

State of Florida Department of Transportation
Aviation Office

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5/11/2026

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

Airport Inspection Record

Facility Name: Miami-Opa Locka Executive Airport				Inspection Date: 5/7/2026	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: OPF		FAA Site No.: 03339.*A		FDOT District: 6	
10.00 Miles N of Miami				County: Miami-Dade	
ARP Latitude: 25° 54' 26.70		Source: Estimated		Ownership: Public	
ARP Longitude: 80° 16' 41.60				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: 14201 NW 42nd Av			
PO Box 025504							
City:	Miami	State: FL	ZIP: 33102-5504	City:	Opa-locka	State: FL	ZIP: 33054
Phone:	(305) 876-7484	Fax:		Phone:	(305) 869-1660		
Email:							
Owner Representative: Lionel Beckles				Facility Manager: Jersley McFarlane			
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) 869-1662		
Email:	lbeckles@flymia.com			Email:	jmcfarlane@flymia.com		

Acreeage: 1,880	Residential Airpark: No		Beacon: C-G	
Section: 16	Township: 52S	Range: 41E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise			Notes: Yes	
Attendance Schedule: Month/Day/Hour ALL / ALL / ALL			Segmented Circle: Yes	Lighted: Yes
			Facility Website: https://www.miami-airport.com/opalocka.asp Ask in any new facility aerals/photos are available	

Based Aircraft									
Year:	2011	Single Engine:	120	Jet Engine:	70	Glider:		Ultralight:	
Source:	Inspector	Multi Engine:	73	Helicopter:	15	Military:	9	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:	☒ MIA	Clearance Delivery:	☒ 119.200	119.450	
FSS on Airport:	☒ No	Ground Control:	☒ 120.025		
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☒ 134.675		
VorTac:	☒ DHP	Approach Control:	☒ 128.600		
AWOS/ASOS:	☒ 125.900	Unicom:	☐		
Instrument Approach:	☒ ILS, LOC, LOC/DME, LPV, LNAV/VNAV, LNAV	ATIS:	☒ 125.900		
		CTAF:	☒ 134.675		

Facility Name: Miami-Opa Locka Executive Airport

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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	☒ 3 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	☐
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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-Opa Locka Executive Airport				Inspection Date: 5/7/2026	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Runway ID	Status	Dimension	Surface	Condition	Lights
09L/27R	Existing	8,002 x 150	Asph	Excellent	HIRL
Comments:					

RWY 09L

FAR 77 Category PIR.

RWY 27R

FAR 77 Category PIR.

Approach ratio required is RWY 09L 50:1 and RWY 27R 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 09L									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09L	25° 54' 45.43	80° 17' 19.22	Surveyed	50:1	PIR-G	P4L	No	No	MALSR

Obstruction Data

[illegible]

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 27R									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27R	25° 54' 49.75	80° 15' 51.71	Surveyed	50:1	PIR-G	P4L	No	Yes	MALS

Obstruction Data

	<i>Close-in Obstruction</i>	<i>Displacement Distance</i>	<i>Slope</i>	<i>Controlling Obstruction</i>	<i>Marked/ Lighted</i>	<i>Height Above Runway</i>	<i>Distance From Runway</i>	<i>Direction From Runway End</i>	<i>Controlling Offset (Over)</i>
<i>Primary Surface</i>	No		50:1	TREES		40 ft	2,185 ft	Before Runway End	0 ft Both
<i>Runway End</i>									

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/	Distance	Direction	Height	Fixed by	Frangible	Marked	Aeronatical	Determination
			Estimate	from	from		Function			Study	
Runway ID	Status	Dimension				Surface	Condition			Lights	
09R/27L	Existing	4,309 x 100				Asph	Excellent			MIRL	
Comments:											

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RWY 09R

FAR 77 Category A(V).

RWY 27L

FAR 77 Category A(V).

Approach ratio required is RWY 09R 20:1 and RWY 27L 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 09R

	<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>
09R	25° 53' 56.53	80° 17' 6.6	Surveyed	36:1	BSC-G	V4L	No	Yes	NONE

Obstruction Data

	<i>Close-in Obstruction</i>	<i>Displacement Distance</i>	<i>Controlling Slope</i>	<i>Controlling Obstruction</i>	<i>Marked/ Lighted</i>	<i>Height Above Runway</i>	<i>Distance From Runway</i>	<i>Direction From Runway End</i>	<i>Controlling Offset (Over)</i>
<i>Primary Surface</i>	No		36:1	POLE		35 ft	1,453 ft	Before Runway End	185 ft R
<i>Runway End</i>									
<i>Marked Displaced Threshold</i>									
<i>Required Displaced Threshold</i>									

Runway 27L

	<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>
27L	25° 53' 58.38	80° 16' 28.29	Surveyed	41:1	BSC-G	P4L	No	No	NONE

Obstruction Data

	<i>Close-in Obstruction</i>	<i>Displacement Distance</i>	<i>Controlling Slope</i>	<i>Controlling Obstruction</i>	<i>Marked/ Lighted</i>	<i>Height Above Runway</i>	<i>Distance From Runway</i>	<i>Direction From Runway End</i>	<i>Controlling Offset (Over)</i>
<i>Primary Surface</i>	No		41:1	TREES		54 ft	2,395 ft	Before Runway End	125 ft R
<i>Runway End</i>									
<i>Marked Displaced Threshold</i>									
<i>Required Displaced Threshold</i>									

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>Aeronautical Study</i>	<i>Determination</i>
EQUIP	25° 53' 57.87	80° 17' 03.87	Estimated	114 ft	N	2 ft	No	Yes	Yes		
Runway ID	Status	Dimension	Surface	Condition	Lights						
12/30	Existing	6,800 x 150	Asph	Fair	HIRL						

Comments:

RWY 12

FAR 77 Category PIR.

RWY 30

FAR 77 Category D.

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

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Runway 12

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
12	25° 54' 40.14	80° 17' 19.96	Surveyed	36:1	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		36:1	TREES		33 ft	1,353 ft	Before Runway End	495 ft R
Runway End	No		41:1	TREES		33 ft	1,353 ft	Before Runway End	495 ft R
Marked Displaced Threshold	No	800 ft	50:1	NONE					
Required Displaced Threshold									

Runway 30

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
30	25° 54' 27.91	80° 16' 58.19	Surveyed	34:1	NPI-G	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	Controlling Offset (Over)
Primary Surface	No		34:1	TREES		41 ft	1,580 ft	Before Runway End	515 ft L
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° 54' 01.70	80° 16' 17.03	Estimated	117 ft	SW	2 ft	No	Yes	Yes		
EQUIP	25° 54' 03.67	80° 16' 15.66	Estimated	117 ft	NE	2 ft	No	Yes	Yes		
EQUIP	25° 54' 37.91	80° 17' 22.45	Estimated	162 ft	SW	3 ft	No	Yes	No		

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Instrument Approach

09L/27R	Type	A	B	C	D	E
09L	LNAV/VNAV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
09L	LNAV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
09L	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
09L	ILS	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
09L	LOC	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
27R	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
27R	ILS	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
27R	LOC/DME	0.75 Miles	0.75 Miles	1.00 Miles	1.00 Miles	
27R	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
27R	LNAV	0.75 Miles	0.75 Miles	1.00 Miles	1.00 Miles	
12/30	Type	A	B	C	D	E
12	ILS	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
12	LOC	0.75 Miles	0.75 Miles	1.00 Miles	1.00 Miles	
12	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
12	LNAV/VNAV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
12	LNAV	0.75 Miles	0.75 Miles	1.00 Miles	1.00 Miles	
30	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
30	LNAV/VNAV	1.13 Miles	1.13 Miles	1.13 Miles	1.13 Miles	
30	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	

Declared Distances

Runway	09L/27R	TORA	TODA	ASDA	LDA
09L		8,002	8,202	8,202	8,002
27R		8,002	8,202	8,202	8,002
Runway	09R/27L	TORA	TODA	ASDA	LDA
09R		4,306	4,306	4,306	4,306
27L		4,306	4,306	4,306	4,306
Runway	12/30	TORA	TODA	ASDA	LDA
12		6,800	7,800	7,000	6,000
30		6,800	7,000	7,000	6,800

Deficiencies

Inspection Date 5/7/26

Next Inspection 5/31/27

Mitigated Deficiencies

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 36:1 due to trees 33 feet tall, 1,353 feet before the approach end of the runway, 495 feet right of centerline.

Runway 12 threshold is displaced 800 feet.

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Airport Inspection Record

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License

Effective: 09/01/2026

Category: Public

Limitations: ☐ Day Use Only

Expires: 08/31/2027

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

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

2. Runway 09R/27L is available for visual approaches only.

- a. Runway 09R is FAR 77 category A(V).**
- b. Runway 27L is FAR 77 category A(V).**

3. 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 D.**

4. Runway 12 threshold is displaced 800 feet.

5. Runway 09L TORA-8002 TODA-8202 ASDA-8202 LDA-8002

6. Runway 09R TORA-4306 TODA-4306 ASDA-4306 LDA-4306

7. Runway 12 TORA-6800 TODA-7800 ASDA-7000 LDA-6000

8. Runway 27L TORA-4306 TODA-4306 ASDA-4306 LDA-4306

9. Runway 27R TORA-8002 TODA-8202 ASDA-8202 LDA-8002

10. Runway 30 TORA-6800 TODA-7000 ASDA-7000 LDA-6800

Additional Licensing Remarks: