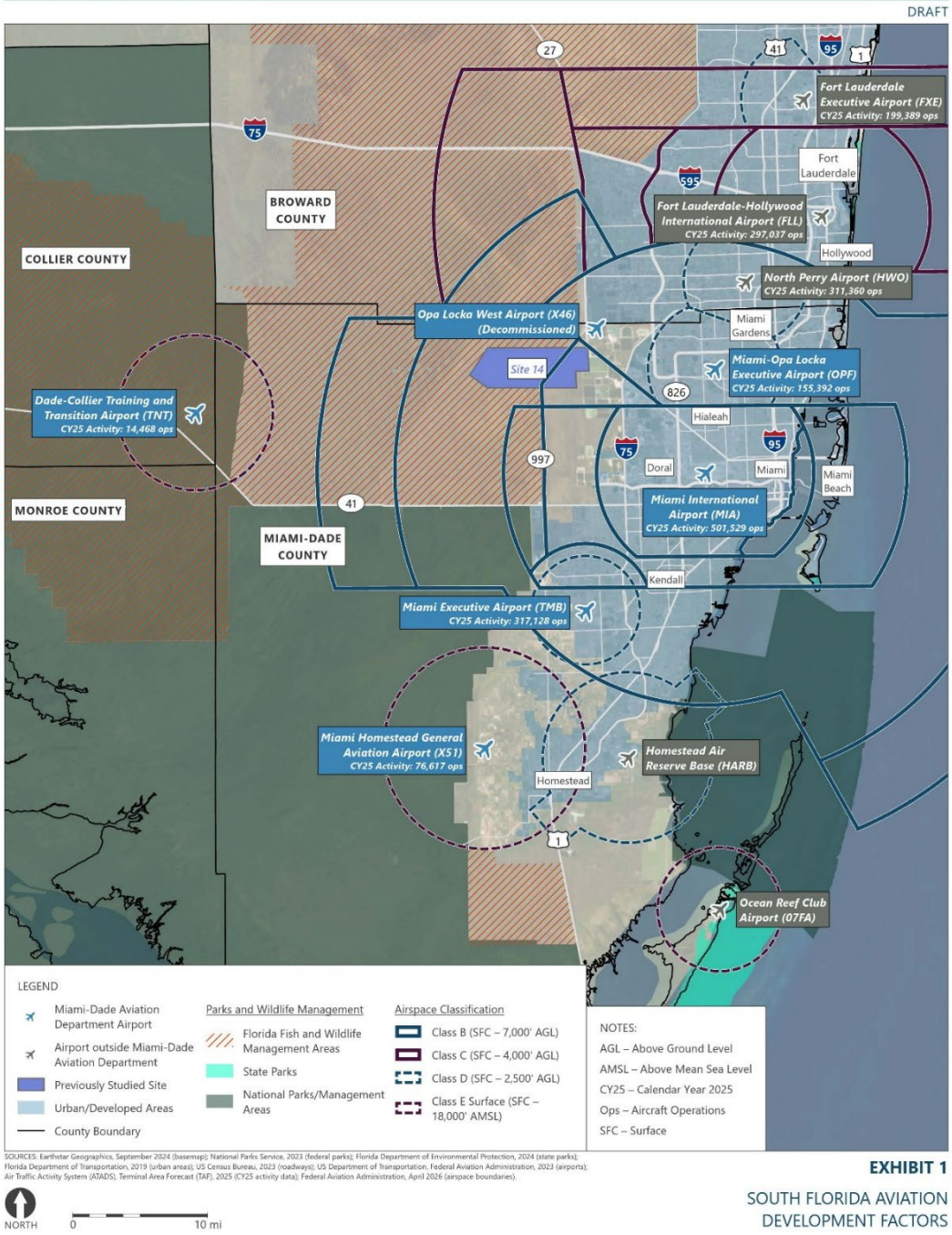
Of the eight candidate sites initially screened, only three, one of which was designated as a new airport development area, were identified for further consideration and as capable of potentially supporting a new commercial service airport were recommended for continued analysis as part of the next phase of the County's airport planning process.

1. Miami Executive Airport (TMB)
2. Miami Homestead General Aviation Airport (X51)
3. New Airport Development Area

TMB and X51 are existing County-owned General Aviation (GA) airports. Both sites face significant operational and physical constraints and would require varying levels of land acquisition to serve as a viable replacement for Miami International Airport (MIA). The New Airport Development Area, potentially located in an area between the two airports, would involve constructing an entirely new facility. This option would also require the acquisition of available land by the County, necessitating a substantial land-acquisition effort.

On the next page, Exhibit 1 reflects the South Florida aviation system along with development factors that illustrate the non-feasibility of sites north of MIA, which were not recommended in the New Airport Study. The airspace north of MIA handles roughly twice as many aircraft operations as the airspace to the south, resulting in significantly higher congestion. In addition, several developmental constraints, particularly environmental limitations and airspace saturation, further restrict opportunities for new airport development north of MIA. In contrast, areas south of MIA experience fewer environmental and airspace constraints, making them more favorable for potential aviation expansion. Airspace compatibility for any future airport is a critical consideration and must be closely coordinated with the FAA.

Exhibit 1 South Florida Aviation System



B. Airport Feasibility Study and Site Selection Study

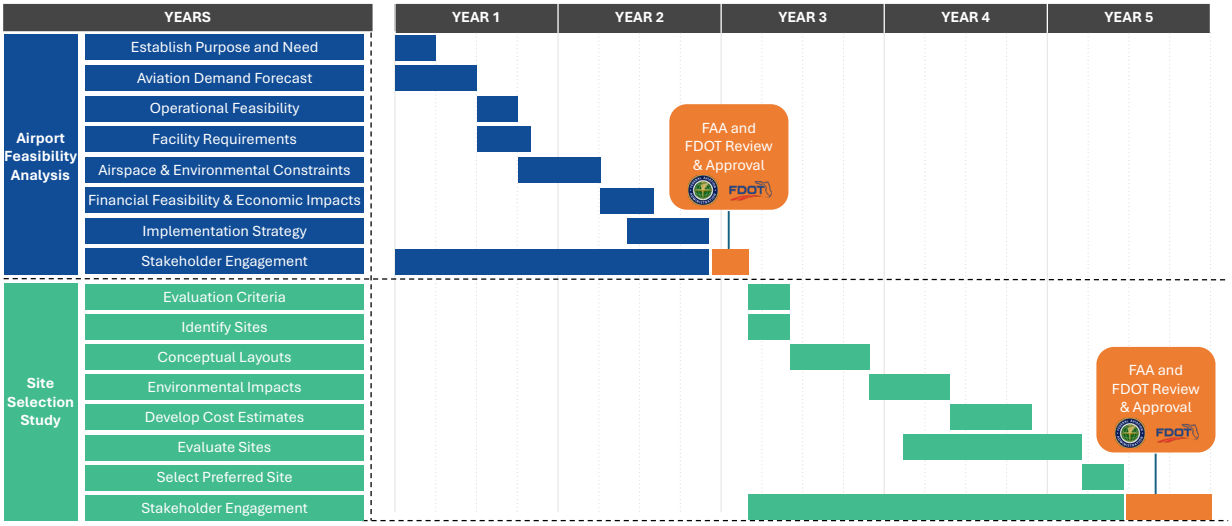
To adequately respond to the requirements of the Motion and advance the recommended next steps, the County must conduct additional analysis to justify the development of a new airport and to narrow the three candidate sites to a single location. Pursuing full development planning for all three preliminary sites simultaneously would not be cost-effective or time-efficient. Instead, a focused and sequential evaluation is necessary to determine which site best meets the County's long-term aviation, environmental, operational, and community needs. Accordingly, an Airport Feasibility Study and a Site Selection Study will be undertaken. These studies will establish detailed evaluation criteria,

apply those criteria consistently across all sites, and ultimately reduce the three locations to a single preferred site for future airport development.

The FAA estimates that the overall timeline for completing both studies is approximately five years, with the option to combine them into a single, integrated process. For reference, comparable studies at other airports have spanned roughly between 3 to 5 years, influenced by the complexity of the effort, the degree of required coordination, regulatory feedback, and overall airport size. Illustrative examples of these studies appear on Page 6 of this memorandum.

The estimated timeline duration is driven by the steps identified below in Exhibit 2 as part of both planning studies. The Airport Feasibility Study runs from Year 1 through Year 3, covering the purpose and need, aviation demand forecasting, operational and financial feasibility, airspace and environmental constraints, and implementation strategy, with stakeholder engagement sustained throughout. The Site Selection Study follows from Year 3 through Year 5, advancing from evaluation criteria and site identification into conceptual layouts, environmental impacts, cost estimates, and final site selection. Both studies conclude with FAA and FDOT review and approval. This high-level estimated timeline is intended to frame the overall planning horizon; the detailed sequencing, durations, and dependencies, including FAA input that could extend individual tasks' duration.

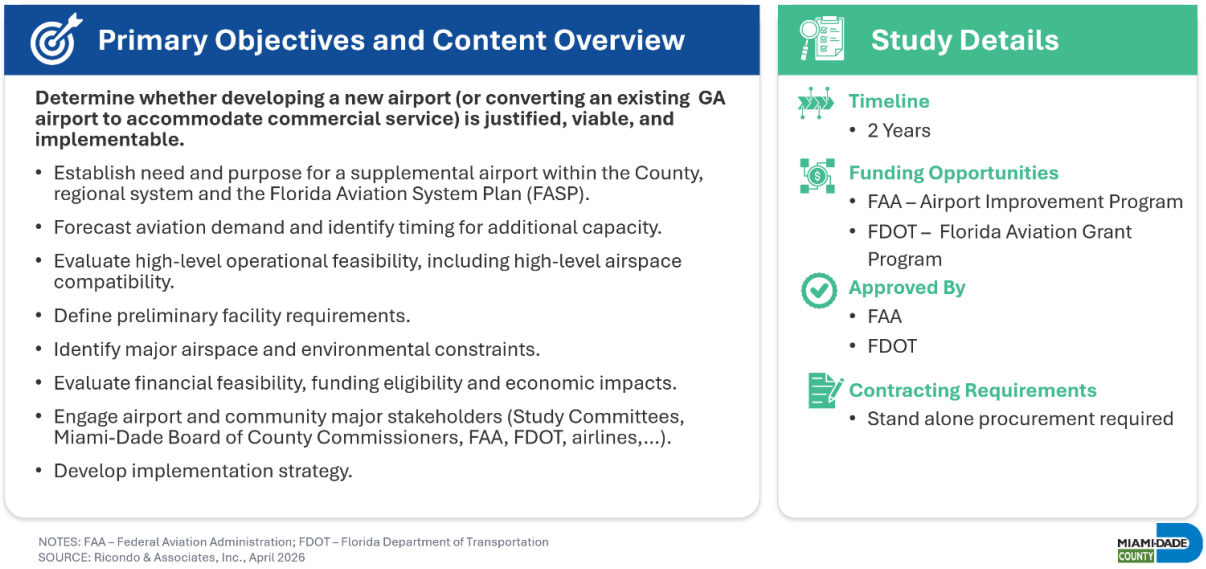
Exhibit 2 Estimated Timeline



NOTES: FAA – Federal Aviation Administration; FDOT – Florida Department of Transportation
1 Input from the FAA will be required at various steps of the process which could extend the duration of certain tasks.
SOURCE: Ricondo & Associates, Inc., April 2026

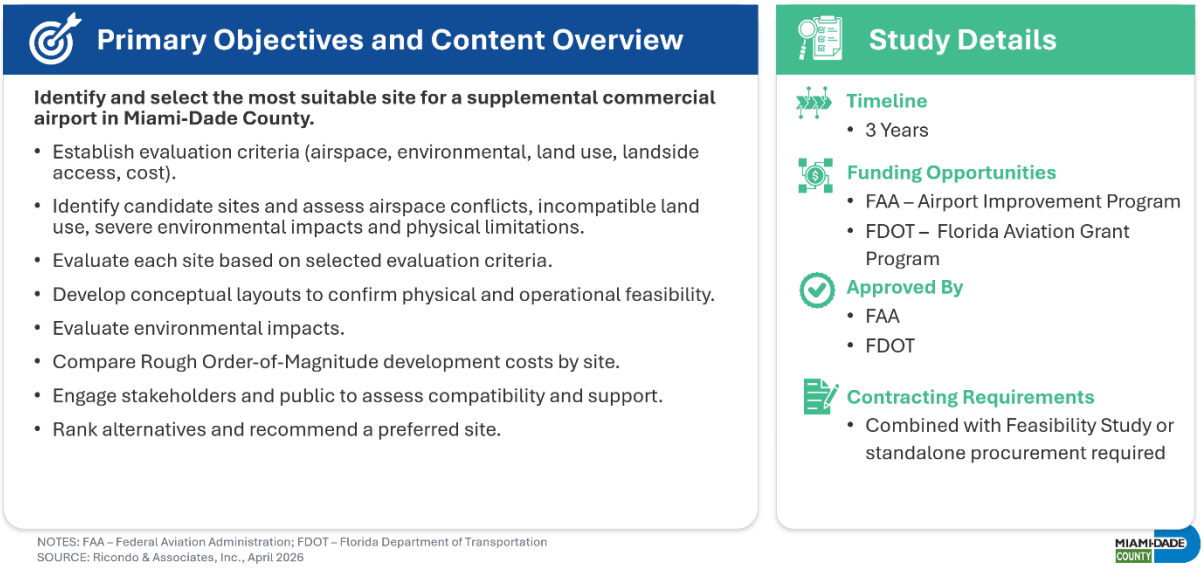
The Airport Feasibility Study defines the airports' role within the County, regional system, Florida Aviation System Plan, National Airspace System, forecasts demand, evaluates operational feasibility, airspace feasibility, facility needs, and key constraints. It also analyzes financial viability, funding eligibility, economic impacts, incorporates stakeholder input, and outlines an implementation strategy. As shown below in Exhibit 3, the study process is expected to take approximately two years. Funding may be provided through the FAA's Airport Improvement Program and the FDOT's Florida Aviation Grant Program. Both agencies are required to approve the study.

Exhibit 3 Airport Feasibility Study



The Site Selection Study process depicted in Exhibit 4 on the next page, focuses on identifying and selecting the most suitable site for a supplemental commercial airport in the County by establishing evaluation criteria such as airspace, environmental, land use, access, and cost factors. The study involves assessing candidate sites for conflicts and constraints, evaluating each site against defined criteria, developing conceptual layouts, analyzing environmental impacts, and high-level development costs. The process also includes stakeholders and public engagement to gauge compatibility and support, ultimately leading to a ranked set of alternatives and a recommended preferred site. The study process is expected to take approximately three years. Funding may be provided through the FAA's Airport Improvement Program and the FDOT's Florida Aviation Grant Program. Both agencies are required to approve the study. The Site Selection Study can be conducted either alongside the Airport Feasibility Study or as a standalone effort.

Exhibit 4 Site Selection Study



Although a five-year timeframe for completing both studies may appear lengthy, it is in fact relatively short given the complexity of the undertaking. The process must address extensive federal and state review requirements, coordination with state and local legislatures, and compliance with grant-funding obligations, in addition to environmental reviews, airspace analyses, land-use compatibility assessments, infrastructure evaluations, and community-impact studies. Each of these components requires substantial data collection, technical modeling, and sustained stakeholder engagement. These factors, along with required review timelines, make a multi-year process essential.

Other major U.S. regions have undergone similarly long or longer airport planning and site-selection processes, demonstrating that extended timelines are standard for projects of this scale:

- South Suburban Airport, Illinois (Commercial Airport) - After an airport capacity study concluded neither O'Hare nor Midway could meet Chicago's long term aviation demand, a four-year study process selected a preferred site for a future airport.
- Southern Nevada Supplemental Airport (Commercial Airport) - Upon completion of a land transfer, a three-year process resulted in the site selection for a supplemental airport needed for the greater Las Vegas area.
- Camden County, Georgia (General Aviation Airport) - After identifying the existing airport as a security risk, a Feasibility and Site Selection Study was initiated and took four years to complete.

These examples demonstrate that a multi-year site-selection process is not only typical but essential to ensure regulatory compliance, technical rigor, and community alignment for a project of this magnitude.

C. Advisory Committees

As part of the overall effort, MDAD will establish two advisory committees to ensure comprehensive coordination and effective delivery of the Airport Feasibility Study and Site Selection Study: a policy and institutional insight committee, the New Airport Policy & Institutional Advisory Committee, and

a technical committee, the New Airport Technical Advisory Committee, both of which will provide invaluable insight and serve as forums to share knowledge, prioritize community needs, and streamline review processes. Formation of these committees may occur either prior to or in parallel with the studies.

The New Airport Policy & Institutional Advisory Committee, composed of industry representatives, business leaders, and community stakeholders, will serve as the primary body providing policy direction, institutional insight, and strategic guidance throughout the decision-making process. The New Airport Technical Advisory Committee, composed of regulatory agencies, aviation authorities, and subject-matter experts will serve as the primary body conducting detailed analyses, environmental evaluations, airspace studies, and infrastructure assessments. Together, these two bodies create a balanced governance framework, one offering high-level policy oversight and the other delivering rigorous technical review, ensuring that the site-selection process is both analytically sound and institutionally accountable.

Membership of the New Airport Policy & Institutional Advisory Committee will include representatives that bring broad policy insight, institutional experience, and community perspective to the site selection process. Membership may include the following and may be expanded as studies progress.

- County Commission Districts 7,8,9, and 11
- Neighboring Municipal City Officials
- Greater Miami Conventions and Visitors Bureau
- Greater Miami and the Beaches Hotel Association
- Miami-Dade Chamber of Commerce
- Greater Miami Chamber of Commerce
- Miami-Dade Beacon Council
- Miami Airport Affairs Committee (MAAC) representing airlines and airport users
- Airline Management Council (AMC) representing airlines and airport users
- Local aviation businesses and airport users not represented by MAAC and AMC

Membership of the New Airport Technical Advisory Committee will include representatives with the specialized expertise necessary to carry out the full suite of analytical, regulatory, and technical tasks required to evaluate potential airport sites. Membership may include the following and may be expanded as studies progress.

- Miami-Dade Department of Regulatory & Economic Resources
- Miami-Dade Department of Transportation and Public Works
- Miami-Dade Department of Transportation Planning Organization
- Miami-Dade Department of Environmental Resources Management
- Florida Department of Transportation
- Federal Aviation Administration
- U.S. Customs and Border Protection

- U.S. Department of the Interior
- U.S. Department of War – U.S. Air Force
- U.S. Environmental Protection Agency

Next Steps

MDAD has taken the initiative in advancing the Airport Feasibility Study and the Site Selection Study by contacting both the FAA Airport District Office and FDOT's Modal Development Office to convene a preliminary meeting to discuss the path forward. MDAD is currently awaiting feedback from both agencies. During this initial meeting, MDAD anticipates reviewing the findings of the New Airport Study to outline future planning needs and evaluate the availability of grant funding to support this effort.

While awaiting feedback from the FAA and FDOT, MDAD is proactively and concurrently developing the scope of work and procurement process necessary to select a qualified consultant to support and guide this effort. MDAD will continue to coordinate with both agencies to evaluate potential funding opportunities for the Airport Feasibility Study and the Site Selection Study, which may be conducted as separate phases, combined into a single effort, or carried out concurrently. The New Airport Policy & Institutional Advisory Committee and the New Airport Technical Advisory Committee will provide oversight for both studies, ensuring a transparent and methodical evaluation of candidate sites and incorporating input from Board members and the County Mayor regarding membership structure, qualifications, and responsibilities. This governance framework will reinforce the integrity and credibility of the final site selection.

Should you require additional information, please contact Aviation Director Ralph Cutié at 305-876-7066.

cc: Geri Bonzon-Keenan, County Attorney
Jess McCarty, First Assistant County Attorney
Office of the Mayor Senior Staff
Christina Cicilia, Director, Office of Policy and Budgetary Affairs
Ralph Cutié, Director, Miami-Dade Aviation Department
Basia Pruna, Director, Clerk of the Board
Adeyinka Majekodunmi, Commission Auditor
Eugene Love, Agenda Coordinator