

Homestead Air Reserve Base

FACT SHEET

October 5, 2018

Potential Joint Use Air Field Agreement

- A joint-use airport is an airport owned by the Department of Defense, at which both military and civilian aircraft make shared use of the airfield.
- Nationwide many bases already operate as Joint Use Airfields *including 10 Air Force installations, 10 Army installations and 1 Navy installation*. Air reserve bases include Westover ARB, Chicopee, MA and March ARB, Riverside, CA.
- **Revenue generated:** Joint use airfields generate revenue through landing fees and the like as well as economic impact through expansion of civilian industry. A certain percentage of that revenue is shared with the host military organization as a contribution to airfield operation and maintenance.
- **BRAC avoidance considerations:** Base Realignment and Closure selection criteria examined a number factors including military necessity, economic impact, environmental considerations and economic interaction with the local community.

A Joint Use Airfield Agreement applied to Homestead Air Reserve Base would eliminate taxpayer waste and generate federal, state and local revenue.

- **Unused airfield capacity:** At its height, Homestead Air Reserve Base (originally Homestead Air Force Base) hosted a very robust flying operation including B-52 bombers, KC-10 tankers, F-4 and F-16 fighters, US Customs aircraft and others. Since reopening as Homestead ARB in 1994, only two F-15 Eagles on alert, US Customs and one squadron of F-16's remain as regular flying operations. *Approximately 75% of the original tarmac is unused but nonetheless requires federal tax dollars to maintain.* Homestead ARB runway is 11,000 feet long, far exceeding the minimum length required for F-16 operations.
- **Unused acreage adjacent to Homestead ARB:** Transitioning due to the BRAC decision, approximately 30% of the base's original footprint was returned to Miami-Dade County. Some was used very wisely for Veteran housing, combatting homelessness with Chapman Partnership and Camillus House and also a public park. Approximately 200 acres immediately adjacent to the tarmac remain abandoned. *That acreage remains unproductive without civilian aviation to attract civilian aviation industry investment.*

- **Landing fees generated by joint use:** A joint-use Homestead ARB would *relieve congestion impacting cargo operations at Miami International Airport*. This would also *open MIA for additional, and more lucrative, passenger flights*.

MIA landing fees are at \$1.62 per 1000 pounds for cargo aircraft. A cargo aircraft, like a Boeing 777F, has a maximum landing weight of 575,000 pounds by \$1.62 is \$931.50 per aircraft.

- **Potential development:** The footprint of unutilized acreage in question would easily fit a commercial hanger and several 90,000 square foot light industrial facilities. Since 2007, March Inland Port, a joint-use facility in California, contributed more than \$19 million in direct revenue to Riverside County General Fund.

- **Base Realignment and Closure Commission:** A joint-use Homestead ARB solidifies Homestead's role in both military and civilian aviation. Joint use reduces the excessive waste of maintaining a very large airfield despite the reduced usage described above.

A joint-use Homestead ARB also makes productive presently unproductive acreage. An area abandoned and unproductive since Hurricane Andrew in 1992, a quarter century ago. Four modest light industrial buildings and the employment they bring constitutes a significant economic impact.

- **March Inland Port:** Homestead ARB is almost identical to March AFB/March Inland Port within the application of joint use airfield. Both long standing, well-established, military installations, both in close proximity to a major metropolitan area, both close to a ground transportation hub, and both adversely affected by BRAC closure losing significant size and mission.

The similarity ends there. A joint use agreement executed in 1997, combined with land leases for 350 acres, established March Inland Port. Since 2007, this arrangement has contributed more than \$19 million in direct revenue to Riverside County General Fund. *Meanwhile Homestead ARB remains virtually unchanged for 25 years.*

- **Negated Environmental Concern:** Miami Sierra Club et al v. State of Florida Administration Commission et al. This Florida Supreme Court decision ended an earlier initiative for joint use at Homestead Air Reserve Base. Siding with the Plaintiff, the court upheld a lower court decision citing noise and pollution concerns. *Previous environmental and noise concerns have been negated by the FAA requirement for less noisy aircraft and the absence of serious environmental hazard in the preceding 25 years of flying operations at Homestead ARB.*

Modernizing Homestead Air Reserve Base by allowing it to operate under a Joint Use Airfield Agreement would pave the way for practical, revenue-generating improvements where waste currently exists.

Homestead Air Reserve Base

**Abandoned BX.
Once considered
for VA outpatient
clinic**

**Unfinished
entry point**

Unused tarmac

**FANG
Alert Site
2@ F-15**

**93rd Fighter
Squadron
27@F-16**

**Unused former
federal property**

**US Customs
Rotor wing
and fixed wing
mix**

Flying mission and the excess tarmac and acreage in question remain almost unchanged for a quarter of a century.