

State of Florida Department of Transportation
Aviation Office

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<http://www.florida-aviation-database.com>

Airport Inspection Record

7/13/2026

Facility Name:	Miami International Airport		Inspection Date:	4/17/2026	
Facility Type:	Airport		Status:	Active	
Inspection Date:	4/17/2026		Inspector:	FAA Southern Region - Favors	
Location ID:	MIA	FAA Site No.:	03333.*A	FDOT District:	6
8.00 Miles NW of Miami				County:	Miami-Dade
ARP Latitude:	25° 47' 43.3000	Source:	Estimated	Ownership:	Public
ARP Longitude:	80° 17' 24.4170			Use:	Public
Elevation:	9.3	Source:	Surveyed	Sectional Chart:	MIAMI

Note: Primary contact shows below with a background.

Facility Owner:	Miami-Dade County		Facility Physical Address		
Address:	Miami-Dade Aviation Department PO Box 025504		Address:	2100 NW 42nd Av	
City:	Miami	State:	FL	ZIP:	33102-5504
Phone:	(305) 876-7484	Fax:		City:	Miami
Email:				State:	FL
				ZIP:	33142
				Phone:	(305) 876-7077
Owner Representative:	Ralph Cutie		Facility Manager:	Ana Finol	
Address:	Miami International Airport Bldg 3030, 3rd Floor		Address:	PO Box 025504	
City:	Miami	State:	FL	ZIP:	33152
Phone:	(305) 876-0830			City:	Miami
Email:	rcutie1@miami-airport.com			State:	FL
				ZIP:	33102-5504
				Phone:	(305) 876-8310
				Email:	afinol@flyMIA.com

Acreeage:	3,300	Residential Airpark:	No	Beacon:	C-G
Section:	25	Township:	53S	Wind Indicator:	Yes
Lighting Schedule:	Sunset to Sunrise	Range:	40E	Lighted:	Yes
Attendance Schedule:	Month/Day/Hour			Notes:	
	ALL / ALL / ALL			Segmented Circle:	No
				Lighted:	No
				Facility Website:	https://www.miami-airport.com/
					Ask in any new facility aerals/photos are available

Based Aircraft					
Year:	2010	Single Engine:		Jet Engine:	15
Source:	NFDC 5010	Multi Engine:	13	Glider:	
		Helicopter:		Military:	
Total Based Aircraft:				Ultralight:	
				Seaplane:	

Annual Operations					
Year:	2011	Air Carrier:	309,681	Air Taxi:	50,412
End Date:	01/31/2011	Commuter:		GA Local:	64
Total Annual Operations:				GA Itinerant:	18,084

FAR 139 Certificated Class

FAA NavCom					
FSS ID:	☒ MIA	Clearance Delivery:	☒ 135.350		
FSS on Airport:	☒ No	Ground Control:	☒ 121.800		127.500
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☒ 126.850		123.900
VorTac:	☒ DHP	Approach Control:	☒ 124.850		120.500
AWOS/ASOS:	☒ 119.150	Unicom:	☒ 123.000		
Instrument Approach:	☒ ILS, LOC/DME, LOC, LPV, LNAV/VNAV, LNAV, RNP	ATIS:	☒ 119.150		133.675
		CTAF:	☐		

Facility Name: Miami International Airport

Facility Type: Airport

Status: Active

Inspection Date: 4/17/2026

Inspector: FAA Southern Region - Favors

Services

Fuel:

A	☒
A1	☐
A1+	☐
B	☐
B+	☐
Diesel	☒
E85	☐
G100UL	☐
Mogas	☐
SAF	☐
UL102	☐
80	☐
85UL	☐
87	☐
91/96	☐
91/96UL	☐
100	☒
100LL	☒
100VLL	☐
115	☐

Bottle Oxygen:

High	☒
Low	☒

Bulk Oxygen:

High	☒
Low	☒

Transient Storage:

Buoy	☐
Hangar	☒
Tie Downs	☒

Airframe:

Major	☒
Minor	☒

Power Plant:

Major	☒
Minor	☒

Other Services:

Aerial Surveying	☐
Air Ambulance	☐
Air Freight	☒
Aircraft Rental	☐
Aircraft Sales	☐
Avionics	☒
Beaching Gear	☐
Car Rental	☒
Cargo	☒
Courtesy Car	☐
Charter	☒
Crop Dusting	☐
Glider	☐
Glider Towing	☐
Instruction	☐
Internet	☒
Lodging	☒
Parachute Jumping Area	☐
Restaurant	☒
Restrooms	☒
Taxi	☒
Telephone	☒

Aircraft Charging Stations:

Electric Charging Stations	☐
Hydrogen Charging Stations	☐
Battery Charging Stations	☐
Solar Charging Stations	☐
Auto Charging Stations	☒

Aircraft Electric Charging Power Rating:

Alternating Current	☐
Direct Current	☐

Aircraft Electric Charging Station Plug Type

AC - J1772	☐
AC - Mennekes	☐
DC - GB/T	☐
DC - CCS Type1	☐
DC - CCS Type2	☐
DC - MCS	☐
DC - CHAdeMO	☐
Other	☐

Support Infrastructure:

Passenger Waiting Facility	☒
Aircraft Tug Station	☒
Deicing Equipment	☐
Battery Thermal Conditioning System	☐
Maintenance Platforms, Ladders, Inspection	☒
Provider of Services	☒
Fire Suppression/Extinguishing System	☒

Aircraft Cabin Thermal Conditioning Equipment	☐
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Passenger/Cargo Loading Equipment	☒
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Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

Facility Name: Miami International Airport				Inspection Date: 4/17/2026	
Facility Type: Airport		Status: Active		Inspector: FAA Southern Region - Favors	
Runway ID	Status	Dimension	Surface	Condition	Lights
08R/26L	Existing	10,506 x 200	Asph	Good	HIRL
Comments:					

RWY 08R
FAR 77 Category PIR.

RWY 26L
FAR 77 Category PIR.

Approach ratio required is RWY 08R 50:1 and RWY 26L 50:1.
Primary surface required is 1,000 feet wide.
Transitional surface required is 7:1.
Safety area required extends 240 feet beyond each runway end.

Runway 08R									
	<i>Latitude</i>	<i>Longitude</i>	<i>Source</i>	<i>Slope</i>	<i>Marking</i>	<i>VGSI</i>	<i>REIL</i>	<i>Rt Traffic</i>	<i>Approach</i>
08R	25° 48' 2.52	80° 18' 5.14	Estimated	50:1	PIR-G	P4L	No	No	MALSR

Obstruction Data

[illegible]

Primary Surface

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 26L									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
26L	25° 48' 7.26	80° 16' 10.35	Estimated	50:1	PIR-G	P4L	No	Yes	MALSF

Obstruction Data

[illegible]

Primary Surface

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Primary Surface and Safety Area

<i>Object</i>	<i>Latitude</i>	<i>Longitude</i>	<i>Survey/ Estimate</i>	<i>Distance from Centerline</i>	<i>Direction from Centerline</i>	<i>Height</i>	<i>Fixed by Function</i>	<i>Frangible</i>	<i>Marked</i>	<i>Aeronatical Study</i>	<i>Determination</i>
Runway ID	Status	Dimension		Surface		Condition		Lights			
09/27	Existing	13,016 x 150		Asph		Good		HIRL			
Comments:											

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RWY 09

FAR 77 Category PIR.

RWY 27

FAR 77 Category PIR.

Approach ratio required is RWY 09 50:1 and RWY 27 50:1.

Primary surface required is 1,000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 09									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09	25° 47' 9.95	80° 18' 53.34	Estimated	23:1	PIR-G	P4L	No	Yes	MALSR

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset (Over)
Primary Surface	No		23:1	RR		23 ft	750 ft	Before Runway End	580 ft R
Runway End	No		32:1	RR		23 ft	750 ft	Before Runway End	580 ft R
Marked Displaced Threshold	No	1,358 ft	50:1	RR		23 ft	750 ft	Before Runway End	580 ft R
Required Displaced Threshold									

Runway 27									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27	25° 47' 15.83	80° 16' 31.26	Estimated	50:1	PIR-G	P4L	No	No	MALSR

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset (Over)
Primary Surface	No		50:1	NONE					
Runway End									
Marked Displaced Threshold	No	261 ft	50:1	NONE					
Required Displaced Threshold									

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronautical Study	Determination
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Runway ID	Status	Dimension	Surface	Condition	Lights
12/30	Existing	9,360 x 150	Asph	Good	HIRL

Comments:

RWY 12

FAR 77 Category PIR.

RWY 30

FAR 77 Category PIR.

Approach ratio required is RWY 12 50:1 and RWY 30 50:1.

Primary surface required is 1,000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

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Runway 12

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
12	25° 47' 57.43	80° 18' 8.25	Estimated	37:1	PIR-G	P4R	No	No	MALSR

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset (Over)
Primary Surface	No		37:1	TOWER		40 ft	1,700 ft	Before Runway End	200 ft L
Runway End	No		42:1	TOWER		40 ft	1,700 ft	Before Runway End	200 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	300 ft	50:1	TOWER		40 ft	1,700 ft	Before Runway End	200 ft L

Runway 30

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
30	25° 47' 11.85	80° 16' 39.14	Estimated	26:1	PIR-G	P4L	No	No	MALS

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset (Over)
Primary Surface	Yes		26:1	TREE		52 ft	1,600 ft	Before Runway End	300 ft L
Runway End	Yes		30:1	TREE		52 ft	1,600 ft	Before Runway End	300 ft L
Marked Displaced Threshold	Yes	945 ft	48:1	TREE		52 ft	1,600 ft	Before Runway End	300 ft L
Required Displaced Threshold	Yes	1,000 ft	50:1	TREE		52 ft	1,600 ft	Before Runway End	300 ft L

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronautical Study	Determination
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Runway ID	Status	Dimension	Surface	Condition	Lights
08L/26R	Existing	8,600 x 150	Asph	Good	HIRL

Comments:

RWY 08L

FAR 77 Category C

RWY 26R

FAR 77 Category D

Approach ratio required is RWY 08L 34:1 and RWY 26R 34:1.

Primary surface required is 1000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

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Runway 08L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
08L	25° 48' 10.43	80° 18' 5.56	Estimated	34:1	NPI-G	P4L	Yes	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset (Over)
Primary Surface	No		34:1	NONE					
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 26R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
26R	25° 48' 14.33	80° 16' 31.55	Estimated	34:1	NPI-G	P4L	Yes	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset (Over)
Primary Surface	No		34:1	NONE					
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronautical Study	Determination
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Instrument Approach

08L/26R	Type	A	B	C	D	E
08L	LNAV	1.00 Miles	1.00 Miles	1.75 Miles	1.75 Miles	
08L	LNAV/VNAV	1.38 Miles	1.38 Miles	1.38 Miles	1.38 Miles	
08L	LOC/DME	1.00 Miles	1.00 Miles	1.25 Miles	1.50 Miles	
08L	LPV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
08L	RNP	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
26R	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
26R	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
26R	LOC/DME	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
26R	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
08R/26L	Type	A	B	C	D	E
08R	ILS	50.00 RVR	50.00 RVR	50.00 RVR	50.00 RVR	
08R	LNAV	40.00 RVR	40.00 RVR	1.25 Miles	1.25 Miles	
08R	LNAV/VNAV	55.00 RVR	55.00 RVR	55.00 RVR	55.00 RVR	
08R	LOC	50.00 RVR	50.00 RVR	60.00 RVR	60.00 RVR	
08R	LPV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
08R	RNP	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
26L	RNP	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
26L	ILS	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
26L	LNAV	40.00 RVR	40.00 RVR	1.38 Miles	1.38 Miles	
26L	LNAV/VNAV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
26L	LOC/DME	40.00 RVR	40.00 RVR	50.00 RVR	50.00 RVR	
26L	LPV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
09/27	Type	A	B	C	D	E
09	ILS	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR
09	LNAV	24.00 RVR	24.00 RVR	45.00 RVR	45.00 RVR	45.00 RVR
09	LNAV/VNAV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR
09	LOC/DME	24.00 RVR	24.00 RVR	50.00 RVR	50.00 RVR	
09	LPV	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR
27	RNP	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	
27	ILS	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	
27	LNAV	24.00 RVR	24.00 RVR	60.00 RVR	60.00 RVR	
27	LNAV/VNAV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
27	LOC/DME	24.00 RVR	24.00 RVR	60.00 RVR	60.00 RVR	
27	LPV	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	
12/30	Type	A	B	C	D	E
12	ILS	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
12	LNAV	40.00 RVR	40.00 RVR	1.25 Miles	1.25 Miles	
12	LNAV/VNAV	55.00 RVR	55.00 RVR	55.00 RVR	55.00 RVR	
12	LOC	40.00 RVR	40.00 RVR	1.25 Miles	1.25 Miles	
12	LPV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
12	RNP	50.00 RVR	50.00 RVR	50.00 RVR	50.00 RVR	
30	RNP	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	

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30	ILS	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR
30	LNAV	40.00 RVR	40.00 RVR	1.50 Miles	1.50 Miles
30	LOC/DME	40.00 RVR	40.00 RVR	60.00 RVR	1.50 Miles
30	LPV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR

Declared Distances

Runway 08L/26R	TORA	TODA	ASDA	LDA
08L	8,600	8,600	8,600	8,600
26R	8,600	8,600	8,600	8,600
Runway 08R/26L	TORA	TODA	ASDA	LDA
08R	10,506	10,506	10,506	10,506
26L	10,506	10,506	10,220	10,220
Runway 09/27	TORA	TODA	ASDA	LDA
09	13,016	13,016	12,755	11,397
27	13,016	13,016	13,016	12,755
Runway 12/30	TORA	TODA	ASDA	LDA
12	9,355	9,355	8,579	8,579
30	9,355	9,355	8,853	7,913

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Status: Active

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Deficiencies

Inspection Date 4/17/26

Next Inspection 4/30/27

Non-Deficiency Remarks

In accordance with Chapter 14-60.007, FAC.

Airports fulfilling the requirements of Title 14, C.F.R., Aeronautics and Space, Chapter 1, Federal Aviation Regulations, Federal Aviation Administration, Department of Transportation, Part 139, Certification of Airports: Land Airports Serving Certain Air Carriers, dated January 1, 2004, incorporated herein by reference, airport certification program shall be considered to meet the minimum standards for licensed airports.

Mitigated Deficiencies

08R/26L : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.
Taxiway
(M1)

Hold position markings for multiple taxiways along Runway 08R/26L were stained and/or discolored according to the FAA issued compliance letter.

The airport has provided a planned correction date of June 30, 2026 per the compliance letter dated April 28, 2026.

Facility In accordance with Chapter 14-60.007(8)(c), FAC. – The owner or lessee shall maintain the field in a usable condition.

Runway 08R/27L contains multiple cracks and is producing loose aggregate according to the FAA issued compliance letter.

The airport has provided a planned correction date of July 31, 2026 per the compliance letter dated April 28, 2026.

Rwy End: 09 In accordance with Chapter 14-60.007(2)(c)1.g., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a precision instrument approach: the approach surface ratio is 50:1 for the first 10,000 feet then 40:1 for an additional 40,000 feet.

Runway 09 approach surface ratio is 23:1 due to railroad 23 feet tall, 750 feet before the approach end of the runway, 580 feet right of centerline.

Runway 09 threshold is displaced 1,358 feet.

Rwy End: 12 In accordance with Chapter 14-60.007(2)(c)1.g., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a precision instrument approach: the approach surface ratio is 50:1 for the first 10,000 feet then 40:1 for an additional 40,000 feet.

Runway 12 approach surface ratio is 37:1 due to tower 40 feet tall, 1,700 feet before the approach end of the runway, 200 feet left of centerline.

Runway 12 threshold is displaced to the approach end of the runway.

Runway 12 approach surface slope meets obstacle clearance standards contained in FAA AC150/5300-13B for a runway with instrument approaches providing vertical and horizontal guidance with visibility minimums equal to or greater than 3/4 of a mile.

Rwy End: 12 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline markings shall be white.

Runway 12 centerline markings are obscured by rubber according to the FAA issued compliance letter and out brief.

The airport has provided a planned correction date of June 30, 2026 per the compliance letter dated April 28, 2026.

Rwy End: 30 In accordance with Chapter 14-60.007(2)(c)1.g., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a precision instrument approach: the approach surface ratio is 50:1 for the first 10,000 feet then 40:1 for an additional 40,000 feet.

Runway 30 approach surface ratio is 26:1 due to tree 52 feet tall, 1,600 feet before the approach end of the runway, 300 feet left of centerline.

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Runway 30 threshold is displaced 945 feet.

Runway 30 approach surface slope meets obstacle clearance standards contained in FAA AC150/5300-13B for a runway with instrument approaches providing vertical and horizontal guidance with visibility minimums equal to or greater than 3/4 of a mile.

License

Effective: 08/01/2026

Category: Public

Limitations: ☐ Day Use Only

Expires: 07/31/2027

☐ VFR Use Only

Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

A. This Airport has the following landing areas and approach limitations.

1. Runway 08L/26R is available for non-precision instrument and visual approaches.

a. Runway 08L is FAR 77 category C.

b. Runway 26R is FAR 77 category D.

2. Runway 08R/26L is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 08R is FAR 77 category PIR.

b. Runway 26L is FAR 77 category PIR.

3. Runway 09/27 is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 09 is FAR 77 category PIR.

b. Runway 27 is FAR 77 category PIR.

4. Runway 12/30 is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 12 is FAR 77 category PIR.

b. Runway 30 is FAR 77 category PIR.

5. Runway 09 threshold is displaced 1,358 feet.

6. Runway 12 threshold is displaced to the approach end of the runway.

7. Runway 27 threshold is displaced 261 feet.

8. Runway 30 threshold is displaced 945 feet.

9. Runway 08R TORA-10506 TODA-10506 ASDA-10506 LDA-10506

10. Runway 09 TORA-13016 TODA-13016 ASDA-12755 LDA-11397

11. Runway 12 TORA-9355 TODA-9355 ASDA-8579 LDA-8579

12. Runway 26L TORA-10506 TODA-10506 ASDA-10220 LDA-10220

13. Runway 27 TORA-13016 TODA-13016 ASDA-13016 LDA-12755

14. Runway 30 TORA-9355 TODA-9355 ASDA-8853 LDA-7913

Additional Licensing Remarks: