

Facility Name: Miami Homestead General Aviation Airport				Inspection Date: 5/13/2025	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: X51		FAA Site No.: 03242.1*A		FDOT District: 6	
4.00 Miles NW of Homestead				County: Miami-Dade	
ARP Latitude: 25° 29' 57.2303		Source: Estimated		Ownership: Public	
ARP Longitude: 80° 33' 15.2802				Use: Public	
Elevation: 7		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: 28700 SW 217th Av	
City: Miami	State: FL	ZIP: 33102-5504	City: Homestead	State: FL ZIP: 33030
Phone: (305) 869-1702	Fax: (305) 869-1780		Phone: (305) 247-4883	
Email:				
Owner Representative: Lionel Beckles			Facility Manager: Joseph Kinnebrew	
Address: PO Box 025504			Address: PO Box 025504	
City: Miami	State: FL	ZIP: 33102-5504	City: Miami	State: FL ZIP: 33102-5504
Phone: (305) 876-7038			Phone: (305) 876-7484	
Email: lbeckles@flymia.com			Email: jkinnebrew@flymia.com	

Acreeage: 807	Residential Airpark: No	Beacon: C-G	
Section: 05	Township: 57S	Range: 38E	Wind Indicator: Yes
Lighting Schedule: Sunset to Sunrise			Lighted: Yes
Attendance Schedule: Month/Day/Hour			Notes:
ALL / ALL / ALL		Segmented Circle: Yes	Lighted: Yes
		Facility Website: https://www.miami-airport.com/homestead.asp	
		Ask in any new facility aerals/photos are available	

Based Aircraft					
Year: 2011	Single Engine: 44	Jet Engine:	Glider: 7	Ultralight: 5	
Source: Inspector	Multi Engine: 5	Helicopter: 2	Military:	Seaplane:	
Total Based Aircraft:					

Annual Operations					
Year: 2010	Air Carrier:	Air Taxi: 2,100	GA Local: 46,582		
End Date: 12/31/2010	Commuter:	Military:	GA Itinerant: 26,451		
Total Annual Operations:					

FAR 139 Certificated

FAA NavCom					
FSS ID:	<input checked="" type="checkbox"/> MIA	Clearance Delivery:	<input type="checkbox"/>		
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input type="checkbox"/>		
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input type="checkbox"/>		
VorTac:	<input checked="" type="checkbox"/> DHP	Approach Control:	<input checked="" type="checkbox"/> 125.500		
AWOS/ASOS:	<input checked="" type="checkbox"/> 118.375	Unicom:	<input checked="" type="checkbox"/> 122.800		
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LNAV/VNAV, LNAV	ATIS:	<input type="checkbox"/>		
		CTAF:	<input checked="" type="checkbox"/> 122.800		

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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 ☐ 5 miles
 Parachute Jumping Area ☒ on airport
 Restaurant ☐ 5 miles
 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 ☐
 Passenger/Cargo Loading Equipment ☐

Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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Runway ID	Status	Dimension	Surface	Condition	Lights
10/28	Existing	3,000 x 75	Asph	Excellent	MIRL

Comments:

RWY 10

FAR 77 Category A(NP).

RWY 28

FAR 77 Category A(NP).

Approach ratio required is RWY 10 20:1 and RWY 28 20:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 10

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10	25° 30' 11.23	80° 33' 17.55	Estimated	40:1	NPI-G	P2L	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		40:1	TREES		39 ft	1,735 ft	Before Runway End	350 ft L

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 28

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28	25° 30' 11.39	80° 32' 44.85	Estimated	50:1	NPI-G	N	No	Yes	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		50:1	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	Aeronatical Study	Determination
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Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	4,001 x 100	Asph	Good	MIRL

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RWY 18

FAR 77 Category A(V).

RWY 36

FAR 77 Category A(V).

Approach ratio required is RWY 18 20:1 and RWY 36 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

Safety area required extends 240 feet beyond each runway end.

Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	25° 30' 8.91	80° 33' 24.64	Estimated	50:1	BSC-F	N	No	Yes	NONE

Obstruction Data

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

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	25° 28' 29.31	80° 33' 24.26	Estimated	50:1	BSC-F	P4R	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		50:1	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	Aeronatical Study	Determination
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Runway ID	Status	Dimension	Surface	Condition	Lights
09U/27U	Existing	2,500 x 150	Turf	Fair	None

Comments:

RWY 09

FAR 77 Category A(V).

RWY 27

FAR 77 Category A(V).

Approach ratio required is RWY 09 20:1 and RWY 27 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

Safety area required extends 240 feet beyond each runway end.

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Runway 09U

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09U	25° 30' 16.9	80° 33' 14.0	Estimated	50:1	Cones-F	N	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		50:1	TREES		46 ft	2,255 ft	Before Runway End	75 ft R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 27U

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27U	25° 30' 16.9	80° 32' 46.7	Estimated	50:1	Cones-F	N	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		50:1	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

10/28	Type	A	B	C	D	E
10	LPV	0.88 Miles	0.88 Miles			
10	LNAV/VNAV	0.88 Miles	0.88 Miles			
10	LNAV	1.00 Miles	1.00 Miles			
28	LNAV	1.00 Miles	1.00 Miles			

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Deficiencies

Inspection Date 5/13/25

Next Inspection 5/31/26

Mitigated Deficiencies

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway runways serving large aircraft or with non-precision approaches.
(A1)

Taxiway A1 holding position markings are placed 125 feet from Runway 10/28 centerline.

Taxiway A1 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small for Runway 10/28 as indicated on the Airport Layout Plan.

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway runways serving large aircraft or with non-precision approaches.
(A2)

Taxiway A2 holding position markings are placed 125 feet from Runway 10/28 centerline

Taxiway A2 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small for Runway 10/28 as indicated on the Airport Layout Plan.

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway runways serving large aircraft or with non-precision approaches.
(A3)

Taxiway A3 holding position markings are placed 125 feet from Runway 10/28 centerline

Taxiway A3 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small for Runway 10/28 as indicated on the Airport Layout Plan.

License

Effective: 09/01/2025

Category: Public

Limitations: ☐ Day Use Only

Expires: 08/31/2026

☐ 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 09U/27U is available for visual approaches only.

a. Runway 09U is FAR 77 category A(V).

b. Runway 27U is FAR 77 category A(V).

2. Runway 10/28 is available for non-precision instrument and visual approaches.

a. Runway 10 is FAR 77 category A(NP).

b. Runway 28 is FAR 77 category A(NP).

3. Runway 18/36 is available for visual approaches only.

a. Runway 18 is FAR 77 category A(V).

b. Runway 36 is FAR 77 category A(V).

Additional Licensing Remarks: