

Miami International Airport

IATA/ICAO CODE: MIA/KMIA
 CITY: Miami
 STATE: FL
 COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 3/2011

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ELEVATION: 10 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
9/27	13016	9/11,397 27/12,247	-	150
12/30	9355	30/8,579	-	150
8L/26R	8600	-	-	150
8R/26L	10506	-	-	200

[Check FAA Airport Diagrams for current information.](#)

NOISE ABATEMENT PROCEDURES

Miami-Dade Aviation Department (MDAD) in conjunction with the Federal Aviation Administration (FAA) has implemented Noise Abatement air traffic measures at Miami International Airport (MIA) as described in the Airport Noise Mitigation plan dated May 25, 2006 to reduce aircraft noise that impacts communities located around the airport. These noise abatement measures are the result of recommendations of a community based committee, MDAD and consultants to address noise associated concerns with operations at Miami International Airport. Miami Air Traffic Control Tower (ATCT), along with MDAD through interaction with the community has and will continue to be proactive in addressing concerns of the neighbors surrounding the Miami International Airport and its users. Please be advice effective February 15, 2007 that turbojet aircraft departing Miami

International Airport will be assigned the following for Noise Abatement:

Departures:

0601-2259 Local EAST		
Jets	Northbound	Heading 090
	Southbound	Heading 120
WEST		
Jets	Runways 27,26R, 26L	Heading 270
	Runway 30	Heading 305
2300-0600 Local EAST All Runways Except 8L		
Jets	Northbound	POTTR3 SID
	Southbound	SOUBY4 DIS
	Runway 8L	Headings assigned by ATC
WEST		
Jets	Runway 26R, 26L	Heading 265
	Runway 27	Heading 270
	Runway 30	Heading 265

Under the "Airport Good Neighbor Policy", large transport aircraft are to continue to maintain runway headings until reaching Biscayne Bay or the Florida's Turnpike Expressway. During easterly air traffic flow at MIA, the heading to the western shore of Biscayne Bay and for north/northwest and southbound traffic to remain over the center of the bay as practicable. During westerly air traffic flows at MIA, the intent of these procedures is to maintain initial departure headings until beyond the Florida Turnpike.

Arrivals:

Miami approach control normally vectors large aircraft onto a minimum 5 nautical mile final approach to minimize overflights of residential areas and permit a stabilized low thrust final approach to landing. Also ATC usually limits aircraft descents to above 3,000 ft MSL until flight is 10 miles from the landing runway end.

Specifically, it is requested that visual approaches towards the east, turn onto a straight in final west of the Florida Turnpike. It is similarly requested that visual approaches from the east turn onto a straight-in final prior to crossing Miami Beach.

It is also requested that pilots avoid premature deployment of flaps and gear the initial stages of the approach & a **Constant Decent Approach (CDA) is utilized.**

CONTINUOUS DESCENT ARRIVAL (CDA)

See Arrivals under noise abatement procedures.

AIRPORT CURFEWS - [NONE](#)

Runway Closures– Runway 12/30 closed for Noise Abatement between 2200L and 0700L,

Runway 8L/26R closed for Noise Abatement between 2200L and 0700L

PREFERENTIAL RUNWAYS

- Runway 8L/26R has been designated as the preferred runway for air carrier aircraft arriving on the north side of MIA from 0700 to 2300.
- Most air carrier departures will be maintained on Runway 8R/26L. Aircraft departing from the north side of MIA's passenger terminal are encouraged to use 8R/26L and not 8L/26R.
- In the event that runway other than 8R/26L or 9/27 is needed between 2200 and 0700, runway 12/30 will be opened.
- Runway 8L/26R will only be used between 2200 and 0700 if two of the four existing runways at MIA are unusable.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Engine run-ups are permitted between the hours of 0800L and 2000L, Monday through Friday and from 1100L to 1800L Saturday and Sunday unless a specific exemption has been approved by Miami-Dade Aviation Department Noise Abatement Division. Idle Thrust/Run-ups (defined as no advancement of engine throttles) will be performed only in designated areas and will not exceed five minutes allowing only one engine at a time.

Exemptions will be granted to the following:

Weekdays (Monday through Friday) operators with scheduled departure prior to 0700L, or weekends (Saturday and Sunday) 1100L without the possibility for run-ups prior to or after the prohibited nighttime run-up period.

All aircraft engine run-ups during the prohibited periods must be approved by Miami-Dade Aviation Department Airside Operations Gate Control Office (305) 877-7333 or Airport Frequency Miami Gates 130.50. Prior to approval, the aircraft operator must provide the airline name, aircraft registration, aircraft type, the mechanical reason for the run-up, scheduled departure time, departure flight number, expected duration of run-up and the name and phone number of the requesting individual.

All aircraft run-ups during the prohibited run-up period must be conducted at the Miami Dade Aviation Department midfield blast fence, located east of Building 2200 (Cargo City). Alternate locations will be approved only if the Miami-Dade Aviation Department midfield facility is out of service and limited to fifteen minutes. During this fifteen minute run-up period, maximum power shall be limited only to one minute.

All run-ups are prohibited at other sites, with the exception of the run-up pads of any runway if the aircraft is departing and has the approval of the FAA Air Traffic Control Tower.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation		

(Residences and Public Buildings)	-	None
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	None
Avigation Easements	-	None at this time
Zoning Laws	3/2005	Zoning Information
Real Estate/Property Disclosure Laws	-	None at this time
Acquire Land for Noise Compatibility to date	-	No
SQ MI within each noise contour level relative to aircraft operations	2009	65-70 DNL – 5.83 SQ. Miles. 70-75 DNL – 2.20 SQ. Miles. 75+ DNL – 1.67 SQ Miles.
Airport Noise Contour Overlay Maps	2009	2009 Noise Contours
Total Cost of Noise Mitigation Programs to Date	1996 To Present	Airport Funding
Source of Noise Mitigation Program Funding for Aircraft Noise	1996 To Present	Airport Funding

NOISE MONITORING SYSTEM

Airport Noise Operations Monitoring System (ANOMS 8)

21 NMTs installed.

The map below shows all 21 noise monitors for KMIA.

[Map of Noise Monitoring System](#)

FLIGHT TRACK MONITORING SYSTEM

Yes – ANOMS 8

NOISE LEVEL LIMITS - NONE

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - NONE