

Facility Name: Miami Executive Airport				Inspection Date: 5/13/2025	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: TMB		FAA Site No.: 03325.1*A		FDOT District: 6	
13.00 Miles SW of Miami				County: Miami-Dade	
ARP Latitude: 25° 38' 51.2294		Source: Estimated		Ownership: Public	
ARP Longitude: 80° 25' 59.6086				Use: Public	
Elevation: 8		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			Address: 12800 SW 145th Av		
PO Box 025504					
City: Miami	State: FL	ZIP: 33102-5504	City: Miami	State: FL	ZIP: 33186
Phone: (305) 869-1702	Fax: (305) 869-1780		Phone: (305) 869-1700		
Email:					
Owner Representative: Lionel Beckles			Facility Manager: Heidi Anthony		
Address: PO Box 025504			Address: 12800 SW 145th Av		
City: Miami	State: FL	ZIP: 33102-5504	City: Miami	State: FL	ZIP: 33186
Phone: (305) 876-7038			Phone: (786) 582-4620		
Email: lbeckles@flymia.com			Email: hanthony@flymia.com		

Acres:	1,380	Residential Airpark:	No	Beacon:	C-G
Section:	15	Township:	55S	Range:	39E
Lighting Schedule:	Sunset to Sunrise				
Attendance Schedule:	<i>Month/Day/Hour</i> ALL / ALL / ALL				
				Wind Indicator:	Yes
				Lighted:	Yes
Notes:					
				Segmented Circle:	Yes
				Lighted:	Yes
Facility Website: https://www.miami-airport.com/kendall_tamiami.asp					
Ask in any new facility aeriels/photos are available					

Based Aircraft					
Year:	2011	Single Engine:	265	Jet Engine:	35
Source:	Inspector	Multi Engine:	75	Helicopter:	47
Total Based Aircraft:					
				Glider:	Ultralight:
				Military:	Seaplane:

Annual Operations					
Year:	2010	Air Carrier:		Air Taxi:	1,785
End Date:	12/31/2010	Commuter:		GA Local:	75,866
Total Annual Operations:					
				GA Itinerant:	116,394

FAR 139 Certificated

FAA NavCom					
FSS ID:	<input checked="" type="checkbox"/> MIA	Clearance Delivery:	<input checked="" type="checkbox"/> 133.000		
FSS on Airport:	<input checked="" type="checkbox"/> Yes	Ground Control:	<input checked="" type="checkbox"/> 121.700		
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 118.900	124.900	
VorTac:	<input checked="" type="checkbox"/> DHP	Approach Control:	<input checked="" type="checkbox"/> 125.500		
AWOS/ASOS:	<input checked="" type="checkbox"/> 124.000	Unicom:	<input type="checkbox"/>		
Instrument Approach:	<input checked="" type="checkbox"/> ILS, LOC, LPV, LNAV/VNAV, LNAV	ATIS:	<input checked="" type="checkbox"/> 124.000		
		CTAF:	<input checked="" type="checkbox"/> 118.900		

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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 ☒
 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 ☐

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
09L/27R	Existing	5,003 x 150	Asph	Fair	MIRL

Comments:

RWY 09L

FAR 77 Category D.

RWY 27R

FAR 77 Category D.

Approach ratio required is RWY 09L 34:1 and RWY 27R 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.

Runway 09L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09L	25° 39' 9.49	80° 26' 24.29	Surveyed	50:1	NPI-F	P4L	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
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Primary Surface

No

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 27R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27R	25° 39' 11.8	80° 25' 29.7	Surveyed	50:1	NPI-F	P2L	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
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Primary Surface

No

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
EQUIP	25° 39' 12.76	80° 26' 13.35	Estimated	270 ft	N	5 ft	No	Yes	Yes		
EQUIP	25° 39' 05.58	80° 26' 24.65	Estimated	392 ft	S	5 ft	No	Yes	Yes		
Runway ID	Status	Dimension		Surface		Condition		Lights			
09R/27L	Existing	6,000 x 150		Asph		Fair		HIRL			

Comments:

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RWY 09R

FAR 77 Category PIR.

RWY 27L

FAR 77 Category D.

Approach ratio required is RWY 09R 50:1 and RWY 27L 34:1.

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 09R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09R	25° 38' 34.91	80° 26' 17.02	Surveyed	50:1	PIR-F	P4R	No	Yes	MALSR

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	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								

Runway 27L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27L	25° 38' 37.22	80° 25' 22.46	Surveyed	50:1	PIR-F	P4L	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	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
EQUIP	25° 38' 34.00	80° 25' 33.35	Estimated	280 ft	S	3 ft	No	Yes	No		
Runway ID	Status	Dimension	Surface	Condition	Lights						
13/31	Existing	3,801 x 150	Asph	Excellent	MIRL						

Comments:

RWY 13

FAR 77 Category B(V).

RWY 31

FAR 77 Category B(V).

Approach ratio required is RWY 13 20:1 and RWY 31 20:1.

Primary surface required is 500 feet wide.

Transitional surface required is 0:1.

Safety area required extends 240 feet beyond each runway end.

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Runway 13

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
13	25° 39' 2.05	80° 26' 26.86	Surveyed	50:1	BSC-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	Controllin g Offset
Primary Surface	No		50:1	TREES		43 ft	2,310 ft	Before Runway End	300 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 31

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
31	25° 38' 38.01	80° 25' 52.1	Surveyed	36:1	BSC-G	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		36:1	TREES		67 ft	2,655 ft	Before Runway End	320 ft R
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
EQUIP	25° 39' 03.11	80° 26' 26.09	Estimated	126 ft	NE	2 ft	No	Yes	Yes		
EQUIP	25° 39' 01.11	80° 26' 27.78	Estimated	126 ft	SW	2 ft	No	Yes	Yes		
EQUIP	25° 38' 58.92	80° 26' 19.00	Estimated	185 ft	NE	2 ft	No	Yes	Yes		

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Instrument Approach

09L/27R	Type	A	B	C	D	E
09L	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.25 Miles	
09L	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
09L	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
27R	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
27R	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
27R	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
09R/27L	Type	A	B	C	D	E
09R	ILS	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
09R	LNAV	0.50 Miles	0.50 Miles	0.88 Miles	0.88 Miles	
09R	LNAV/VNAV	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
09R	LOC	0.50 Miles	0.50 Miles	0.88 Miles	0.88 Miles	
09R	LPV	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
27L	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
27L	LNAV/VNAV	1.13 Miles	1.13 Miles	1.13 Miles	1.13 Miles	
27L	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	

Helipad ID	Status	Dimensions	Surface	Condition	Location	Lighting	Marking
H1	Existing	56 x 56		Fair	<input type="checkbox"/> Land	<input type="checkbox"/> Obstruction	<input type="checkbox"/> Landing
					<input type="checkbox"/> Roof	<input type="checkbox"/> Touchdown	<input type="checkbox"/> Touchdown
					<input type="checkbox"/> Water	<input type="checkbox"/> Perimeter	<input type="checkbox"/> Parking

☒ Landing Area Stabilized☒ Clear of Loose Objects

Approach/Departure	Direction	Obstruction	Height	Dist. From L/A	Ratio
1	090	ACFT	27	210	8 :1
2	270	ACFT	17	49	3 :1

Comments: Approach ratio required is H1 09 8:1 and H1 27 8:1.
 Transitional surface required is 2:1.
 Minimum TLOF is 46.00 Feet
 Minimum FATO is 84.30 Feet
 Minimum TLOF / FATO Separation is 19.15 Feet
 Minimum Safety Area / FATO Separation is 20 Feet (124.30 Feet)

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Deficiencies

Inspection Date 5/13/25

Next Inspection 5/31/26

Deficiencies

09R/27L : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (D7)

Taxiway D7 hold position markings are stained and/or discolored.

09R/27L : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (E1)

Taxiway E1 hold position markings are stained and/or discolored.

13/31 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (D1)

Taxiway D1 hold position markings are stained and/or discolored.

Rwy End: In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

09R

Runway 09R threshold bar marking is stained and/or discolored.

Mitigated Deficiencies

Helipad: H1 In accordance with Chapter 14-60.007(9)(h), FAC. – Helipad markings “H” vertical lines shall be 16 inches wide.

Helipad markings “H” vertical lines are 12 inches wide.

Helipad markings are consistent with the surface marking requirements of FAA Advisory Circular 150/5390-2D.

Helipad: H1 In accordance with Chapter 14-60.007(9)(h), FAC. – Helipad markings “H” shall be a minimum of 19 feet tall.

Helipad markings "H" are 10 feet tall.

Helipad markings are consistent with the surface marking requirements of FAA Advisory Circular 150/5390-2D.

Helipad: H1 In accordance with Chapter 14-60.007(9)(h), FAC. – Helipad markings “H” shall be a minimum of 12.5 feet wide.

Helipad markings “H” are 7 feet wide.

Helipad markings are consistent with the surface marking requirements of FAA Advisory Circular 150/5390-2D.

Helipad: H1 In accordance with Chapter 14-60.007(9)(h), FAC. – Helipad markings “H” horizontal line shall be 32 inches wide.

Helipad markings “H” horizontal line are 24 inches wide.

Helipad markings are consistent with the surface marking requirements of FAA Advisory Circular 150/5390-2D.

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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 09L/27R is available for non-precision instrument and visual approaches.

- a. Runway 09L is FAR 77 category D.
- b. Runway 27R is FAR 77 category D.

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

- a. Runway 09R is FAR 77 category PIR.
- b. Runway 27L is FAR 77 category D.

3. Runway 13/31 is available for visual approaches only.

- a. Runway 13 is FAR 77 category B(V).
- b. Runway 31 is FAR 77 category B(V).

4. Helipad H1 is available for visual approaches only.

Additional Licensing Remarks: