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|--|-------------------------------|------------------------------------|--|
| Facility Name: Dade-Collier Training and Transition Airport | | Inspection Date: 10/16/2025 | |
| Facility Type: Airport | | Inspector: David Smith | |
| Status: Active | | | |
| Location ID: TNT | FAA Site No.: 03326.*A | FDOT District: 6 | |
| 36.00 Miles W of Miami | | County: Miami-Dade | |
| ARP Latitude: 25° 51' 42.5 | Source: Estimated | Ownership: Public | |
| ARP Longitude: 80° 53' 49.2 | | Use: Public | |
| Elevation: 13 | 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: 54575 E Tamiami Trl | |
| City: Miami | State: FL ZIP: 33102-5504 | City: Ochopee | State: FL ZIP: 34141 |
| Phone: (305) 876-7484 | Fax: | Phone: (239) 695-3300 | |
| 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: 24,960 | Residential Airpark: No | Beacon: C-G |
| Section: 13 | Township: 53S | Wind Indicator: Yes |
| | Range: 34E | Lighted: Yes |
| Lighting Schedule: Sunset to Sunrise | | Notes: |
| Attendance Schedule: Month/Day/Hour | | Segmented Circle: Yes |
| ALL / WED-SAT / 0800-1800 | | Lighted: Yes |
| Facility Website: https://www.miami-airport.com/dade_collier.asp | | |
| Ask in any new facility aerals/photos are available | | |

| | | | | |
|------------------------------|-----------------------|--------------------|------------------|--------------------|
| Based Aircraft | | | | |
| Year: 2010 | Single Engine: | Jet Engine: | Glider: | Ultralight: |
| Source: Inspector | Multi Engine: | Helicopter: | Military: | Seaplane: |
| Total Based Aircraft: | | | | |

| | | | |
|---------------------------------|---------------------|------------------|----------------------|
| Annual Operations | | | |
| Year: | Air Carrier: | Air Taxi: | GA Local: |
| End Date: | Commuter: | Military: | GA Itinerant: |
| 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"/> 128.600 |
| AWOS/ASOS: <input checked="" type="checkbox"/> 119.075 | Unicom: <input checked="" type="checkbox"/> 123.000 |
| Instrument Approach: <input checked="" type="checkbox"/> LPV, LNAV/VNAV, LNAV | ATIS: <input type="checkbox"/> |
| | CTAF: <input checked="" type="checkbox"/> 123.000 |

Facility Name: Dade-Collier Training and Transition Airport

Inspection Date: 10/16/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

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 ☐ 30 miles
 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:

| | | | | | |
|---|----------|----------------|---------|-----------------------------|--------|
| Facility Name: Dade-Collier Training and Transition Airport | | | | Inspection Date: 10/16/2025 | |
| Facility Type: Airport | | Status: Active | | Inspector: David Smith | |
| Runway ID | Status | Dimension | Surface | Condition | Lights |
| 09/27 | Existing | 10,499 x 150 | Asph | Poor | HIRL |

Comments:

RWY 09

FAR 77 Category C.

RWY 27

FAR 77 Category B(V).

Approach ratio required is RWY 09 34:1 and RWY 27 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 09

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|------------|------------|----------|-------|---------|------|------|------------|----------|
| 09 | 25° 51' 42 | 80° 54' 46 | Surveyed | 11:1 | PIR-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 | Yes | | 11:1 | POLE | | 18 ft | 405 ft | Before Runway End | 159 ft R |
| Runway End | Yes | | 23:1 | POLE | | 18 ft | 405 ft | Before Runway End | 159 ft R |
| Marked Displaced Threshold | | | | | | | | | |
| Required Displaced Threshold | Yes | 207 ft | 34:1 | POLE | | 18 ft | 405 ft | Before Runway End | 159 ft R |

Runway 27

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|------------|------------|----------|-------|---------|------|------|------------|----------|
| 27 | 25° 51' 42 | 80° 52' 51 | Surveyed | 34:1 | PIR-F | 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 | | 34:1 | TREES | | 17 ft | 775 ft | Before Runway End | 275 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 | Aeronatical Study | Determination |
|--------|---------------|---------------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|----------------------|---------------|
| ROAD | 25° 51' 40.61 | 80° 54' 46.53 | Estimated | 193 ft | S | 10 ft | No | No | No | | |

Instrument Approach

| 09/27 | Type | A | B | C | D | E |
|-------|-----------|------------|------------|------------|------------|---|
| 09 | LPV | 1.00 Miles | 1.00 Miles | 1.00 Miles | 1.00 Miles | |
| 09 | LNAV/VNAV | 1.00 Miles | 1.00 Miles | 1.00 Miles | 1.00 Miles | |
| 09 | LNAV | 1.00 Miles | 1.00 Miles | 1.00 Miles | 1.00 Miles | |

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Inspection Date: 10/16/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

Deficiencies

Inspection Date 10/16/25

Next Inspection 10/31/26

Mitigated Deficiencies

Rwy End: 09 In accordance with Chapter 14-60.007(2)(c)1.e., 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 non-precision instrument approach with visibility greater than $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Runway 09 approach surface ratio is 11:1 due to pole 18 feet tall, 405 feet before the approach end of the runway, 159 feet right of centerline.

Spoke with Mr. Jonathan Spicer, inspection contact, after the inspection on October 16, 2025 and he stated that the mobile lighting equipment would be re-located outside of the approach by close of business October 16, 2025. With this equipment re-located the approach surface ratio would be 34:1 due to a road 10 feet tall, 340 feet before the approach end of the runway, 193 feet right of centerline.

Rwy End: 09 In accordance with Chapter 14-60.007(2)(b)1.e., 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 non-precision instrument approach with a visibility greater than $\frac{3}{4}$ mile: the width of the primary surface is 500 feet.

Road 10 feet tall, 200 feet before to 50 feet after the approach end of Runway 09, 193 to 210 feet right of centerline is penetrating the primary surface of Runway 09/27.

NOTAM 09/524 and 09/525 has been published to establish the airport as a private-use facility requiring a 4-hour prior permission.

Vehicular traffic on this traverse way is suspended during aircraft operations by the Florida Department of Emergency Management (FDEM) and access to this part of the airfield is restricted by on-site personnel during those operations.

License

Effective: 02/01/2026

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 01/31/2027

☐ 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)(c), F.S.

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

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

a. Runway 09 is FAR 77 category C.

b. Runway 27 is FAR 77 category B(V).

B. This Airport is issued a Special License pursuant to Chapter 330.30(2)(b), F.S.

The department may license a public airport that does not meet standards only if it determines that such an exception is justified by unusual circumstances or is in the interest of public convenience and does not endanger the public health, safety, or welfare. Such a license shall bear the designation "special" and shall state the conditions subject to which the license is granted.

1. Road 10 feet tall, 200 feet before to 50 feet after the approach end of Runway 09, 193 to 210 feet right of centerline is penetrating the primary surface of Runway 09/27.

Additional Licensing Remarks: