

January 17, 2024

Chairman Anthony Rodriguez
Miami-Dade County Board of County Commissioners
Stephen P. Clark Center
111 NW 1st Street, Suite 320
Miami, FL 33128

Dear Chairman Rodriguez:

On November 20, 2024, the Miami-Dade Board of County Commissioners (BCC) passed Resolution: 242102 directing the Miami-Dade County (MDC) Mayor, on an expedited basis, to perform all due diligence necessary to determine whether any obstacles or impediments exist to the 99-year lease and development agreement of approximately 20-acres of MDC-owned land, formerly part of Homestead Air Force Base, to VSGS Facilities, LLC. The lease is intended for the development and use of a multipurpose sports complex including a 10,000-seat stadium, hotel, retail, commercial and sport facilities, including dormitories in a no-bid, economic development proposal. That site is adjacent to the current northeastern boundary of the Homestead Air Reserve Base (HARB) and ongoing site expansion for the Florida Army Reserve (FLARNG) and Air (FANG) National Guard. Further, the resolution requires the County Mayor to expeditiously attempt to resolve any issues, negotiate and finalize lease terms with the developer, provide a status report in 45 days, and place the final negotiated agreement, along with recommendation, on the BCC's agenda within a time certain.

We, the undersigned, support economic development in South Miami-Dade, and welcome expanded sporting and entertainment venues. We also take a view to balancing the best mix of existing, proposed, and planned developments for the optimal benefits to the region and its citizens. **Therefore, we stand in opposition to recommending approval of this development proposal for the following reasons:**

OPPOSITION REGARDING PROTECTION OF EXISTING ASSETS (EA)

- EA1. USAF/HARB expressed significant operational & security risk concerns in their letter dated 17 December 2024 (Attachment B with its original attachments #1-5)
- EA2. Inability of HARB and MDC to fully comply with requirements in FS§163.3175 and impact on the required due diligence necessary as the resolution requires
- EA3. Lack of coordination with Florida Army Reserve & Air National Guard and NORAD
- EA4. Mixed signal to state and federal elected and Air Force officials regarding MDC support
- EA5. Increased risk to future F-35 fighter mission assignment and sustainment of HARB; risk existing ~\$1B and ~5K jobs total annual benefit currently provided to the region

OPPOSITION REGARDING PROTECTION OF DEVELOPMENT POTENTIAL (DP)

- DP1. Spaceport territory designation of that land with unique development potential
- DP2. State/county/local efforts bring aerospace industry with higher economic potential:

Per ~20 Acres Fully Developed	Recurring Total Job Count	Average Direct Job Salary	Annual Revenue Potential
Proposed Sports Complex	610 Direct (Full & Part) 280 Indirect & Induced	~ \$35K – \$50K (Full) ~\$20K – \$35K (Part)	~\$40M – \$50M Limited / Fixed
Aerospace Development	1,198 Direct (Full) 5,604 Indirect & Induced	~\$100K – \$110K (Full)	~\$350M – \$400M Expandable

- DP3. Potential community infrastructure impacts and costs
- DP4. Alternate site options for better positioned sports complex

Note: Rationale for data table provided in Attachment A

While highlighted in the colored boxes on the previous page, each of the Existing Asset (EA) and Development Potential (DP) numbered concerns are amplified in greater detail in Attachment A.

The 45-day timeline provided by the resolution for the due diligence process was insufficient, and development plan details provided were not robust enough for the military to make the required objective assessments per FS§163.3175. For those reasons alone, this effort is not fully compliant with state requirements and should not be allowed to proceed further towards a lease agreement.

Additionally, for all the other reasons outlined above and expounded upon in Attachment A about increasing the risk to losing the fighter mission, protecting the economic engine HARB currently provides for South Dade, and in addition to the tremendous economic development potential that was gifted to Miami-Dade County in the spaceport territory designation,

We cannot support the sports complex proposal on the proposed site.

Should the development group wish to move forward in the South Dade region on non-spaceport territory land, we pledge support to help identify a suitable location that can enable that project to become even more successful.

Our recommendation for the BCC's consideration and action is to develop and adopt a resolution containing the following pertinent body of legislative text articulating that:

WHEREAS, related to the Miami-Dade County Board of County Commissioners passed Resolution: 242102, the level of detail provided by the VSGS Facilities, LLC's development concept proposal was insufficient for the Commander of the 482nd Fighter Wing/Homestead Air Reserve Base (HARB), as the installation commander, to provide the fully informed advisory comments to Miami-Dade County in accordance with the requirements of FS§163.3175; and

WHEREAS, based upon the information that was provided, the installation commander has identified a number of concern items that have potential to create significantly negative mission, safety, and security implications for operations of the installation and its tenant commands; and

WHEREAS, some of these concern items potentially involve safety of flight considerations; and

WHEREAS, some of these concern items potentially involve operational and security risks for an expanded Florida National Guard presence Miami-Dade County has already supported at Homestead Air Reserve Base; and

WHEREAS, some of these concern items potentially involve operational, safety and security risks for a North American Air Defense (NORAD) alert mission supported by Homestead Air Reserve Base and could have local, regional, and national implications for air defense of the southeastern United States; and

WHEREAS, the Florida Air National Guard's 125th Fighter Wing begins transitioning to the F-35 aircraft in 2025 and will eventually operate that aircraft from Homestead Air Reserve Base; and

WHEREAS, the noise contours from the F-35 identified in the 2020 Air Installation Compatible Use Zone (AICUZ) study for Homestead Air Reserve Base place the entirety of the proposed VSGS Facilities, LLC's development inside the average 65 decibel noise curve which the AICUZ identifies as an area where transient lodging and residential hotels, such as the type proposed in the VSGS proposal, should not be located; and

WHEREAS, individual aircraft operations can generate noise spikes above 95 decibels, with runway scrambles generating an intense noise cone adjacent to the proposed development site, creating unpredictable, loud noise events at any time, day or night, consistent with military operations, yet historically have played a role in shaping other decisions about ultimate base closures when residential, lodging, entertainment and commercial establishments were subsequently developed in close proximity and experienced the impacts; and

WHEREAS, the United States Air Force is updating it's future F-35 basing posture for the coming years, the 482nd Fighter Wing and Homestead Air Reserve Base is under consideration to receive those aircraft, additional assessments are required to support that decision, and a 10,000 seat soccer stadium accompanied by a hotel and dormitories as

proposed by VSGS are likely to have a negative impact on those basing assessments, especially considering a full due diligence process is not currently possible; and

WHEREAS, current deed restrictions on portions of the land identified for the VSGS Facilities, LLC development proposal have known environmental contaminants that prohibit permanent residential developments, hospitals, schools, and daycare facilities, and VSGS' proposed uses, such as a medical facility or student housing, may not comply with these restrictions; and

WHEREAS, Miami-Dade County is required under FS§163.3175 to consider the installations commander's comments and as they relate to the strategic mission of the base, public safety, and the economic vitality associated with the base's operations;

WHEREAS, as the result of all the above identified concerns and issues, the undersigned believe the County Mayor could not fully conduct nor complete a due diligence assessment required in Resolution: 242102 nor in accordance with requirements under FS§163.3175; and

WHEREAS, on July 1, 2024, the State of Florida designated all former Homestead Air Force Base land now or in the future deeded to Miami-Dade County as spaceport territory; and

WHEREAS, the VSGS Facilities, LLC proposed development would be entirely located on land now designated as spaceport territory; and

WHEREAS, the economic and job potential of associated aerospace development is advantaged utilizing the various benefits of the spaceport territory designation afforded from the State of Florida; and

WHEREAS, the economic development and job creation potential of aviation and aerospace-related endeavors on this spaceport territory designated land outweigh the economic development and job creation potential identified in the VSGS Facilities, LLC proposal.

WHEREAS, the 2020 Air Installation Compatible Use Zone study does recognize compatibility with industrial use of the land in the spaceport territory designated area which is also consistent with previous County planning in this area; and

WHEREAS, the spaceport territory designation provides opportunities for additional State of Florida funding to support access and infrastructure improvements in the area that other private development is not eligible for; and

WHEREAS, there are other potential sites in the South Dade region that can be considered to support the VSGS Facilities, LLC proposed development project without the potential for the negative operational, safety, and security impacts on Homestead Air Reserve Base and its tenant commands, as well as not sub-optimizing the economic development and job creation potential of spaceport territory designated land on an acre-per-acre basis.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that:

Section 1. Prohibits the County Mayor or County Mayor's designee from taking steps to develop and execute a 99-year lease and development agreement with VSGS Facilities, LLC for the proposed project site in Resolution: 242102.

Section 2. Encourages the VSGS Facilities, LLC development organization to work with County staff organizations, South Miami-Dade Municipalities, and South Miami-Dade community-based organizations to identify an alternative site for the proposed sports complex development.

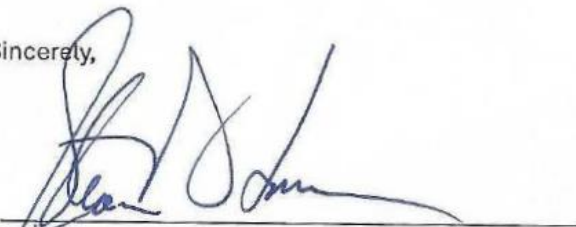
Section 3. Authorizes the County Mayor or County Mayor's designee to expeditiously review and update Article XXXV of Chapter 33 of the Miami-Dade County Code of Ordinances that is currently guided by the United States Air Force, Homestead Air Reserve Base 2007 Air Installation Compatible Use Zone (AICUZ) study to reflect the updates and changes from the AICUZ study completed in 2020 and currently applicable in the areas around Homestead Air Reserve Base.

Section 4. Approves all State of Florida designated spaceport territory land owned now or in the future by Miami-Dade County, and without other encumbrances or restrictions upon it, be dedicated to aerospace-related development projects that are subject to the compatibility review process with the installation commander at Homestead Air Reserve Base required under FSS163.3175.

For additional information related to these issues, please see the list of attachments:

- A. Amplifying Details on Existing Assets and Development Potential Opposition Issues to the Proposed Development of the VSGS Sports Facility – Details that Accompany this Community Concern Letter
- B. Commander 482nd Fighter Wing Letter to Miami-Dade County Internal Services Department dated 18 December 2024 (including original attachments submitted with the letter numbered 1-5)
- C. The Strategic Value of Homestead Air Reserve Base: A Cornerstone of National Security Report
- D. Miami-Dade Board of County Commissioners Resolution File Number: 242102
- E. VSGS Developer’s Proposal Documentation

Sincerely,



The Honorable Steven D. Losner
Mayor, City of Homestead



Lisa Greer, Chair, Board of Directors
Economic Development Council of
South Miami-Dade



Captain Richard Miller, USN (Ret)
Executive Director
South Florida Defense Alliance



Don Slesnick
Chairman, Military Affairs Council
Greater Miami Chamber of Commerce

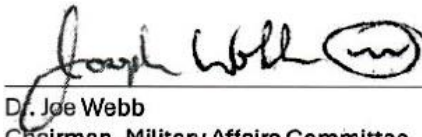


Yordy Rivero
Chair, Board of Directors
South Dade Chamber of Commerce



Ricardo Alberty
Executive Director
Chamber South





Dr. Joe Webb
Chairman, Military Affairs Committee
South Dade Chamber of Commerce



Dr. Tania M. Acosta, Director
Economic Development Council of
South Miami-Dade



Major General William B. Binger, USAF (Ret)
Former Commander
482nd Fighter Wing
Homestead Air Reserve Base



U.S. AIR FORCE



Major General Robert N. Polumbo, USAF (Ret)
Former Vice Commander
482nd Fighter Wing
Homestead Air Reserve Base



U.S. AIR FORCE



Major General Derek P. Rydholm, USAF (Ret)
Former Operations Group Commander
482nd Fighter Wing
Homestead Air Reserve Base



U.S. AIR FORCE



Major General H.D. Polumbo, Jr. USAF (Ret)
Former Commander, Ninth Air Force
Shaw AFB, South Carolina



U.S. AIR FORCE



Brigadier General Jose R. Monteagudo, USAF (Ret)
Former Vice Commander
482nd Fighter Wing
Homestead Air Reserve Base



U.S. AIR FORCE



Colonel David L. Lint, USAF (Ret)
Former Vice Commander
482nd Fighter Wing
Homestead Air Reserve Base



U.S. AIR FORCE

Gregory D Lee

Colonel Gregory D. Lee, USAF (Ret)
Former Director of Staff
482nd Fighter Wing
Homestead Air Reserve Base



U.S. AIR FORCE

MB Hohman

Lt Colonel Michael B. Hohman, USAF (Ret)
Former 93 Fighter Squadron Commander
482nd Fighter Wing
Homestead Air Reserve Base



U.S. AIR FORCE

George T Adrian

Lt Colonel George T. Adrian, USAF (Ret)
Former 482 LRS Commander
482nd Fighter Wing
Homestead Air Reserve Base



U.S. AIR FORCE

Rodrigo J Huete

Lt Colonel Rodrigo J. Huete, USAF (Ret)



U.S. AIR FORCE

CC:

- The Honorable Marco Rubio, U.S. Senator
- The Honorable Rick Scott, U.S. Senator
- The Honorable Carlos Giménez, U.S. Representative
- The Honorable Ron DeSantis, Governor of Florida
- The Honorable Jeanette M. Nuñez, Lieutenant Governor of Florida
- The Honorable Tom Wright, Florida State Senator
- The Honorable Alexis Calatayud, Florida State Senator
- The Honorable Daniel Perez, Speaker of the Florida House of Representatives
- The Honorable James Mooney, Florida State Representative
- The Honorable Daniella Levine Cava, Mayor, Miami-Dade County
- The Honorable Kionne McGhee, Vice Chairman, District 9 Miami-Dade County Commissioner
- The Honorable Oliver G. Gilbert III, District 1 Miami-Dade County Commissioner
- The Honorable Marleine Bastien, District 2 Miami-Dade County Commissioner
- The Honorable Keon Hardemon, District 3 Miami-Dade County Commissioner
- The Honorable Micky Steinberg, District 4 Miami-Dade County Commissioner
- The Honorable Eileen Higgins, District 5 Miami-Dade County Commissioner
- The Honorable Kevin M. Cabrera, District 6 Miami-Dade County Commissioner
- The Honorable Raquel Regalado, District 7 Miami-Dade County Commissioner
- The Honorable Danielle Cohen Higgins, District 8 Miami-Dade County Commissioner
- The Honorable Roberto Gonzalez, District 11 Miami-Dade County Commissioner
- The Honorable Juan Carlos Bermudez, District 12 Miami-Dade County Commissioner
- The Honorable René García, District 13 Miami-Dade County Commissioner

The Honorable Luisa Santos, District 9 Member, Miami-Dade County School Board
The Honorable Tim Meerbott, Mayor, Town of Cutler Bay
The Honorable Joseph Corradino, Mayor, Village of Pinecrest
The Honorable Karyn Cunningham, Mayor, Village of Palmetto Bay
The Honorable Otis T. Wallace, Mayor, City of Florida City
The Honorable Javier E. Fernández, Mayor, City of South Miami
Jimmy Morales, Chief Operations Officer, Miami-Dade County
Francesca de Quesada Covey, Chief Innovation and Economic Development Officer, Miami-Dade County
Manny Cid, Senior Advisor for Economic Opportunity, Miami-Dade County
James Kohnstamm, Director, Economic Development, Miami-Dade County
Charles LaPradd, Agricultural Manager, Miami-Dade County
Raymond Hall, Director, Internal Services Department, Miami-Dade County
Alejandro Martinez-Esteve, Assistant Director, Development Services, Internal Services Department,
Miami-Dade County
Admiral Alvin Holsey, Commander, United States Southern Command
Lieutenant General John Healy, Chief of Air Force Reserve and Commander, Air Force Reserve Command
Lieutenant General M. Luke Ahmann, Commander 1AF (Air Forces Northern and Air Forces Space) and
Commander, Continental USNORAD Region
Major General Regina Sabric, Commander 10AF
Major General John Haas, The Adjutant General of Florida
Colonel Brandon Kelly, 482nd Fighter Wing Commander
Colonel Craig Simmons, 482nd Fighter Wing Deputy Commander
Colonel Nathan List, 482nd Fighter Wing Mission Support Group Commander
Lawrence Ventura, 482nd Fighter Wing, Environmental Flight Chief, Installation Mission Sustainment
Director

ATTACHMENT A

**ATTACHMENT A: AMPLIFYING DETAILS ON EXISTING ASSETS AND DEVELOPMENT POTENTIAL
OPPOSITION ISSUES TO THE PROPOSED DEVELOPMENT.**

OPPOSITION REGARDING PROTECTION OF EXISTING ASSETS (EA)

EA1. USAF/HARB expressed significant operational & security risk concerns in their letter dated 17 December 2024 (Attachment B).

The HARB letter outlines several critical operational and security risk concerns that are shared by the organizations represented on the cover letter. These issues deserve a full and considered assessment rather than the cursory review that could only be accomplished due to the lack of detailed development plans and short timeline for review. While endorsing all the same concerns raised in the HARB letter, this Attachment A amplifies the points highlighted in the cover letter for the County's further consideration.

Additional Noise Complaint Concerns

The County's adopted the USAF/HARB 2007 Air Installation Compatible Use Zone (AICUZ) study and the 2006 Joint Land Use Study (JLUS) as planning tools to establish specific zoning regulations to ensure land use compatibility around HARB. These regulations are outlined in Article XXXV of Chapter 33 of the Miami-Dade County Code of Ordinances. The primary goal of these regulations is to promote compatibility between adjacent land uses and HARB operations, thereby protecting both the base's activities and public safety. This is achieved by designating specific zones around HARB, including Clear Zones, Accident Potential Zones, Noise Contour Zones, and Airport Height Zones. These regulations apply to areas outside HARB's boundaries within unincorporated Miami-Dade County and serve as minimum standards for incorporated areas. Enforcement is managed by the County in unincorporated areas and by respective municipalities in incorporated areas. It is this 2007 AICUZ study that the HARB letter references as the County-adopted version.

However, in 2020, the Air Force finalized an updated AICUZ study that the County has yet to utilize in a corresponding revision to the Code of Ordinances. That study reflected the future operating environment for the addition of F-35 aircraft that will be operated by the FANG and potentially as planned, by the 482nd FW at the base. As HARB highlighted in their letter, the noise contour profile does expand compared to the F-16 fighters that the 482FW currently operates. The entirety of the proposed multiuse sports complex falls inside the 65 decibel (dB) sound/noise curve profile for the F-35. While detailed site plans are unavailable, a portion of the stadium itself may be either within or on the boundary of the 70dB noise curve. Figures 1 & 2 show the noise curves and overlap with the approximate area of proposed development.

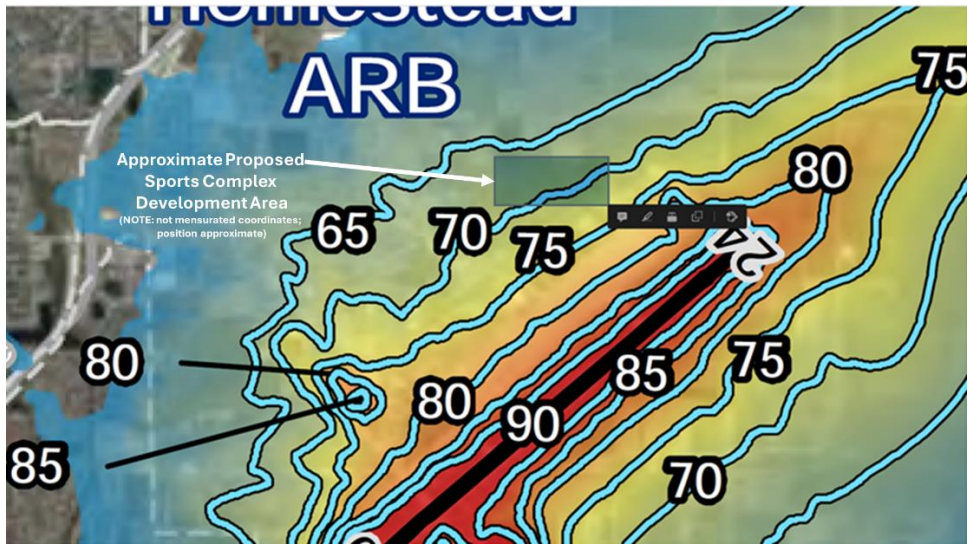


Figure 1. Proposed Development in Relation to 2020 AICUZ Noise Profiles

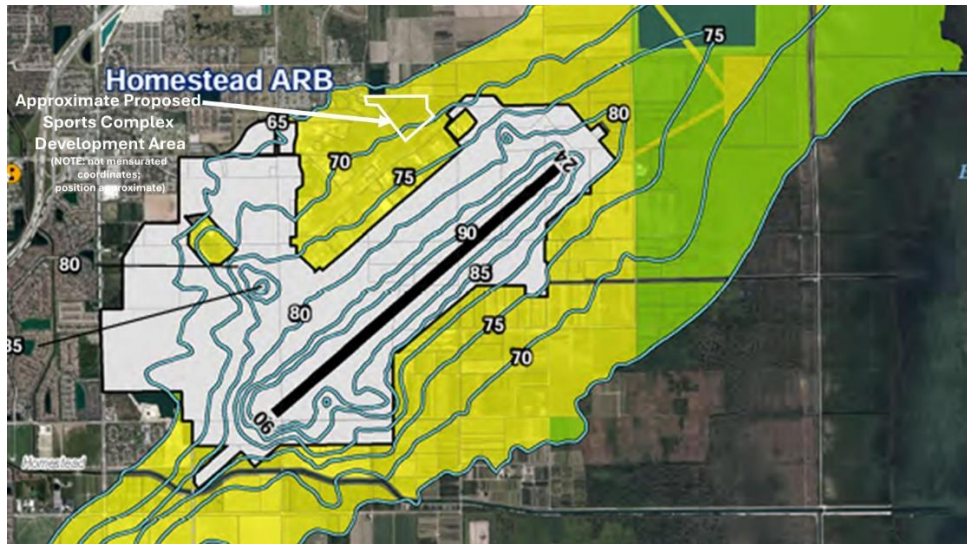


Figure 2. Proposed Development in Relation to 2020 AICUZ Noise Profiles
Entire Base View

The 2020 AICUZ is also clear that both residential hotel and transient lodging facilities should not be approved inside 65dB or higher noise curves. This would seem to apply to both the hotel and dormitory complex that have been described for this development. Table 1 is copied from the 2020 AICUZ noting the recommended NO for hotel facilities inside the 65dB line (highlights added).



Table A-2. Recommended Land Use Compatibility for Noise Zones

LAND USE		SUGGESTED LAND USE COMPATIBILITY				
SLUCM NO.	LAND USE NAME	DNL or CNEL 65-69	DNL or CNEL 70-74	DNL or CNEL 75-79	DNL or CNEL 80-84	DNL or CNEL 85+
10	Residential					
11	Household units	N ¹	N ¹	N	N	N
11.11	Single units: detached	N ¹	N ¹	N	N	N
11.12	Single units: semidetached	N ¹	N ¹	N	N	N
11.13	Single units: attached row	N ¹	N ¹	N	N	N
11.21	Two units: side-by-side	N ¹	N ¹	N	N	N
11.22	Two units: one above the other	N ¹	N ¹	N	N	N
11.31	Apartments: walk-up	N ¹	N ¹	N	N	N
11.32	Apartment: elevator	N ¹	N ¹	N	N	N
12	Group quarters	N ¹	N ¹	N	N	N
13	Residential hotels	N ¹	N ¹	N	N	N
14	Mobile home parks or courts	N	N	N	N	N
15	Transient lodgings	N ¹	N ¹	N ¹	N	N
16	Other residential	N ¹	N ¹	N	N	N
20	Manufacturing					
21	Food and kindred products; manufacturing	Y	Y ²	Y ³	Y ⁴	N
22	Textile mill products; manufacturing	Y	Y ²	Y ³	Y ⁴	N
23	Apparel and other finished products; products made from fabrics, leather, and similar materials; manufacturing	Y	Y ²	Y ³	Y ⁴	N
24	Lumber and wood products (except furniture); manufacturing	Y	Y ²	Y ³	Y ⁴	N
25	Furniture and fixtures; manufacturing	Y	Y ²	Y ³	Y ⁴	N
26	Paper and allied products; manufacturing	Y	Y ²	Y ³	Y ⁴	N
27	Printing, publishing, and allied industries	Y	Y ²	Y ³	Y ⁴	N
28	Chemicals and allied products; manufacturing	Y	Y ²	Y ³	Y ⁴	N
29	Petroleum refining and related industries	Y	Y ²	Y ³	Y ⁴	N
30	Manufacturing (continued)					
31	Rubber and misc. plastic products; manufacturing	Y	Y ²	Y ³	Y ⁴	N
32	Stone, clay and glass products; manufacturing	Y	Y ²	Y ³	Y ⁴	N
33	Primary metal products; manufacturing	Y	Y ²	Y ³	Y ⁴	N
34	Fabricated metal products; manufacturing	Y	Y ²	Y ³	Y ⁴	N

Table 1. 2020 AICUZ Recommendation Against Resident Hotels and Transient Lodging Inside > 65dB Noise Curves

The footnote of (1) associated with the 'no' recommendation states,

“Although local conditions regarding the need for housing may require residential use in these zones, residential use is discouraged in DNL 65-69dB and strongly discouraged in DNL 70-74dB. The absence of viable alternative development options should be determined, and an evaluation should be conducted locally prior to local approvals indicating that a demonstrated community need for the residential use would not be met if development were prohibited in these zones.”

Under that criterion, these facilities would not be seen in a manner to be qualified as unmet community housing needs. Additionally, this would also place all outdoor stadium guests at unprotected exposure to this level, and potentially some at higher 70-74dB exposure.

FS§163.3175(5)(a), requires use of the AICUZ adopted by the military installation for that airfield which means the more recent 2020 study is the appropriate document for the County to consider when evaluating potential compatibility issues. Furthermore, the statute requires any applications for development orders requesting a variance or waiver from height, lighting, or noise-related requirements also have copies provided to the installation commander for review, analysis, and comment before approval.

Miami-Dade County and the City of Homestead in the past have generally been supportive of preventing incompatible or encroaching development of this sort which has kept HARB competitive to remain open providing both the national security and local economic impact benefits that it does. However, backing away from this sensitivity, particularly over a development that can involve thousands of people with related noise concerns over the impact to the quality of their entertainment experience and game attendance, is a unique risk to the potential assignment of the F-35 mission to HARB and therefore the long-term sustainability of the mission and the base itself.

Particularly at this time when future force structure and basing decision regarding the F-35 have HARB under consideration, a potential significant encroaching development on military operations and security will weigh heavily against assigning the F-35 to HARB. While many factors play into decisions as to where mission assignments or reassignment occur (and base closure actions sometimes result), there is a legacy of significant noise complaints by the surrounding communities contributing to the closure of bases hosting military airfields in places such as Lowry Air Force Base, Mather Air Force Base, Pease Air Force Base, and El Toro Marine Corps Air Station among others. HARB and the surrounding community have traditionally been viewed favorably in this regard by the Air Force in various studies and reviews. This development has the potential to dramatically shift that perception about future risk to mission from noise complaints.

Related Buffer Zone Intent

In the 2023 legislative session, the Florida legislature passed SB102 – the Live Local Act, to help stimulate multi-family and affordable workforce housing across the state. That required boards of county commissioners to administratively approve qualified proposed developments that otherwise conformed with the county's land development regulations and consistent with the comprehensive plan.

Recognizing the potential of creating incompatible development near military installations with denser and/or higher elevation housing development, in the 2024 session, SB328 was passed and enacted which amended the Live Local Act with a prohibition against boards of county commissions

administratively approving that type of development with 0.25 miles of the boundary of any installation identified in FS§163.3175. HARB is one of those identified installations.

While recognizing this development proposal does not fall under the Live Local Act requirements, the legislative intent was clear: to prevent denser and elevated housing immediately adjacent to military installations. This development proposal includes hotel and dormitory housing. With a 100-150 room hotel and budgeted \$30 million in dormitory investment, the total occupancy of both facilities could easily range between 500 – 1,000 people. With the base’s outer fence line extending to include the expansion of the Florida National Guard footprint at HARB, this entire development of hotel, dormitories, stadium, and related facilities lies within 0.25 miles of a military facility boundary. Housing for these 500 – 1,000 people on this site would be restricted if this were a Live Local qualified project. The state’s intention behind that restriction is no less applicable here even though the project is not intended as a housing development proposal.

Furthermore, Miami-Dade County already recognizes that the most stringent limitation or requirement shall govern or prevail between conflicting regulations applicable to the same area around HARB in Sec. 33-299. of the Miami-Dade County Code of Ordinances. Since the AICUZ considers residential hotels and transient lodging (i.e. project’s proposed dormitories and hotel) within the category of “residential,” and the state’s prohibition against boards of county commissions administratively approving that type of development with 0.25 miles of the boundary of the installation, one interpretation could be that County Ordinance already precludes inclusion of the hotel and dormitory in the proposed sports complex development as the more stringent state prohibition would prevail.

Additional Security Concerns

Another factor for consideration is related to HARB’s security concerns raised in their letter. Recent legislation at the federal and state level has focused on preventing foreign ownership of land on sensitive sites nearby military installations due to operational security concerns. The site plan under consideration presents extraordinary operational security risks for both Air Force and tenant command operations. In this case, a foreign adversary need not bother to try and buy land; all they would need to do is simply reserve a room in the new hotel or buy an upper row seating ticket in the stadium.

EA2. Inability of HARB and MDC to fully comply with requirements in FS§163.3175 and impact on the required due diligence necessary as the resolution requires.

The manner in which this resolution was brought forward with little-to-no-notice, the constraining language of a 45-day window to conduct due diligence on a very complex subject, and the direction to enter into negotiations to finalize a lease agreement before understanding if the due diligence process could determine project viability in the proposed location, all raise concern about the adherence to the spirit, if not the letter of the language in FS§163.3175. The statute specifically identifies HARB and Miami-Dade County as paired locations under the provisions of the statute. Accordingly, the County is required to transmit to the installation commander any information “...which, if approved, would affect the intensity, density, or use of the land adjacent to or in close proximity to the military installation.” This was not done.

This item was brought before the Housing, Recreation, Culture and Community Development Committee on November 12, 2024, without advertisement and not on the agenda; it was instead allowed to be introduced at the meeting. There was no presentation or discussion of the item other than a motion to move it to a full BCC meeting that occurred on November 20, 2024. The installation

leadership only learned of the resolution, and its scheduling for the full BCC meeting, two days after the committee meeting via an interested community group. Subsequently, HARB repeatedly requested planning documents from the County, only then to learn that detailed plans for review are not available. Also, the fact the 45-day due diligence window encompassed both the Thanksgiving and end-of-year Christmas/holiday/New Years periods where many organizations are closed, or at minimal staffing levels for periods of time, further constrained an already unreasonably short due diligence process.

The statute affords the installation commander, or his/her designee, the right to

“...provide advisory comments to the affected local government on the impact such proposed changes may have on the mission of the military installation. Such advisory comments shall be based on appropriate data and analyses provided with the comments and may include: ... If the installation has an airfield, whether such proposed changes will be incompatible with the safety and noise standards contained in the Air Installation Compatible Use Zone (AICUZ) adopted by the military installation for that airfield....”

If the commander provides feedback, “...comments, underlying studies, and reports shall be considered by the local government in the same manner as the comments received from other reviewing agencies...” Additionally, the County, is required to take the Commander’s feedback and analyses, into consideration “...as they relate to the strategic mission of the base, public safety, and the economic vitality associated with the base’s operations, while also respecting private property rights and not being unduly restrictive on those rights.”

With the limited data available from the developer regarding the site plan designs, the level of detail has been insufficient to facilitate an information exchange, analysis, assessment based upon the AICUZ and other operational factors, and delivery of HARB’s feedback comments that FS§163.3175 requires between HARB and the County. As a result, the County is also unable to review sufficiently assessed information “...as they relate to the strategic mission of the base, public safety, and the economic vitality associated with the base’s operations...” Therefore, the County is currently unable to perform an effective due diligence process to identify obstacles or impediments to the development of this project. The cursory review HARB was able to perform identified potentially numerous and significant impediments that require more information to be fully understood. As such, the County’s due diligence cannot be finalized until such a time that at a minimum, the full requirements of FS§163.3175 subsections (4) – (6) have been completed in full compliance.

EA3. Lack of coordination with Florida Army Reserve National Guard (FLARNG) and Florida Air National Guard (FANG).

While HARB, it’s Commander and designated installation representatives are recognized as speaking on behalf of the entire facility, and for the various tenant commands resident there, the magnitude of this proposed development, and a portion of the sports facility sharing a contiguous boundary with the FLARNG / FANG and their on-going expansion plan in South Florida at HARB, raise particular concern in this instance. It also appears a portion of the stadium itself will be within just a few yards of the expanded HARB outer security fence perimeter for the FLARNG / FANG property and newly planned facilities.

Beyond HARB’s engagement, to our knowledge, no coordination has been conducted with The Adjutant General (TAG) of Florida or his staff regarding their potential concerns and mission impacts. The FLARNG / FANG has over \$50M+ in construction planned for multiple unit, signal, logistics, and aviation readiness centers to be constructed immediately adjacent to the potential stadium location.

This FLARNG / FANG expansion is critical to positioning additional resources in South Florida to be available in times of disaster support in our local communities. That expansion will also add 500 new jobs into the region but could be compromised by the sports complex's proximity.

Given the unique circumstances of the magnitude and extremely close proximity between the on-going National Guard expansion project, and this proposed development, Florida's TAG should be afforded an opportunity to conduct an assessment and provide his input directly to the County for consideration as well. While recognizing this is a special situation and suggesting an additional coordination outreach in this specific case, there is precedent for direct county-to-National Guard coordination and review process contained in FSS163.3175 with another significant FLARNG facility and surrounding counties in another part of the state. In this particular instance, without that coordination, the due diligence process may miss additional key information as the TAG looks to re-balance National Guard force structure distribution across the state and increase the posture in South Florida at HARB.

US Northern Command (USNORTHCOM) Airspace Control Alert (ACA) Mission / North American Aerospace Defense Command (NORAD) Four Corners Strategy

Additionally, as the HARB concern letter indicates, the FANG's 125th Fighter Wing has a 24x7x365 detachment of ready alert of fighter interceptors positioned at HARB ready to respond. The 125FW mission is currently sourced with F-15C aircraft, however, the 125FW is scheduled to begin transition to the F-35 in the Fiscal Year 2025 timeframe. The Four Corners Strategy is a defensive framework developed by NORAD to enhance the security and surveillance of North American airspace. The "four corners" refer to strategically located radar installations, interceptor basing, and air defense sectors positioned at the northern, southern, eastern, and western extremities of the North American continent. These locations are chosen to maximize coverage and ensure comprehensive monitoring of airspace. The Four Corners Strategy is designed to facilitate rapid deployment of fighter jets and other defensive measures to intercept and neutralize threats. This quick response capability is crucial for addressing potential security breaches in a timely manner.

HARB is the base location covering the southeastern corner, providing the ideal strategic position for monitoring and intercepting threats from the Caribbean and the southern approaches to North America. Like the special concerns raised above for the TAG, given the alert aircraft's positioning at HARB just a few hundred yards from the proposed stadium location, it is important in the County's due diligence process to review this resolution's proposal with the operational commander of that mission, the 1st Air Force / Air Forces Northern (AFNORTH) Commander. He should also be afforded an opportunity to assess and directly provide any feedback comments regarding potential concerns to this national-level mission. Potential negative impacts to this mission will have regional/national-level implications reaching far beyond Miami-Dade County.

EA4. Mixed signal to state and federal elected and Air Force officials regarding MDC support.

Additionally, the Defense Department, Air Force in partnership with the Compatible Lands Foundation, and now also the State of Florida, are combining funding sources to make an offer for several million dollars to secure develop rights from a private landowner on the southwest side of HARB near the base fence line who wants to build two four-story hotels, a day care center and other commercial and retail facilities. At the same time this concerted effort is underway to prevent such development, the County would be doing the exact opposite thing on its own land to the northeast side by approving development of a hotel, dormitories, and a large stadium. Not only is this working directly counter to

the type of developments everyone else is working to prevent, but it is also doing so on a larger scale with potentially greater risk.

EA5. Increased risk to future F-35 fighter mission assignment and sustainment of HARB; risk existing ~\$1B and ~5K jobs total annual benefit currently provided to the region.

Recent defense budget pressures raised the potential of Air Force decisions that potentially jeopardize the long-term viability of the base. Significant local advocacy efforts over the past two years, coupled with legislative actions by Florida congressional delegation members, are making headway to protect the base and its missions. Now is exactly the wrong time to send the signal to the Air Force that the County's commitment to protecting against incompatible development close to the base is wavering. Approval of the proposed development project would send that negative signal. The Environmental Impact Study (EIS) done for a previous round of F-35 basing scored HARB very well regarding minimal encroaching or incompatible development near the base perimeter. A revised EIS with a large sports complex so close will impact future scoring in that regard in a negative direction.

Without the commitment of a future fighter mission at HARB, the long-term sustainability of the base as part of the Air Force's force structure comes under greater risk. Currently, in direct, indirect, and induced economic benefits to Miami-Dade County, annually, HARB generates nearly \$1B in economic activity benefits and close to 5,000 jobs. It truly is the economic engine in the South Dade region. Any proposed action that creates elevated risk to HARB's viability should be considered with extreme skepticism.

OPPOSITION REGARDING PROTECTION OF DEVELOPMENT POTENTIAL (DP)

DP1. Spaceport territory designation of that land with unique development potential.

The recent designation of the former Homestead Air Force Base land now or in the future deeded to Miami-Dade County as state of Florida spaceport territory offers significant advantages to both the County and aerospace companies, creating a synergistic environment that fosters economic growth, technological advancement, and infrastructure development.

Miami-Dade County has a rich history with the aviation industry and a robust aerospace sector today. It has the potential for growth, but needs additional industrial space for significant expansion, resident, and relevant workforce, and supporting industries. Additionally, expansion located on government-owned land enables a range of economic development incentives from Space Florida to be applied. The spaceport territory designation also brings Florida Department of Transportation funding opportunities for roadways, access, and other infrastructure improvements. With the Miami-Dade County land now designated, it brings together all these benefits.

For an area that has been underutilized since Hurricane Andrew, the designation attracts aerospace companies, will drive economic growth and stimulate job creation. Those jobs are also higher average wage, tend to be more resilient, and foster higher indirect and induced job creation as well. The strong aerospace supply chain in Miami-Dade, supported by proximity to Miami International Airport and related logistics hubs, boosts indirect job creation. The higher salaries in the aerospace industry increase induced effects, benefiting sectors like housing, retail, and healthcare.

Since 2007, Space Florida has contributed approximately \$5.9 billion to the state's economy, with an anticipated additional annual impact of \$1.1 billion over the next five years. Programs like the Spaceport Improvement Program (SIP) have funded 34 capital infrastructure projects since 2012, generating nearly 2,600 permanent high-paying jobs and contributing over \$1.7 billion in economic value. As the space launch cadence at the Cape continues to increase, the area around the Space Coast has been increasingly challenged to find the best mix of available workforce, a local talent development pipeline, and available government land to leverage the full incentives of Space Florida. In fact, one description of the aerospace labor market in the Brevard County area is "fratricidal" as one contractor steals employees away from another in a rotating "game" of labor and projects that suppresses growth from what it otherwise could be. The opportunity in Miami-Dade, with our large population, tremendous education, and training pipeline, and now dozens if not hundreds of potential spaceport territory acres, can be a formidable part of Florida's aerospace network. The incoming federal administration appears to be poised to advance space-related endeavors and Miami-Dade County is well positioned to take advantage of that if properly focused on developing and maximizing the spaceport territory it has been gifted.

For aerospace companies, operating within designated spaceport territories provides numerous benefits, including tax exemptions on machinery and equipment for new or expanding businesses, financial support through mechanisms like conduit financing and synthetic leases, potential to develop and access state-of-the-art facilities and infrastructure tailored for aerospace operations. These territories also offer regulatory streamlining, reducing costs and administrative burdens, while fostering innovation through access to shared knowledge and a skilled workforce. Programs

like the SIP further enhance operational capabilities by funding infrastructure improvements. The local college and university concentration has both the capabilities and capacity to feed into this workforce like no other area in the state.

Furthermore, the co-location with HARB – a reserve base, is a perfectly symbiotic relationship with a command whose technically skilled, aviation-focused reserve airmen need civilian employment opportunities. A ready workforce that can work and serve on both sides of the base fence line without having to leave home is an ideal dual-benefit for the region and national defense.

DP2. State, county, and local planning efforts to bring aerospace industry development with higher economic potential.

A collaborative consortium of local groups has been working together for approximately three years to build the foundation which is now in place to launch the spaceport territory development and take economic growth to new levels. Properly focused, it is not an exaggeration to consider the Miami-Dade spaceport territory, acre-for-acre, to potentially be one of, if not the most lucrative economic development projects in the state of Florida by the end of this decade. The spaceport territory designation was the result of the consortium’s efforts in conjunction with Space Florida and the legislature. Draft resolutions have been prepared that would designate Phase I of the spaceport territory and establish a governance model for Miami-Dade County on how to manage oversight for the development.

The following table is a synopsis comparison of utilizing an equivalent 20-acres of land for the proposed sports complex vs. 20-acres for aerospace development.

Per ~20 Acres Fully Developed	Recurring Total Job Count	Average Direct Job Salary	Annual Revenue Potential
Proposed Sports Complex	610 Direct (Full & Part) 280 Indirect & Induced	~ \$35K – \$50K (Full) ~\$20K – \$35K (Part)	~\$40M – \$50M Limited / Fixed
Aerospace Development	1,198 Direct (Full) 5,604 Indirect & Induced	~\$100K – \$110K (Full)	~\$350M – \$400M Expandable

Table 2. Economic Development Potential Comparison

The 20-acre size was chosen simply because the VSGS sports complex resolution states “approximately” 20-acres. Whether or not the sports complex intended land area is slightly larger or smaller, for the sake of calculations to draw a comparison, 20-acres is assumed. Additionally, the comparison in Table 2 does not include one-time construction and development costs and assumes each enterprise has the full utilization of 20-acres as intended for long-term, recurring annual operations.

Sports Complex Calculations

Regarding the sports complex, the job counts totals shown were applied directly from the VSGS provided concept proposal. For the purposes of this analysis, their numbers were accepted as accurate. Their documentation stated the preponderance of the steady state, recurring 610 jobs would be full time. For the purposes of analysis here, that assertion was also accepted. That said, while the hotel workers, management groups, stadium and hotel facilities and maintenance staff, and sports coaches and staff facilitators providing year-round sports programs would likely all be full time workers, there would still be a significant number of part-time personnel during stadium

events working concessions, security, parking, and other related functions. The indirect and induced labor counts depicted were also those as presented by VSGS. That said, depending on what other programming and higher utilization rates might be established for events in the stadium, those indirect and induced counts could conceivably be a bit higher, but would not likely result in any significant shift in the average salary bracket for those workers in comparison to the majority of sports complex workers.

For the breakdown of 610 workers across the range of roles, as well as average salary range for each, estimates were made for the distribution across the stadium, hotel, and sports program workforce using Bureau of Labor Statistics (BLS); the Florida Occupational Employment and Wage Statistics (OEWS) for the Miami Metropolitan Statistical Area (MSA), 2023; industry reports on hotels and venue management, and then validated against on-line data from job boards with similar posted in the Miami-Dade area to confirm or consider adjustment to conform with local cost-of-living adjustments and prevailing wages. The \$35K - \$ 50K values reflected span the range of lowest to highest weighted averages for those full-time workers across the different facilities within the sports complex.

For part-time workers, it assumes that they are on an hourly basis within the range of \$15 - \$30 per hour depending on their role and experience. Assuming either a 50% or 75% utilization rate for the year as a minimum and maximum, most of these workers would be in the \$20K - \$35K range for the year, with a few possibly earning slightly more.

For annual revenue generation, several distinct categories of revenue were created to estimate, including:

- Miami FC Season Ticket Sales (Club Membership, Season Ticket Sales, General Admissions for 17 home games per year)
- Stadium utilization for special events, concerts, tournaments, entertainment shows, etc. on partial basis
- Hotel Revenue (150-room hotel; 75% occupancy; average daily rate (ADR) of \$150)
- Retail Spaces and Tenants
- Year-round Sports Training Camps and Clinics
- Merchandise Sales
- Concessions
- Food and Beverage
- Catering
- Parking

Pricing models from industry publications across sports and entertainment, and comparisons with publicly available data on comparable facilities, helped to benchmark reasonable ranges for each category considering the different activities and utilization rates for each. This resulted in the estimate of \$40M - \$50M per year in revenues from the entire complex. While the analysis is believed to be biased towards crediting the upper ranges of estimated revenues across the categories, it is recognized these numbers may reflect differently in comparison to internal VSGS documentation. However, while the assumption is these estimates are reasonably accurate, even if they are in error by 100%, and the potential sports complex's annual revenue generation doubled, it still lags significantly behind potential aerospace development on a per acre basis.

The notation “Limited/ Fixed” under the revenue estimate is only to indicate that if built, and once fully functional, the ability for that 20-acres of sports complex to generate significantly more revenue is limited. At some point, even if both venue utilization rate and price per ticket/person could be driven very high, as well as participation in special programs, there is still a maximum that could be generated in the fixed complex over a one-year period.

AEROSPACE DEVELOPMENT

Based on an earlier study of aerospace light manufacturing development potential, it was determined that for every 25-acre increment of vacant land, according to Miami-Dade County’s Zoning Code for Light Manufacturing Districts and site plan requirements, the analysis found that a total of 598,950 square feet of aerospace light manufacturing space could be created. For analysis here, 80% of that size, 479,160 square feet, was taken to approximate the 20 acres to match the stated land size of the VSGS proposal.

Six different types of aerospace-focused small business companies were chosen to model. To not over-inflate the potential, it was purposefully decided to not assume an aerospace prime contractor like a Boeing or Lockheed-Martin would open a major facility here, although that is possible. The six company types were also not chosen indiscriminately or with an intent to artificially inflate the estimate. These six types of businesses all represent the types of companies that have discussed the spaceport territory with the consortium members and who have expressed interest in locating there. Some have written letters of interest/intent to move forward should the facility become available. They also represent a diversity of products and workforce skill base across the aerospace sector. The six types of small businesses are:

- Aviation Maintenance Repair and Overhaul (MRO)
- Aviation Engine MRO
- Drone and Drone-related Equipment Manufacturing
- Satellite Manufacturing
- Orbital Transfer Vehicle (OTV) Manufacturing
- Aviation/Aerospace Parts Supplier and Supply Chain

The model companies’ range in size from 15-50 employees on the smallest growth scale to the largest, peaking at 200, with the average size being less than 75.

For both workforce structure of each and average wages per role, industry references, NAICS codes, and other tools were used to define the mix of skills and trades within each company. In a similar fashion to the process used to evaluate the sports complex, min/max salary ranges for each role were estimated for the labor market in South Miami-Dade, and a weighted average was created depending on the distribution numbers within each company.

Those job numbers were then used in an input/output model, IMPLAN-style analysis to estimate the number of indirect and induced jobs generated by each of the six businesses. The strong aerospace supply chain in Miami-Dade, and related logistics hubs, boosts indirect job creation. Higher salaries in the aerospace industry increase induced effects.

In sizing the physical facility footprint, the smallest company used 10K sq ft space and the largest 70K sq ft with the average being just over 30K sq ft. Facility size and space allocation estimates were based on the operational needs for production areas, workshops, and testing areas as

outlined in FAA and other industry guidelines. Comparative benchmarks were drawn from aviation manufacturing and repair shops, as well as mid-sized commercial facilities in the different company types/categories where those references were found.

Additionally, different levels of product complexity were considered to set variable ranges for how much could be produced per year by each company with minimum and maximum values scoped to remain feasible with the workforce and physical size constraints of each facility. Revenues were then estimated based on these minimum/maximum production rates using open-source contract and industry publications regarding unit costs and production rates.

For variables including company size, square footage needs, and production rates, the model values for the six companies were also compared to the actual companies that have expressed interest in the spaceport territory site and stated their current and anticipated growth in employees, footprint, and production. The average model estimates were in line with the stated figures from these various companies’ real-world experience and situations. Bottomline: the six modeled aerospace small business enterprises are representative of industry realities.

To scale to 20 acres, the aggregate footprint of those six companies combined was used to determine the minimum and maximum size multiples of those that would fit into the maximum 479,160 sq ft possible on a 20-acre site. Those multiples then applied provided the estimates shown for total job counts and total revenues per 20 acres.

The notation “Expandable” under the revenue estimate is only to indicate that if a 20-acre complex were built, additional County land within the designated spaceport territory area could be added for further expansion. The per acre benefits in the example developed here could be expected across the amount of land able to be devoted to the effort. It is also anticipated that Space Florida, FLCommerce, and the County’s combined promotion and marketing of the Miami-Dade site, will accelerate growth of aerospace industry in this zone once the “first-mover” companies set-up and become established. Based on the numbers provided, 50-60 acres of focused small business aerospace and aerospace-related industries in the spaceport territory could be an annual \$1B revenue generation supporting 15,000+ higher-wage, resilient jobs in South Miami-Dade County.

Sacrificing 20-acres of this limited, higher-economic development potential land for a development that delivers significantly less revenue, significantly fewer jobs at lesser salaries, and could be located elsewhere, does not appear to be a wise return on a 99-year lease that would limit development potential that significantly.

Per ~20 Acres Fully Developed – 99 yrs	Total Employment in Man-Years	Max Revenue Potential*
Proposed Sports Complex	88,110 man-years (minus unknown amount of part-time)	~\$5 billion
Aerospace Development	673,398 man-years (Full)	~\$40 billion

Table 3. 99-Year Economic Development Potential Comparison
***Constant Year 2024 Dollars**

DP3. Potential community infrastructure impacts and costs.

To preclude significant traffic congestion, there is likely to be 10-12 miles or more of significant roadway improvements alone to create multiple access connections to the two nearest exits from the Florida Turnpike to the sports complex site. The relatively remote location has fewer and smaller existing roads the closer the approach is to the site. While the developer's concept proposal acknowledges paying impact fees for services and improvements supporting the sports complex, it is not clear what cost share of all required offsite infrastructure improvements and environmental assessments the developer would be required to cover. Furthermore, to what distance beyond the boundary of their lease would they be accountable to provide support for these improvements and will they be required to provide a performance bond for all offsite infrastructure improvements to include roadways and utilities?

In contrast, because of the spaceport territory designation, dedicated aerospace development is eligible for state Department of Transportation (DoT) and SIP funding to make access, roadway and infrastructure improvements that lessen or eliminate levels of financing burden from the County, local taxpayers and the private companies seeking to locate there. This is another benefit that only aerospace-related development can deliver on this land – all other options fall back on the County and a perspective developer.

DP4. Alternate site options for better positioned sports complex.

Summing up the previous topics, the sports complex development is not inherently bad, just inherently badly located on designated spaceport territory. Other locations can support the development. Additionally, in South Dade other options can provide better existing public access, greater land area to develop, and do not create the potential for encroachment on HARB and its varied operations.

While aerospace development can also be positioned in other locations, the lack of concentrated available industrial space in Miami-Dade County, and the lack of access to Space Florida's incentives in most other locations, precludes the type of unique economic development opportunity that the spaceport territory designation affords.

ATTACHMENT B



**DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND**

17 December 2024

Craig R. Simmons, Colonel, USAF
Deputy Commander, 482d Fighter Wing
29050 Coral Sea Blvd., Bldg 360
Homestead Air Reserve Base, FL 33039

Alejandro Martinez-Esteve,
Assistant Director, Development Services
Miami-Dade County Internal Services Department
111 NW 1st Street, 23rd Floor
Miami, FL 33128

Dear Mr. Martinez-Esteve,

This letter addresses the proposed Homestead Air Reserve Park Multipurpose Sports Complex, presented at the Miami-Dade County Board of County Commissioners meeting on November 20, 2024. The resolution requested expedited review of a 99-year lease and development agreement for the development of this proposed project. The proposed development, adjacent to Homestead Air Reserve Base, located on Folio Nos. 30-7901-000-0120 and 30-7901-000-0095, would include a 10,000-seat open-air soccer/rugby stadium, a 150-room hotel, student housing with 200-400 beds, a sports medical facility, commercial retail space, 3,090 parking spaces, and consideration of potential construction and operation of certain park improvements on a portion of Homestead Air Reserve Park, Folio No. 30-6936-000-0080.

While HARB supports sports and recreational facilities for their ability to enhance community cohesion, promote physical fitness, and contribute to economic development, HARB cannot support the location of the proposed development due to mission concerns. HARB performed a preliminary review of the proposed development that identified significant issues related to land use incompatibility, operational security risks, emergency management response impacts, and deed restrictions.

Florida Statute 163.3175, *Legislative Findings on Compatibility of Development with Military Installations; Exchange of Information Between local Governments and Military Installations*, emphasizes the importance of collaboration between military installations and local governments to ensure land use compatibility, prevent encroachment, and safeguard military missions. HARB regularly conducts compatibility reviews pursuant to this statute to determine if proposed changes to land uses and land development close to HARB would limit the ability of the installation to conduct its mission or pose safety and/or security risks. This compatibility review process requires detailed documentation, to include engineering plans and impact studies, and sufficient time for evaluation. On November 21, 2024, and again on December 12, 2024, HARB requested that Miami-Dade County provide the engineering plans as part of the due diligence review, however, Miami-Dade County informed HARB that the proposed project applicant had not provided engineering plans to Miami-Dade County, therefore, Miami-Dade County could not provide these plans to HARB. Consequently, HARB relied on conceptual renderings (Attachment 1, Proposed Conceptual Rendering), which lacked the necessary detail to properly evaluate potential mission impacts on HARB, to include the 482nd Fighter Wing and its tenant commands. Furthermore, the limited 45-day review period restricted HARB's ability to conduct a thorough mission impact evaluation of the proposed development.

HARB's preliminary review of the proposed development highlighted risks that require further evaluation. Without clear mitigation strategies, the proposed development could adversely affect HARB flight safety and operational security (OPSEC), as well as violate land use controls, and deed restrictions. This lack of detail not only raises concerns about potential impacts but also undermines the rationale behind State and

County adopted land use compatibility regulations. The following analysis reflects findings based on the limited information available to HARB.

Land Use Compatibility Policies and Regulations

Miami-Dade County Code of Ordinances, Chapter 33, Article XXXV, *Homestead Air Reserve Base Zoning*, establishes height limitations and use restrictions within the Airport Land Use Restriction Area to ensure safe and compatible uses with base operations. The proposed development is located within this protected area and must adhere to these zoning requirements. Both the 2007 and 2020 HARB Air Installation Compatible Use Zones (AICUZ) Studies, identify potential risks to aviation operations from tall structures, bright lights, electromagnetic interference, and incompatible land uses. These hazards pose significant concerns for HARB flight safety and OPSEC, particularly given HARB's vital role in national defense, including its support tenant commands. Based on the County Code, the AICUZ, and the Miami-Dade County Comprehensive Development Master Plan (CDMP), the project presents the following concerns:

1. *Electrical Interference and Lighting Standards (Chapter 33, Article XXXV, §33-295)*: The proposed stadium may include electrical equipment that interferes with radio communications, impairs visibility, or endangers aircraft operations, particularly during critical night flights that support national security missions. Additionally, the proposed stadium lighting appears to exceed the 35-foot height limit and does not comply with shielding requirements, creating potential risks for pilots and adjacent properties.
2. *2007 HARB AICUZ Study*: The proposed stadium is located within the 65 dB noise contour. The 2007 HARB AICUZ Study determined outdoor sports arenas to be compatible only if special sound reinforcement systems are installed.
3. *CDMP Land Use Element (LU-4G)*: The Miami-Dade County CDMP mandates collaboration between the County and HARB to ensure that future land uses on properties adjacent to HARB maintain or improve compatibility with HARB and its operations. However, the lack of information for this proposed development prevents HARB from assessing whether the proposed development accomplishes either of these objectives.

Operational Security

The HARB is home to the 482 Fighter Wing. Tenants at HARB include the Florida Air National Guard 125th Fighter Wing, Special Operations Command South, U.S. Customs and Border Protection - Miami Air and Marine Branch, U.S. Coast Guard - Marine Safety Security Team, the U.S. Army Golden Knights Parachute Team, Federal Bureau of Investigations, Office of Special Investigations, and the Explosive Ordinance Disposal team.

1. *Height Hazard and Adversary Intelligence*: The proposed development, including the stadium, hotel, and retail buildings, poses significant operational security risks. Outdoor spectator events often use advanced technology, such as broadcast systems and high-powered cameras, capable of capturing sensitive military activities from hundreds of meters away (Attachment 2 – Stadium OPSEC). These events may also entail the use of equipment such as blimps for aerial broadcasting, which further heightens surveillance risks. It is important to note that the use of Unmanned Aircraft Systems (drones) is prohibited in this area. Elevated vantage points pose risks by offering unobstructed views into critical operations. While no detailed engineering plans with elevations have been provided, the structures appear to exceed four stories and include upper-level windows, creating direct lines of sight into sensitive areas such as the North American Aerospace Defense Command mission (24/7 ready alert), Special Operations Command South, the HARB flight line, and the Live Ordinance Loading Area. This proximity and visibility could allow adversaries to gather intelligence on activities like alert practices, reaction times, weapons loading, and flight paths (Attachment 3 – Location Map). Together, the building height, visibility, and event equipment significantly threaten operational security.
2. *Noise Hazard*: The proposed development site adjacent to HARB faces significant challenges from the noise generated by current and future aircraft operations on HARB. The Florida Air National Guard 125th Fighter Wing currently operates F-15 fighter jets as part of its North

American Aerospace Defense Command mission. According to the 2007 HARB AICUZ Study, the proposed development site experiences average noise levels of 65 dB, with individual aircraft operations spiking above 95 dB. Runway scrambles generate an intense noise cone adjacent to the proposed development site, creating unpredictable, loud noise events at any time, day or night, which may lead to complaints from vendors, visitors, and hotel guests, raising compatibility concerns (Attachment 4 – Flight Path). Additionally, HARB will soon host the 125th Fighter Wing's F-35 aircraft, which produce even higher noise levels, exceeding 115 dB during takeoff. While these levels are routine for military operations, they pose significant challenges for the developers due to their potential impact on civilian activities and long-term compatibility with the proposed development.

Emergency Management Response

The proposed development site for the stadium and parking areas may impact HARB's Contingency Emergency Egress/Evacuation route along Florida Avenue/Pilsen Road. HARB is concerned that the proposed develop will negatively impact HARB's immediate and unimpeded access to Florida Avenue. Additionally, over the past eight years, population growth in the area surrounding HARB has reduced traffic efficiency, hindering emergency response efforts from external county resources to HARB. HARB anticipates that the addition of a 10,000-seat stadium and 150-room hotel would further strain evacuation and egress routes, potentially adding to congestion issues that have not been addressed through updated traffic planning.

Deed Restrictions

The proposed development spans three parcels within the Economic Development Conveyance (EDC): Parcel D-1, Parcel D-4, and Parcel D-12 (Attachment 5 – Parcel & Deed Map) which are subject to the EDC Agreement and the Supplemental Records of Decision (SRODs). The combined deed-based constraints restrict the feasibility of developing these parcels as currently proposed:

1. *Parcel D-4*: This 97.33-acre parcel includes 14.15 acres designated for the proposed development of a stadium, sports medical facility, commercial retail space, and associated parking. However, the soil and groundwater on this parcel are contaminated with arsenic, significantly restricting its use and prohibiting exposure to both soil and groundwater. Groundwater use is strictly prohibited unless approved by the U.S. Environmental Protection Agency (EPA), the Florida Department of Environmental Protection (FDEP), and the U.S. Air Force. Deed restrictions further prohibit permanent residential developments, hospitals, schools, and daycare facilities due to contamination risks. Proposed uses, such as a medical facility or student housing, may not comply with these restrictions. Additionally, environmental surveys are required to assess potential impacts on protected species, such as the eastern indigo snake.
2. *Parcel D-12*: The 72-acre site is proposed for park improvements, including a mix of outdoor and indoor basketball, tennis, football, and rugby fields, along with additional sports facilities, and parking. Under the proposed development, the developer would fund and complete these improvements at their own cost, maintain the property, and operate the facilities. However, the deed specifies that the parcel, donated for park use, cannot be leased, or sold without approval from the Department of the Interior (DOI). Furthermore, any profits generated must be reinvested into the county parks system.

In conclusion, the proposed Homestead Air Reserve Park Multipurpose Sports Complex, as currently envisioned, presents numerous mission sustainment challenges for HARB. Based on the conceptual renderings of the proposed development and the limited information available to HARB, key conflicts include land use incompatibility, operational security risks, emergency management response, and deed restrictions issues. HARB requires the proposed development engineering plans to conduct a complete mission impact analysis. We recommend taking additional time to review the proposed development's scope and design to assess these potential conflicts and integrate mitigative measures into the proposed development plan.

The Air Force appreciates the opportunity to present its concerns that prioritize public safety and the integrity of HARB's military mission. HARB looks forward to collaborating with you to address these concerns to achieve a balanced outcome that benefits the community while preserving national security.

Sincerely,

SIMMONS.CRAIG.R
ANDALL.1113970800

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SIMMONS.CRAIG.RANDALL.1113
970800
Date: 2024.12.18 09:13:16 -05'00'

CRAIG R SIMMONS, Colonel, USAF
Deputy Commander

5 Attachments:

1. Proposed Conceptual Rendering
2. Stadium OPSEC
3. Location Map
4. Flight Path
5. Parcel & Deed Map

SPORTS PERFORMANCE HUB MIAMI

SITEPLAN

PARKING AVAILABLE

Total Parking Surface Area 927,000 Sf
Total Parking Available 3,090 Spaces

PARKING REQUIRED

Stadium Parking Required 2,500 Spaces
Hotel Parking Required 110 Spaces

**PARCELE
35.5 ACREST**

STUDENT HOUSING

A1 100 rooms - 200 beds
A2 expandable to 200 additional beds*

B **HOTEL**
100-150 keys

C **RETAIL**
Entertainment District

D **SPORTS MEDICAL FACILITY**

F **SOCCER | RUGBY STADIUM**
10,000 seats

G **PARKING**
Total Surface Available: 927,000 sf
3,090 spaces



SPORTS PERFORMANCE HUB MIAMI


150-rooms / 8,000 sq ft

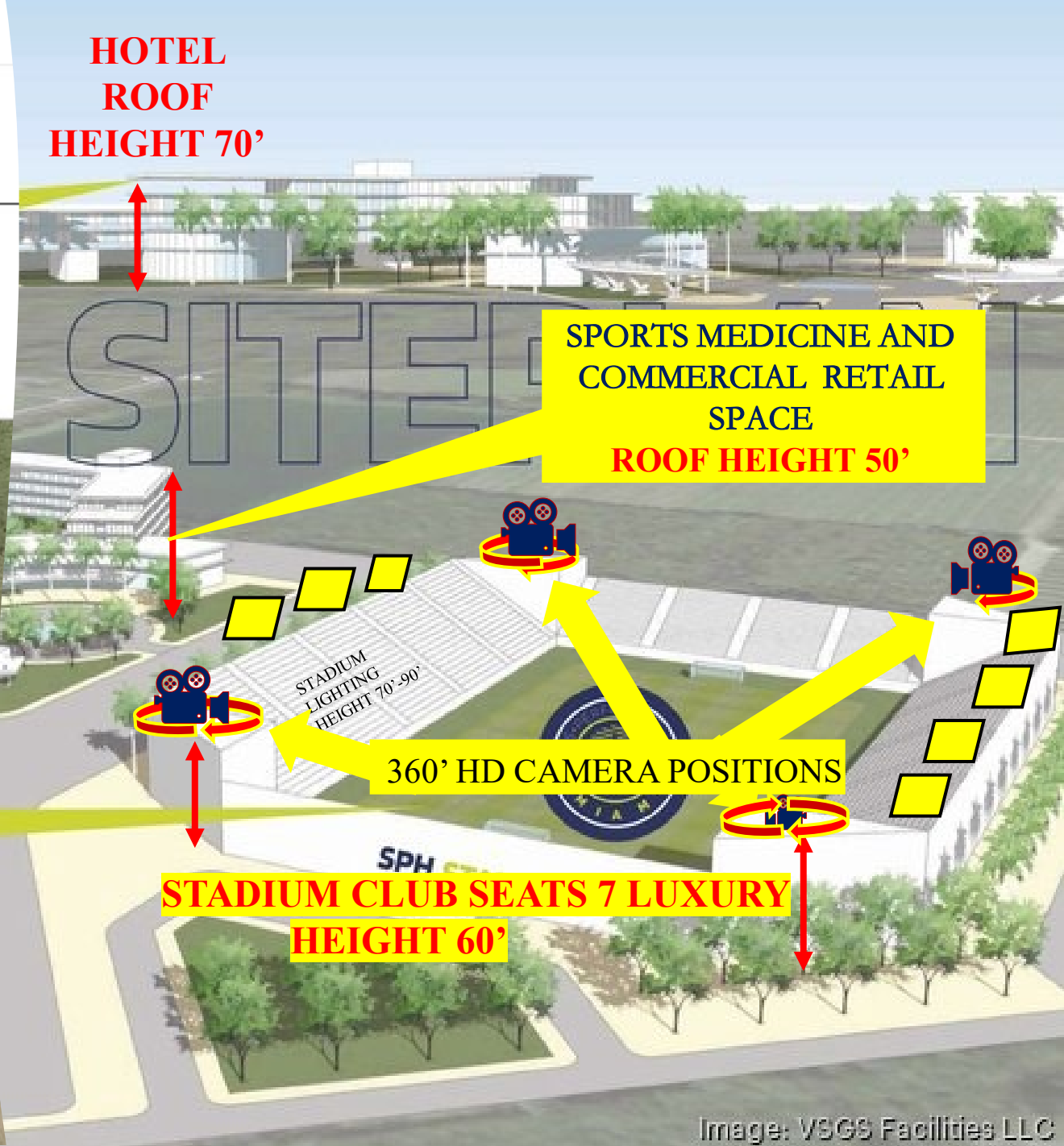
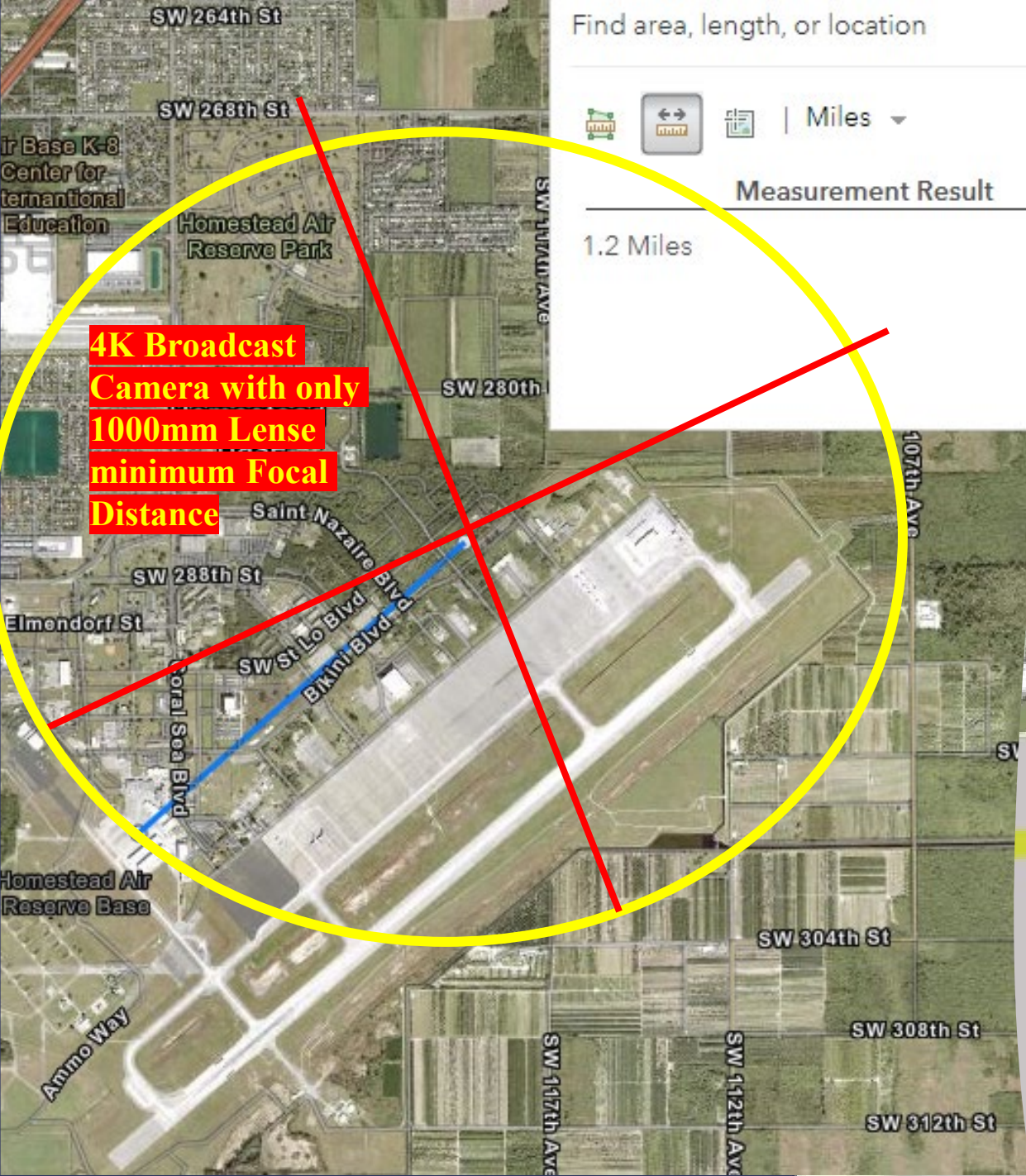
- Direct access to stadium
- Exclusive accommodation partner for stadium events
- Unique sports-focused design and amenities

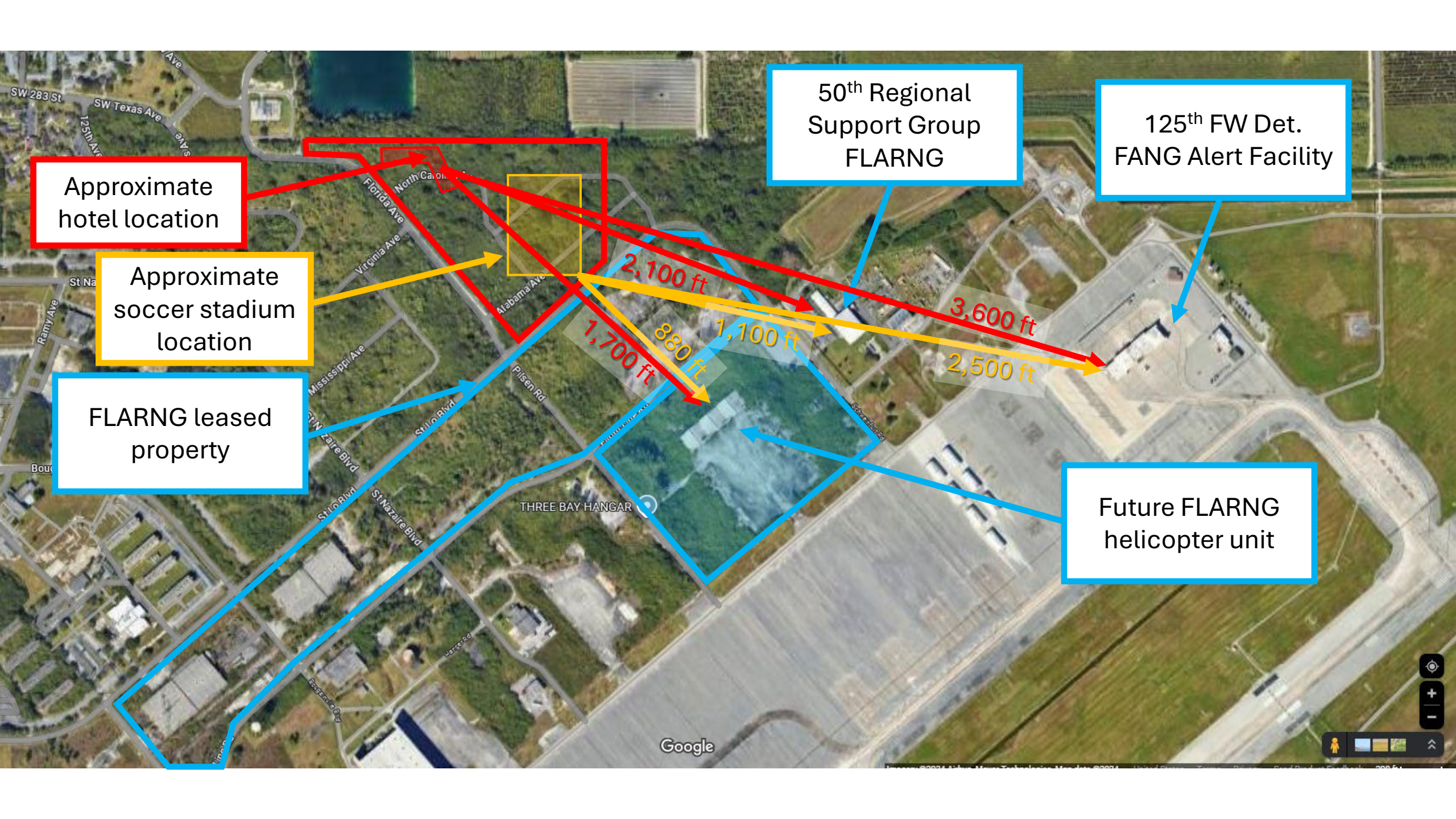
Capacity: 10,000 seats

- Modern, state-of-the-art design
- Sustainable and energy-efficient features
- Club seats and luxury suites
- Meeting and event spaces
- Advanced sound and lighting systems

SITEPLAN







Approximate hotel location

Approximate soccer stadium location

FLARNG leased property

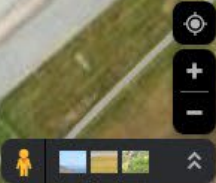
50th Regional Support Group FLARNG

125th FW Det. FANG Alert Facility

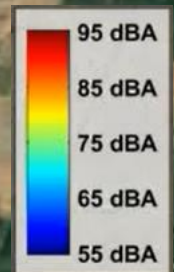
Future FLARNG helicopter unit

THREE BAY HANGAR

Google



--- ACTUAL F-15 FLIGHT PATH ---



**Proposed Sports
Performance Hub
Miami-Dade**



**PARCELE
35.5 ACREST**

PARCEL D-1

PARCEL D-4

A1

B

A2

G

C

G

D

F

G

STADIUM
PLAZA

STADIUM
GROUP OFF

G

N

3



SPORTS PERFORMANCE HUB MIAMI

SITEPLAN

PHASE I 72 ACRES

BASKETBALL

Basketball Academy
Basketball Arena
Indoor Basketball Courts | 6

TENNIS

Tennis Academy
Tennis Courts | 14
Tennis Tournament Courts | 2
Indoor Tennis Courts | 2

AMERICAN FOOTBALL

American Football Academy
American Football Fields | 1

SOCCER

Soccer Academy
Soccer Field | 12
Covered Soccer Field | 1

RUGBY FIELD

SHARED PARKING

Surface | Overflow Parking

PARCELA 72 ACRES PHASE I



ATTACHMENT C



**The Strategic Value of Homestead Air Reserve Base:
A Cornerstone of National Security**



Executive Summary

Homestead Air Reserve Base (HARB) stands as a beacon of national security, strategically positioned to fulfill critical roles in defense, emergency response, and global operations. Nestled in the heart of South Florida, HARB boasts a rich history and a pivotal role in safeguarding the United States' interests. It is poised to sustain this, and more, in the future.

This report explores the strategic importance of HARB in the context of national defense, military readiness, disaster response, international relations/strategic posture, and economic development to name just a few topics. The report is organized into five primary sections:

HARB as an Ideal F-35 Basing Location: Across the board, HARB and the 482FW are well positioned for transition to the F-35. Completed studies validated its suitability favorably compared to other potential Air Force Reserve locations. The 482FW already has a well-established active association which will be essential as the introduction of the F-35 continues across the next decade and beyond. HARB's positioning in South Florida affords direct and easy access to world-class training airspace at the scale needed to support the 5th generation capabilities. Both the base and the sustained mission with the F-35 are robustly supported by the Congressional delegation and the community. HARB is F-35 ready.

HARB as a Strategic Geographic Location: HARB occupies a unique geographic position in the United States' strategic landscape that literally makes it a cornerstone of our CONUS basing network. It serves as a key facilitation location for regional stability operations as well as homeland defense. As threats evolve and challenges emerge, HARB remains poised to adapt.

HARB as a Mission Partner Location: The location provides the 125FW and CBP missions greater range beyond U.S. borders for defense in depth of the homeland. The Coast Guard MSST and SOCSOUTH benefit from the airfield co-location and ability to rapidly load and deploy forces on a variety of aircraft. The Florida National Guard recognizes the value in positioning greater forces within the state's population center of gravity and ensuring a better crisis response posture.

HARB as a Mission Growth Location: HARB has significant latent potential to expand mission support to the Air and Space Force; it can help address some of less obvious challenges a reserve base is not normally thought of supporting (recruiting, innovation, and space access) as well as the more "traditional" challenges of organizing force structure, training, and partner support. Some of these opportunities present a chance to reimagine the total force integration concept and explore how a uniquely positioned AFRC installation can deliver exceptionally greater value.

HARB as an Economic Engine Location: Today, HARB plays a pivotal role in generating jobs, stimulating business activity, and fostering economic resilience. Direct employment at HARB encompasses a wide range of occupations, including aviation specialists, maintenance technicians, administrative personnel, and security professionals. Moreover, the base's presence creates indirect employment opportunities in sectors such as hospitality, retail, and professional services, further expanding its economic footprint and supporting local businesses. In total, HARB generates approximately \$1B annually in impact and nearly 5,000 jobs. A half-dozen potential economic growth initiatives have potential to drive this economic stimulus even higher.

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The Strategic Value of Homestead Air Reserve Base:

A Cornerstone of National Security

Introduction: Homestead Air Reserve Base (HARB) stands as a beacon of national security, strategically positioned to fulfill critical roles in defense, emergency response, and global operations. Nestled in the heart of South Florida, HARB boasts a rich history and a pivotal role in safeguarding the United States' interests. It is poised to sustain this, and more, in the future.

Currently, the 482nd Fighter Wing (482FW), Air Force Reserve Command (AFRC), maintains and operates HARB as the host wing command. It is a fully combat-ready unit capable of providing F-16C multi-purpose fighter aircraft, along with mission-ready pilots and support personnel, for short-notice worldwide deployment. The wing has more than 2,500 members, including more than 1,700 traditional reservists, of which more than 240 are full-time reservists, in addition to more than 250 full-time civilians.

The 482FW is also home to the 367th Fighter Squadron, an active-duty unit integrating with the 482FW (reserves) under the Total Force Integration concept. The unit has more than 170 active-duty members assigned. The 93rd Fighter Squadron “Makos” flies and maintains the F-16C Fighting Falcon aircraft. The F-16s can be identified by the letters “FM” (“Florida Makos”) and the Mako Shark insignia displayed proudly on the tail.

In addition, the 482FW supports and trains civil engineering, communications, medical, logistics, aircraft maintenance, mission support, aerial transportation specialists, and a security forces squadron that can be deployed interchangeably with active-duty units to meet U.S. Air Force commitments around the world.

The 482FW regularly hosts combat units from all over the world with its unique geographic location. Visiting units come to South Florida to take advantage of the superb flying weather and the abundant training airspace in the Atlantic Ocean and Gulf of Mexico.

Today's Air Force is more than 30 percent smaller than it was during Operation Desert Storm. This has resulted in an unprecedented reliance on the continuous use of the modern Air Force Reserve in day-to-day, worldwide operations. In fact, the Air Force Reserve Command provides the U.S. Air Force with about 20 percent of its capability with only about four percent of the total Air Force budget. The 482FW has a high operations tempo, engaging in year-round training to ensure personnel and equipment remain deployable and combat-ready.

Additionally, the 482FW supports several tenant units at HARB. A Florida Air National Guard Detachment from the 125th Fighter Wing, Jacksonville, Fla., operates the North American Aerospace Defense Command (NORAD) alert facility providing F-15 aircraft capable of intercepting, identifying, and if necessary, destroying unknown aircraft that penetrate U.S. airspace. The 482FW also supports the U.S. Customs and Border Protection Air and Marine Branch air interdiction mission; the U.S. Coast Guard's Maritime Safety and Security Team Miami (91114); U.S. Special Operations Command South, a subordinate command of U.S. Southern Command located in the City of Doral, Fla.; the Florida Army National Guard, 50th Regional

Support Group; a U.S. Army Corps of Engineers Project Office; and several other government satellite offices are located on base. During the Atlantic hurricane season, the 482FW routinely supports forward deployment of the Air Force Reserve's "Hurricane Hunters" weather reconnaissance mission, and joint relief operations with the Federal Emergency Management Agency.

Regrettably, the former Homestead Air Force Base (active component) was significantly damaged by the landfall of 1992's Category V Hurricane Andrew. The devastation at the time was significant enough that initially, the Secretary of Defense recommended the facility for total closure. However, the 1993 Base Realignment and Closure (BRAC) Commission recommended rebuilding and realigning the base as an Air Force Reserve installation. Subsequent rounds of BRAC in 1995 and 2005 also considered base closure. Each time the value of the base was recognized and sustained.

Once again, however, the future of HARB is called into question. The current compounded challenges of the aging-out Block 30 F-16C airframes operated by the 482FW, the program delays in delivery of F-35s (the ostensible fighter/attack aircraft replacement), a restrictive federal budget environment, significant Air Force force structure recapitalization requirements, and the Air Force's perception of maintaining excess infrastructure, have all combined to elevate risk to sustaining the mission and the installation in South Florida.

This report explores the strategic importance of HARB in the context of national defense, military readiness, disaster response, international relations/strategic posture, and economic development to name just a few topics. The report is organized into five primary sections:

- HARB as an Ideal F-35 Basing Location
- HARB as a Strategic Geographic Location
- HARB as a Mission Partner Location
- HARB as a Mission Growth Location
- HARB as an Economic Engine Location

The sections of the report document both the "as is" current status as well as outline reasonable "what if" potential future actions, enhancements, or missions HARB can support.

Bottomline – given its unique geographical positioning in the southeast corner of the country with proximity to many regions and premier training space, HARB's advantages truly make it a cornerstone of national security!

HARB as an Ideal F35 Basing Location

Background

The 482FW currently operates twenty-eight (28) Block 30 F-16C aircraft. Based on their current average annual flying-hours and utilization rates, it is estimated that twelve (12) jets will begin to reach their limits of aircraft structural life beginning in the Fiscal Year (FY) 2026 timeframe and phaseout through FY 2030. As these jets gradually sunset, assuming funding for operations and maintenance and personnel are sustained, the 482FW can maintain a viable, deployable warfighting capability. As the remaining jets age out beyond FY30, replacement aircraft will be required to sustain this combat capability.

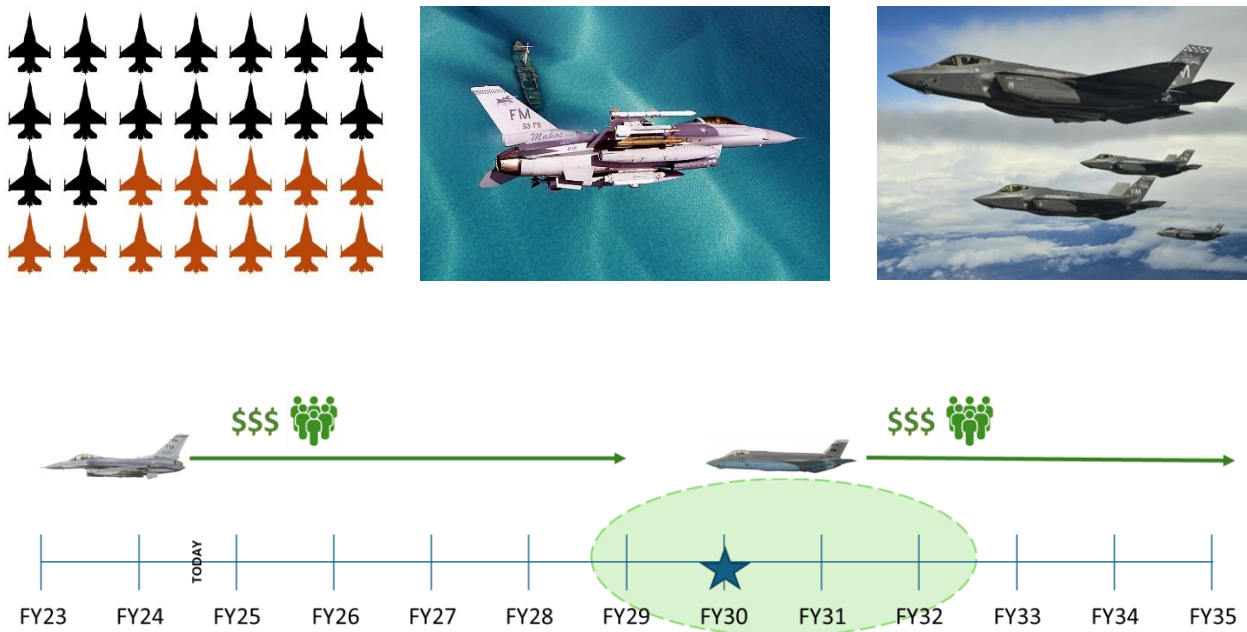


FIGURE 1. Projected F-35 Replacement Timeframe

As a multi-role, fighter/attack aircraft, the F-16’s natural replacement is the F-35A Lightning. The earliest projected F-35 assignment/basing action for the AFRC is in the FY30 timeframe. This timeframe naturally aligns with the sunset of the current F-16s and the accommodation of a 1–2-year transition period for the wing to prepare for accepting the mission with the new airframe.

As a brief history of AFRC F-35 basing, in April of 2016, the Air Force announced that HARB was a candidate for the F-35A Lightning II, amongst four reserve locations (Joint Base Fort Worth, Davis-Monthan AFB, and Whiteman AFB were the other three). In 2020, the first basing decision was made to assign that unit of F-35s to the 301FW located at Joint Base Fort Worth, Texas. The next anticipated AFRC basing action for a F-35 assignment was projected in the FY30 timeframe

(as previously noted, that timing aligns well with current 482FW F-16 airframe life expectancy). While not a final decision, at the time, this appeared to be a natural replacement cycle in subsequent fiscal year(s) planning.

However, in the 2022-2023 timeframe, indications were that Air Force budget and recapitalization pressures were leading to consideration of a “divest-to-invest” strategy of accelerating retirements of legacy airframes to make funding available for air fleet recapitalization. It was in this context that accelerated retirement of F-16s with the 482FW was seen as a risk by the South Florida community. Early F-16 retirement, coupled with ongoing delays in the F-35 program, would potentially leave the 482FW without aircraft and HARB an air base without a flying mission. It was also during this timeframe that the possibility of relocating the 482FW to another installation arose as another potential course of action under consideration. Either approach placed the future of HARB at risk. Possible relocation of a reserve unit poses other challenges and risks as will be outlined in a subsequent sub-section of this report.

Assuming a FY30 (or near that timeframe) basing action for another AFRC F-35 unit occurs, several factors make the 482FW and HARB the ideal location for this next basing assignment.

Minimal Environmental Impact and Compatible Use Concerns

In 2020, both an Environmental Impact Study and an Air Installation Compatible Use Zone (AICUZ) Study were completed evaluating the potential operations of the F-35 at HARB. In summary, HARB had the best “scores” across all the installations evaluated.

In the critical factor of noise impacts, HARB performs exceptionally well with the F-35 noise profile/contours. Decades of community-based planning ensured no encroachment/noise issues were prevalent along both the approach and departure flight profiles. In fact, less than 3% of

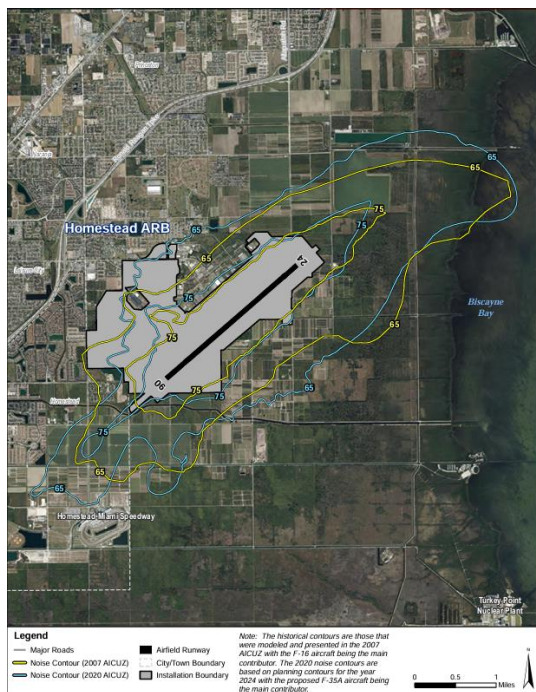


FIGURE 2. Forecasted Noise Zones around HARB from F-35 Operations Compared to F-16 Operations

forecasted noise zones will have only minimal impact; according to the EIS, at most, 104 people at the highest decibel profiles. No Clear Zone (CZ) or Accident Potential Zone (APZ) 1/2 issues were noted for F-35 operations. The areas south and east of the base are predominantly agricultural or undeveloped, including portions of Biscayne National Park. These areas create a natural buffer from encroachment and noise impacts.

Furthermore, the Miami-Dade County supported Urban Development Boundary Line limits development near/around portions of the base. Additionally, encroachment is prevented by Florida Statutes, easements, and city ordinances. A recent amendment to the Florida Live Local Act created an additional buffer around installation perimeters to mitigate risk of administrative approvals of workforce/affordable housing developments near military installations. Finally, HARB has ex-officio membership on local Planning and Zoning Boards to monitor developments and have a voice in local planning and decision-making.

Infrastructure Readiness

Another area of assessment in the 2020 EIS study was the readiness of and impact to infrastructure required to support F-35 basing. Again, in context of the four installations reviewed, HARB had the least facility demolition, renovation, and new construction required, as well as lowest square footage costs. Given significant portions of the existing facilities in place for current F-16 operations and maintenance are compatible for F-35 operations right now, it also represented the least acreage disruption across the various installations.

HARB's other existing infrastructure also presents advantages. Among other things, HARB has:

- The largest munitions storage area in AFRC; 120+ acres with covered storage for over 2-million pounds of explosives;
 - ✦ Only viable munitions storage area south of Eglin AFB;
- Current covered parking facilities are right-sized for F-35 operations;
- State-of-the-art runway & airfield electrical system completely upgraded 2007
- Is an environmental award-winning base, completely remediated since 1994 and free of long-term environmental costs;
- ~200 acres of available ramp to support contingency and exercise operations;
- Operational "hot cargo" and live weapons loading area;
- 35,000+ square foot hangar facility in addition to three AFRC hangers.

Regarding supporting community infrastructure that supports mission assurance inside HARB's fence line (power, water, communications, etc.), a recent regional Military Installation Resilience Review (MIRR) study determined that the majority of these critical assets are located along a naturally elevated ridge line to the north and west of the installation. This makes these assets more resilient to sea level rise, storms, and surge, even under the most pressing scenarios considered.

Established Active Association

Associating Active Duty (AD) and AFRC (RC) personnel at Wings will be essential for successful F-35 operations. Air Force Instruction 90-1001 defines an Active Association in which an Air Reserve Component sponsor organization shares a mission with one or more Regular Air Force associate organizations. HARB is one of only 9 host installations in the Total Force Integration concept. Essentially, AFRC owns the airfield, aircraft, and mission support for the operation and the AD provides personnel to support the operation.

An active association provides the Commander with the capability to best utilize full-time and part-time personnel to meet deployed combat operations and home-base training requirements simultaneously. It also enables the rapid “seasoning” of a new fighter pilot. This process is called “Pilot Absorption.” The intent was to leverage the high level of experience within the RC so that new, regular Air Force AD fighter pilots could gain experience and become “absorbed” more rapidly. As Captain Salvador Vargas-Castro, an AD fighter pilot formerly assigned to HARB stated, “You go into a place with maintainers and instructors who have been doing this for decades. You basically get thrown into a situation where everyone around you has been through it before. Most of the time, you’re flying with guys who have been flying the jet longer than you’ve been in the Air Force.”



FIGURE 3. Captain Salvador Vargas-Castro, an active-duty fighter pilot serving with the Florida Makos

The 482FW is currently organized as an Active Association increasing the effectiveness and efficiency of flying operations. The utilization of long-serving reserve pilots and maintainers to provide this enhanced pilot absorption value to the Air Force is not easy to quickly replicate in other locations. Many of the reservists also work in the commercial airline industry and HARB is located near a major commercial aviation hub in Miami International Airport. These reservists can manage their civilian-military career balance due to this proximity. Trying to relocate the 482FW to another base in a location without readily available commercial pilot basing will likely result in the military retirement of many of these experienced aviators. In short, the 482FW command flagpole can be relocated, but much of the reserve population who mans the unit and brings the value would likely take multiple years to reconstitute in another location. Given pilot training challenges, this would be an unfortunate loss in capability for Total Force Integration.

Training & Readiness

A strong argument for HARB's F-35 readiness is the robust training areas (airspace and ranges) available within minutes of take-off. F-35 pilots are required to perform the full spectrum of air-to-air and air-to-ground missions at all altitudes from surface to 50,000 feet. The F-35 Ready Aircrew Program (RAP) tasking requires pilots to maintain proficiency in the following primary mission sets:

- Offensive Counter Air (OCA)
- Defensive Counter Air (DCA)
- Tactical Intercepts (TI)
- Air Combat Maneuvering (ACM)
- Suppression of Enemy Air Defense (SEAD)
- Strike Coordination and Reconnaissance (SCAR)
- Close Air Support (CAS)
- Basic Fighter Maneuvers (BFM)
- Basic Surface Attack (BSA)
- Instrument Proficiency

In accomplishing this training, F-35 pilots require predictable and stable access to suitable low and high-altitude airspace. The RAP requirements of the F-35 dictate what events pilots must complete within a given year to build the essential skills necessary to be Combat Mission Ready (CMR). The ability for F-35 pilots to execute training events at high altitudes is required for many of the primary mission sets listed above. Failure to meet RAP requirements during a given cycle may result in additional training requirements and loss of CMR status.

The Florida peninsula and its surrounding environs possess the largest overwater and some of the least restrictive training areas in the continental United States (CONUS). As shown in Figure 4 below, several nearby offshore Warning Areas provide robust airspace and various Military Training Routes (MTRs) and Altitude Reservations (ALTRVs) connect these offshore Warning Areas to Special Use Airspace (Restricted Areas (RAs) and Military Operating Areas (MOAs)) over and adjacent to onshore impact ranges such as Avon Park Air Force Range (APAFR) and the Pinecastle Range Complex (PRC). HARB is uniquely positioned near many of these assets enabling an efficient and effective training operation.

For example, W-174 allows for surface to 70,000', supersonic flight, 200-mile engagement setups, and full spectrum electronic countermeasures use. It has an Air Combat Maneuvering Instrumentation (ACMI) range capable of large, composite force training and debriefing. Nearby, W-465 has similar capability as W-174. Air Refueling (AR) tracks are optimally located over Homestead and adjacent to the W-174 and APAFR training areas.

The APAFR is only a ~15-minute flight from HARB. APAFR provides a sustainable, world-class training complex focused on advanced, realistic, and relevant training for joint, interagency, and multinational partners, excelling in air-ground integration and Agile Combat Employment. The facility is commanded by the 598th Range Squadron whose mission is to deliver mission-ready support facilities, infrastructure, base operations support services, logistics, fire services,

environmental services, and communications support assuring success in training for their customers. The range provides 106,000 acres of day/night training space, has an 8,000-foot uncontrolled runway, and 13 different MTRs and 7 established air refueling tracks. It also includes 189 sq. miles of restricted airspace. Restricted Area airspace in the form of R-2901A/B overlies the range areas and is bounded on the east by MOAs (Avon East High; Basinger; Marion) and on the west by MOAs (Lake Placid North; Lake Placid East; Lake Placid West). Relatively easy access is enabled from both the east and west areas of W-497 and W-168. The range allows for heavy weight ordnance employment.

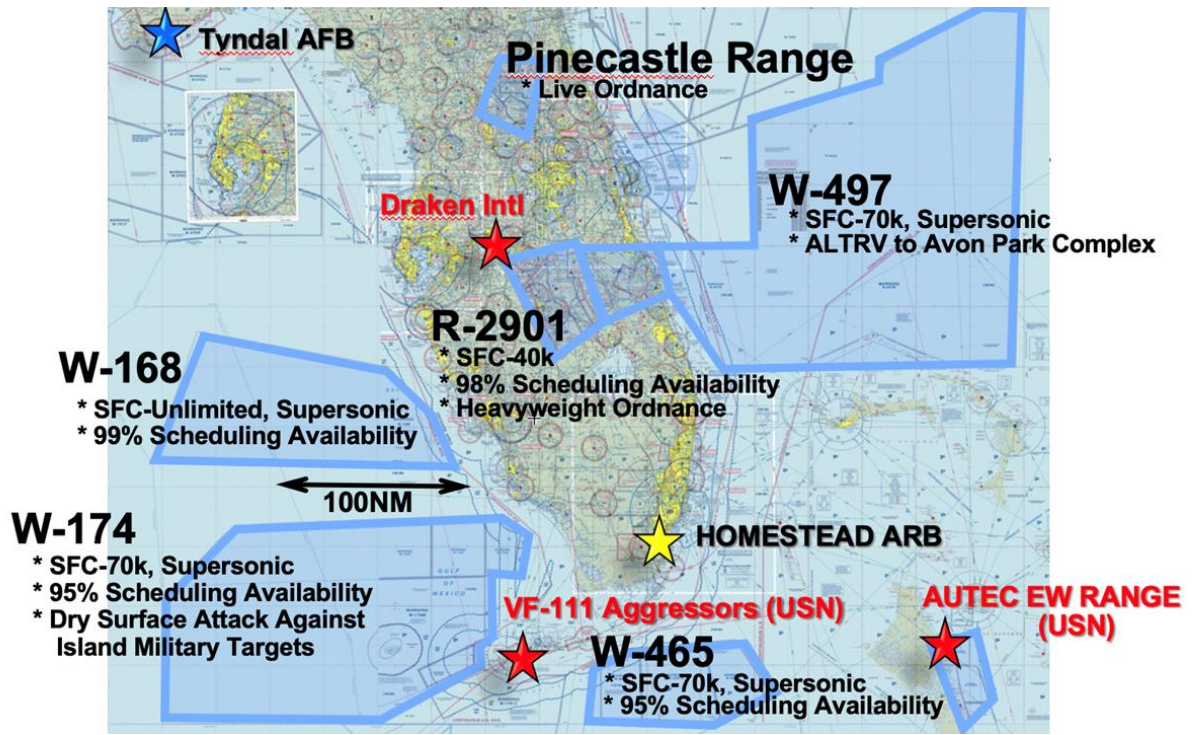


FIGURE 4. HARB Positioning in Relation to Warning Areas & Ranges

FIGURE 5. APAFR Configuration

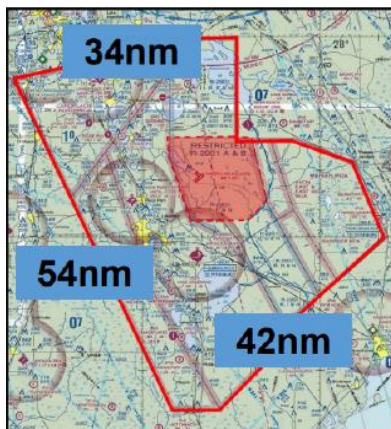
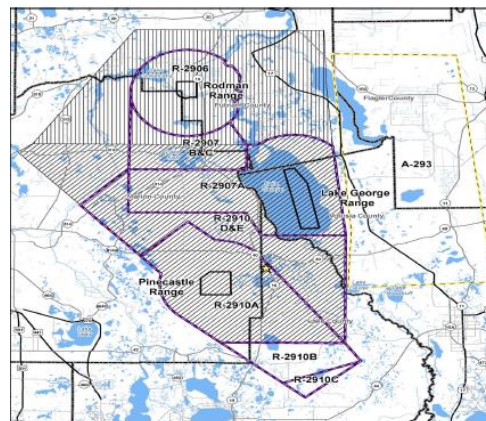


FIGURE 6. PRC Configuration



Slightly further north but only a ~25-minute flight from HARB, is the PRC within the Ocala National Forest. The range is day/night capable training space with allowance for heavy weight and live ordnance. Military aircraft fly at low altitude over the forest, and drop practice, inert, or live bombs and/or shoot their cannons in the middle 450 acres of the range. Aircraft also have the option to fly low over the forest, northwest of nearby Lake George on the St. Johns River, bisect the lake at low altitude on a southeasterly heading, and drop inert 500 lb., 1000 lb., or 2000 lb. bombs or mines in a Navy controlled impact area in the southeast quadrant of Lake George. Restricted Area airspace in the form of R-2906, R-2907A/B/C, and R-2910A/B/C/D/E overlies all range area, all bounded by the Palatka 1 and Palatka 2 Military Operating Areas (PALATKA ONE MOA; PALATKA TWO MOA), extending from just south of the city of Palatka to just north of the town of Paisley. Depending on potential wildfire conditions, aircraft can fire 20mm, 25mm and 30mm cannon rounds, drop Mk 76 and Mk 106 practice bombs and live Mk 82 series 500 lb. bombs (Mk 82/BLU-111/BLU-126 series, GBU-12 LGB, GBU-38 JDAM) bombs on the range. Inert Mk82 series, Mk83 series (1000 lb.) and Mk84 series (2000 lb.) bombs may be dropped at any time regardless of fire conditions.

Both APAFR and PRC offer “backyard” training range space for fighters based at HARB. The short transit distances and AR tracks generate maximum sorties per year per flight-hour thereby maximizing utilization of training resources. The proximity results in less fuel consumption and flexibility of the various training areas are optimized for effective and efficient training. The region is “weather friendly” with 300+ Visual Flight Rules (VFR) flying days annually allowing more effective training missions per year.

Training & Readiness Enhancement – The Florida Advanced Training Range (FATR)

HARB is also extremely well positioned to benefit from the developing FATR project initially funded by the Florida Defense Support Task Force (FDSTF). FATR aims to ultimately enhance the Florida combined range complex. The peninsula offers a unique environment well-suited for joint, all-domain training not available or accessible anywhere else in CONUS. The air, land and sea training areas offer a world-class, realistic environment for military units to train like they will fight in future conflicts. F-35s based at HARB, and elsewhere, will be able to leverage this capability. Land, sea, space and cyber forces will also join the air domain to conduct joint, all-domain training and mission rehearsals utilizing Florida’s training areas reflecting similar geography of pacing threats. Figure 7 depicts the similarities in geography of an overlay of the southeastern US and the mainland of China with Florida and its range complex “positioned” in the likely contested area of the South China Sea.

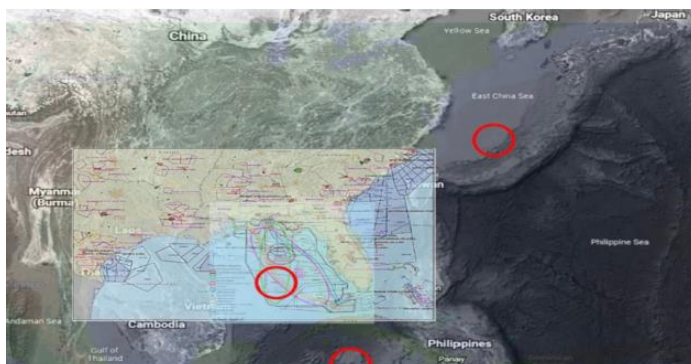


FIGURE 7. Overlay of Florida Training Areas on the South China Sea

Actual combat battlespace will be contested and congested with strategic, all-domain integrated air defense systems (IADS), air, land and seaborne threats, long range-hypersonic weapons, electronic warfare and space/cyber effects. Our training ranges must be able to replicate this environment for our military units. In a phased approach, the FATR project aims to achieve this via enhanced connections of special use airspace (SUA), deployment of programmable, affordable threat systems (PATS) networked with an advanced live, virtual, constructive (ALVC) architecture, operating control centers and the electromagnetic spectrum (ESM) certifications to support the network.

A critical capability enhancement of the 5th Gen F-35 is its ability to network information to not only other F-35s flying in formation, but also with other ground, sea, and air assets. This provides enhanced ability for F-35 formations to work multiple mission sets in real-time; for example: a formation may be performing SCAR and SEAD functions while at the same time maneuvering towards a target area to conduct BSA or CAS missions as well. The entire time, the aircraft are linking and sharing information about the battlespace they are sensing. In order to do this effectively, tactical requirements may dictate a multi-aircraft formation. Enhancing the connection of the offshore Warning Areas to onshore ranges like APAFR and PRC using Air Traffic Control Assigned Airspace (ATCAA) “shelves” will enhance the F-35’s ability to maneuver in tactically relevant ways between SUA areas. An architecture of six such shelves depicted in Figure 8 would leverage the bulk of the Eastern Gulf Test & Training Range (EGTTR) complex and link across nearly 500 NM, approximating the distances required by 5th Gen sensors and systems as well as the battlespace in potential conflict scenarios.

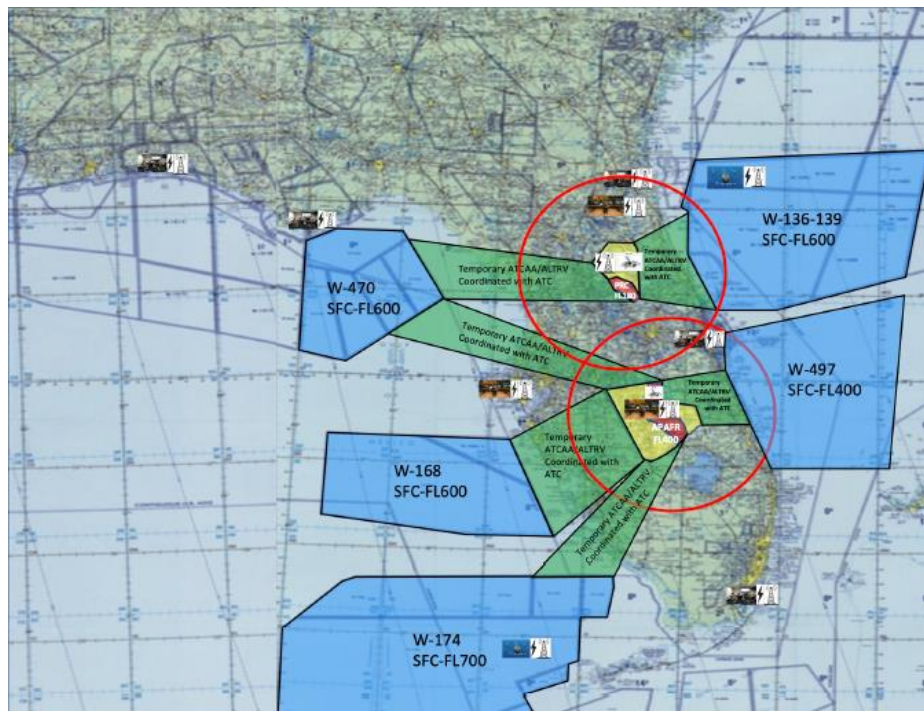


FIGURE 8. Architecture of Potential ATCAA Shelves

Phase 1 of FATR is concluding in the summer of 2024 with a recently successful demonstration of a reprogrammable MET threat system being able to be remotely controlled and tuned on the APAFR. Funding for Phase 2 of FATR demonstration and development is currently being pursued via Congressional appropriations in FY25. Phase 2 will expand the deployment of higher-powered MET systems in multiple locations across the peninsula as well as the associated control and networking systems. This will begin to replicate the contested and congested threat environment at scale. F-35's based and operating from HARB are best positioned to take advantage of this developing capability.

Legislative Support

Engagement with portions of the Florida Congressional delegation have been ongoing in support of advocacy for HARB, continuing the F-16 mission and securing the F-35 replacement aircraft for the 482FW. In particular, focused engagement has occurred with both Senators Marco Rubio and Rick Scott and in the House with Representatives Carlos Giménez, Mario Diaz Balart, and Debbie Wasserman Schultz, all who sit on critical defense authorization or appropriations committees.

Several amendments were successfully enacted in the National Defense Authorization Act (NDAA) for FY24, as well as language added in its associated Conference Report, related to HARB, F-16s and overall Air Force fighter aircraft force structure, readiness and training. These amendments and report requirements reflect a growing concern over tactical fighter capacity as well as timing of replacement aircraft for the legacy fleet. This is indicative of concern over the pace of the Air Force's divest-to-invest strategy. In summary, these include the following amendments. For brevity, the two amendment listings here are only portions of the language. For a listing of the full amendment/section 144 and 148 language, refer to Appendix 2.

“SEC. 144. LIMITATION ON RETIREMENT OF F-16C/D AIRCRAFT.

(a) LIMITATION.—Beginning on the date of the enactment of this Act and except as provided in subsection (b), the Secretary of the Air Force may not retire, prepare to retire, or place in storage or on backup aircraft inventory status any F-16C/D aircraft until a period of 180 days has elapsed following the date on which the Secretary submits the report required under section 148.”

“SEC. 148. PLAN FOR LONG-TERM AIR FORCE FIGHTER FORCE STRUCTURE.

(a) PLAN REQUIRED.—The Secretary of the Air Force, in consultation with the Director of the Air National Guard and the Commander of the Air Force Reserve, shall develop a long-term tactical fighter force structure, recapitalization, training, and sustainment plan for the active and reserve components of the Air Force.”

Note, the Section 148 required report has not yet been delivered by the Air Force.

Additionally, the NDAA Conference Report accompanying the FY24 NDAA included HARB and fighter aircraft-related language inserts and reporting requirements.

Specific to HARB, the report language included as follows:

“Prohibition on joint use of Homestead Air Reserve Base with civil aviation

The House bill contained a provision (sec. 2863) that would permanently prohibit the joint use of Homestead Air Reserve Base with civil aviation.

The Senate amendment contained no similar provision.

The House recesses.

The conferees note that section 2874 of the James M. Inhofe National Defense Authorization Act for Fiscal Year 2023 (Public Law 117–263) prohibits the joint use of Homestead Air Reserve Base (HARB) by civil aviation on or before September 30, 2026. The conferees also note that the May 2023 report on “Assessment of Impacts of Civil Aviation to Military Readiness and Military Activity at Homestead Air Reserve Base” outlines several concerns about how potential civilian joint use agreements could adversely impact military operations at HARB. The conferees direct the Secretary of the Air Force to provide a briefing to the Committees on Armed Services of the Senate and the House of Representatives, not later than March 1, 2024, on the long-term strategy for Homestead Air Reserve Base to include how it will be utilized in future Air Force strategic basing decisions.”

Report language accompanying Section 133 - Limitation on retirement of F–15 aircraft and modification of related reporting requirement, noted a broader concern over fighter aircraft capacity:

“The conferees applaud the Air Force’s effort to field F15EX across the active duty, reserve, and Air National Guard components equitably, but remain concerned that tactical fighter capacity is not sufficient to meet combatant commander warfighting requirements at an acceptable level of risk. The conferees expect the Secretary of the Air Force to address and mitigate the concern regarding insufficient tactical fighter aircraft capacity in the tactical fighter aircraft force structure report to Congress mandated elsewhere in this Act [Sec 148 report].”

In the General Provisions section of the conference report, two related sections were included that have potential connections to HARB. Especially considering the 482FW’s global deployments and HARB’s support for the NORAD NOBLE EAGLE mission, the Section 1070 language is germane.

“SEC. 1070. REPORT ON USE OF TACTICAL FIGHTER AIRCRAFT FOR DEPLOYMENTS AND HOMELAND DEFENSE MISSIONS.

(a) **STUDY REQUIRED.**—The Secretary of Defense, in consultation with the Secretary of the Air Force and the Secretary of the Navy, shall conduct a study on the use of

Department of Defense tactical fighter aircraft for deployments, including taskings supporting homeland defense missions.”

Finally, in relation to the FATR concept highlighted above, the Section 1074 language points to congressional interest in this type of development.

“SEC. 1074. HOLISTIC TRAINING RANGE ASSESSMENT.

(a) ASSESSMENT REQUIRED.—The Secretary of Defense, after coordinating with the Secretaries of the military departments, shall carry out a comprehensive assessment of the capabilities, limitations, and anticipated future training constraints on the use of military lands, marine areas, and airspace facilities that are available in the United States and overseas, for training of the covered Armed Forces....

(7) An assessment of the capacity of the covered Armed Forces to routinely train, test, evaluate, and qualify theater-level operations in support of operations versus a pacing threat, as defined by the most recent national defense strategy submitted pursuant to section 113(g) of title 10, United States Code, for the purpose of increasing the capacity and rate of force readiness with respect to deterrence and defense at theater-level distances. Such assessment shall include—

(A) an identification of areas in which multiple ranges can be used simultaneously to simulate Pacific Deterrence Initiative theater operation plans, including areas for over water and coastline training;

(B) an analysis of the combined capability of the total test or training areas to simulate various public, private, and academic initiatives in support of the Pacific Deterrence Initiative while advancing military readiness; and

(C) a review of any test or training areas that may enhance efforts of the Department to train at scale and range when persistently networked into a live, virtual, and constructive Pacific environment.

(8) Proposals to enhance training range capabilities and mitigate any shortfalls or encroachment, including Department assets within the range footprint, in current Department of Defense resources identified pursuant to the assessment required under this section, including timeline and budget estimates for implementing any proposed mitigations.

For brevity, the two sections 1070 and 1074 listed here are only portions of the language. For a listing of the full section 1070 and 1074 language, refer to Appendix 2.

Collectively, this FY24 Congressional language advocates for HARB, sustainment of the fighter mission at the base, and points to the potential for enhanced joint force training across Florida from which future F-35s based at HARB would be well-positioned to benefit.

Community Advocacy

The South Florida region, Miami-Dade County, and particularly, the South Miami-Dade communities are solidly in support of HARB and bringing the F-35 to the 482FW. Likewise, neighboring Monroe County is also supportive. At the state level, there has been robust support from the Governor, the Florida Defense Support Task Force and the Florida Defense Alliance. As already noted, at the federal level the Florida congressional delegation has been active in support in both engagement with Air Force officials as well as supporting legislation with examples highlighted in the sub-section above. The following page captures many of the logos of many of these supporting organizations.

Federal & State



South Florida Regional / Local



Summary

Across the board, HARB and the 482FW are well positioned for transition to the F-35. The completed EIS and AICUZ studies validated its suitability favorably compared to other potential Air Force Reserve locations. The 482FW already has a well-established active association which will be essential as continued introduction of the F-35 continues across the next decade and beyond. HARB's positioning in South Florida affords direct and easy access to world-class training airspace at the scale needed to support the 5th generation capabilities of the F-35. Both the base and the sustained mission with the F-35 are robustly supported by the Congressional delegation and the community. HARB is ready for the F-35 now.

HARB as a Strategic Geographic Location

Overview

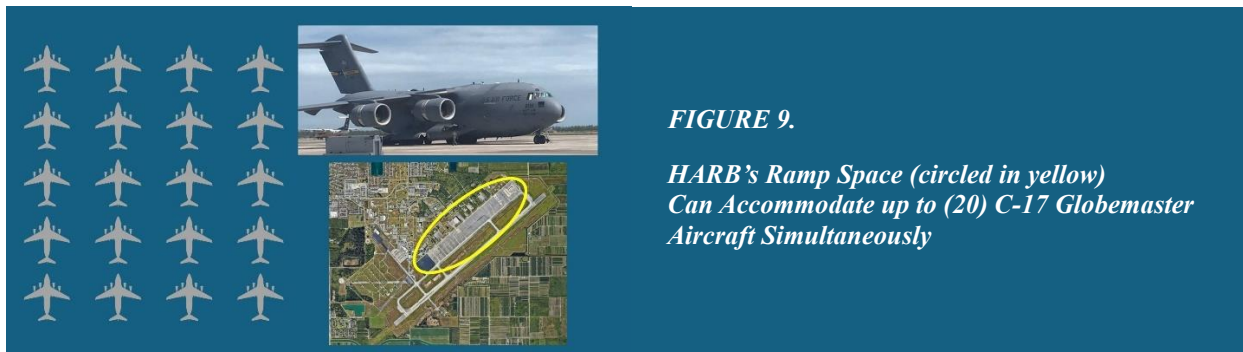
As the southernmost Air Force installation in the Continental United States (CONUS), HARB holds a unique geographical advantage. Its strategic location not only facilitates rapid deployment and logistical support but also enhances the U.S. military's ability to monitor and respond to threats in the Western Hemisphere and beyond. The base's proximity and access to the Caribbean and Latin American regions make it a linchpin in safeguarding vital national interests, countering illicit trafficking, and promoting regional stability.

US Northern Command (USNORTHCOM) Airspace Control Alert (ACA) Mission / North American Aerospace Defense Command (NORAD) Four Corners Strategy

The Four Corners Strategy is a defensive framework developed by NORAD to enhance the security and surveillance of North American airspace. The "four corners" refer to strategically located radar installations, interceptor basing, and air defense sectors positioned at the northern, southern, eastern, and western extremities of the North American continent. These locations are chosen to maximize coverage and ensure comprehensive monitoring of airspace. The Four Corners Strategy is designed to facilitate rapid deployment of fighter jets and other defensive measures to intercept and neutralize threats. This quick response capability is crucial for addressing potential security breaches in a timely manner. HARB is the base location covering the southeastern corner, providing the ideal strategic position for monitoring and intercepting threats from the Caribbean and the southern approaches to North America. Currently, a detachment of the Florida Air National Guard's 125th Fighter Wing has a 24x7x365 ready alert of fighter interceptors positioned at HARB ready to respond. The 125FW mission is currently sourced with F-15C aircraft, however, the 125FW is scheduled to transition to the F-35 in the FY2025 timeframe.

Humanitarian Assistance and Disaster Response/Relief (HA/DR)

HARB serves as a vital asset in disaster response and humanitarian assistance operations. The base's strategic airlift capabilities, coupled with its proximity to areas prone to natural disasters such as hurricanes and earthquakes, enable swift and effective disaster relief efforts. Additionally, HARB serves as a staging area for humanitarian missions, facilitating the rapid deployment of personnel, equipment, and supplies to crisis zones both domestically and internationally.







Airmen from the 482d Fighter Wing and Special Operations Command South (SOCSOUTH) join forces with the 317th Airlift Wing, who provided their C-130 Hercules, blaze the trail in loading pallets of medical supplies and electrolyte solution at Homestead Air Reserve Base, Fla., on April 26, 2024. This humanitarian aid, contributed by NGOs including Hope to Haiti, Medicine for All People International, and Lift Logistics, was delivered to Port-au-Prince, Haiti, under the coordination of the U.S. Southern Command (SOUTHCOM) through the Denton Program.

FIGURE 10. Humanitarian Assistance Mission Staging from HARB

On the domestic front, utilizing Defense Support of Civil Authorities (DSCA), HARB serves as a support base for emergency preparedness plus recovery from natural disasters, hurricanes, and humanitarian response. With Miami being one of the ten largest and fastest growing metropolitan statistical areas in the country, HARB’s nearby location make it a vital node in DSCA support operations in South Florida.

Internationally, HARB serves as a key staging base and support capability in U.S. Southern Command (SOUTHCOM) and Air Forces SOUTH (AFSOUTH) HA/DR contingency plans and has served in that support role on multiple occasions like the 2010 Haiti earthquake and numerous hurricane events in the Caribbean and Central America. Additionally, HARB also performed similar support for NORTHCOM in response to the devastation in the Bahamas due to 2019’s Category 5 Hurricane Dorian.

Hurricane Dorian Response

Supported 331st Air Expeditionary Group:

- 6x US Army CH-47
- 4x US Army UH-60
- 4x US Navy MH-53
- 6x US Marine CH-53
- 3x US Marine MV-22 (pictured above)

- 300 passengers transported
- 1x medical evacuation
- 7x rescues
- 43,560 lbs of medical supplies
- 9,400 lbs of food
- 4,500 lbs of water
- 63,400 lbs other supplies



Joint Task Force assigned and operated from HARB to conduct federal disaster relief mission

FIGURE 11. HARB Provided Significant Support to Hurricane Dorian Response

Support to Counter Illicit Trafficking Missions

The Joint Interagency Task Force SOUTH (JIATF-S), headquartered in Key West, FL, is a component command of SOUTHCOM and responsible for detection and monitoring across the southern approaches of the United States primarily for countering illicit trafficking operations. Once again, HARB's unique geographic location provides a key node to enable select JIATF-S missions. More than a half million tons of cargo have been moved through HARB across SOUTHCOM's Area of Responsibility (AOR) in support of JIATF-S missions.

In just the most recent three-year period, 11 different counter-narcotics operations were conducted from HARB involving a variety of different aircraft and dozens of personnel supported. These focused operations resulted in the interdiction and seizure of 93 metric tons of narcotics from Latin America and Caribbean regions.

Military Capability Projection

Beyond homeland defense, HA/DR and counter-illicit trafficking missions highlighted above, HARB's strategic location at the southern tip of Florida enhances the U.S. military's ability to monitor and respond to threats in the Western Hemisphere and beyond by facilitating rapid force deployment and logistical support. The history of the Caribbean, Central and South American regions that constitute Southern Command's Area of Responsibility (AOR) reveals over 120 events of armed conflict or significant unrest collectively since 1900. Within the AOR, illiberal regimes in countries such as Cuba, Nicaragua, and Venezuela provide opportunities for other potentially adversarial countries to gain access to the region. Russia and Iran, for example, have increased their regional engagements and outreach in these countries. Furthermore, China continues to leverage its robust economic investments to gain influence and expand its foothold across the region, particularly through infrastructure investments in transportation, energy, and communications facilities and projects. Finally, the SOUTHCOM AOR is blessed with abundant resources. China's appetite to access and harness these resources will increasingly drive the return of Great Power competition to the region.

As the United States engages AOR partners during times of peace, and potentially intervenes in times of conflict, HARB is geographically and functionally best poised to support. Figure 12 reveals the extensive geographic "reach" into the SOUTHCOM AOR facilitated by HARB. Essentially, all of the Caribbean and Central America are within the unrefueled radius of both F-16 and C-17 aircraft operating from HARB. Additionally, that reach also extends deep into the South American continent. And while the overseas focus of HARB is usually considered as the SOUTHCOM AOR, it should not be overlooked that HARB is the CONUS-based military airfield with the shortest routes to the majority of the continent of Africa as well.

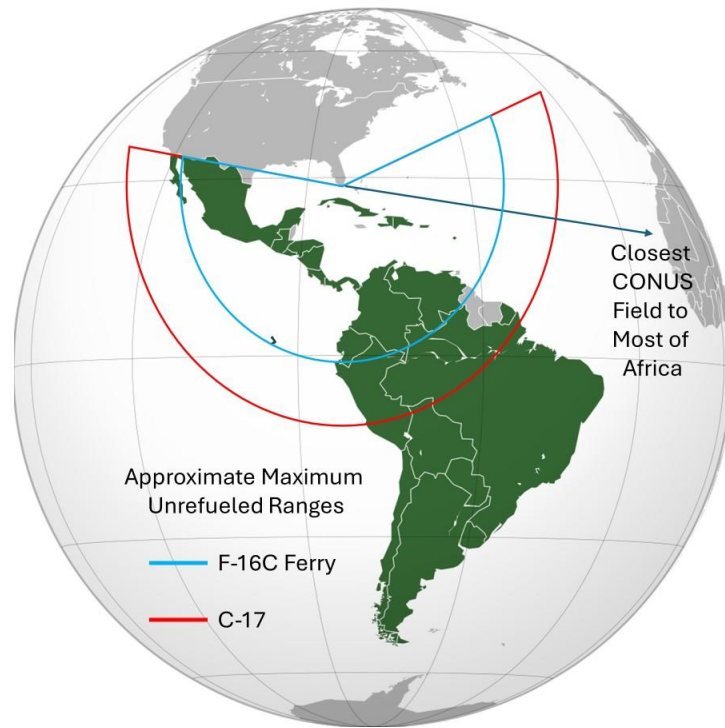


FIGURE 12. HARB Facilitates Extensive Reach and Access for Air Assets

Functionally, HARB’s 11,200’ runway can accommodate all U.S. military aircraft and as previously noted, the extensive ramp space can facilitate support to a large number of aircraft simultaneously. The base also contains 18 operational weapons storage bunkers spread over 120 acres with covered storage for over 2-million pounds of explosives; the largest in AFRC and largest in Florida. This is the only viable munitions storage area south of Eglin AFB.

As both Great Power competition and malign influences become increasingly prevalent across the strategic landscape in the SOUTHCOM AOR, maintaining HARB as the southernmost Air Force installation, along with a credible combat capability based there, can play a crucial role in signaling U.S. support for partners and in balancing/deterring Great Power competition in the region. Strengthening the installation and its combat power potential can serve in ways beyond its purely military capabilities to strengthen the U.S. hand in diplomacy and information operations as well.

Installation and Mission Resilience

This report section overall highlights HARB’s strategic value of its unique location at the southern tip of Florida. However, given HARB’s South Florida location near Biscayne Bay and the Everglades, Florida’s exposure to hurricanes, plus considering HARB’s intertwined history with Hurricane Andrew in 1992, there is always a question of weather and climate-driven risk to the installation as well. HARB was recently one of four installations in South Florida assessed in a Military Installation Resilience Review (MIRR) study conducted by the South Florida Regional Planning Council (SFRPC) and funded by the Department of Defense’s Office of Local Defense Community Cooperation (OLDCC). While the study did identify portions of HARB and

surrounding areas susceptible to flooding risk and storm surge in severe, 100-year storm/precipitation events, what the study also identified was the inherent resilience of the supporting community infrastructure providing mission assurance to supporting services on the base. Most of the utility equipment and infrastructure supporting base operations is positioned along a naturally elevated ridge line that runs essentially parallel to the runway but located to the north and west along the route corridor of US1. Even when modeling showed the areas around the runway as flooded during those historic storm events, the main utility services along US1 remained outside of the flood plain. Additionally, the extensive network of canals and natural drainage in the area can rather rapidly drain the flood waters that do accumulate.

While not directly assessed in the MIRR study, it was also noted that on base infrastructure has essentially all been built post-Hurricane Andrew is constructed to Miami-Dade Hurricane Code and resistant to wind-driven damage up to and including Category 5 storms.

In a nutshell, HARB mission assurance is more resilient than most would assume given its history and location. The day-to-day strategic value of its location far outweighs the rare risks given the mitigating storm-hardening and resilience measures that have been taken, and continue to be developed, by various stakeholders both inside and outside the fence line at HARB.

Summary

HARB occupies a unique geographic position in the United States' strategic landscape that literally makes it a cornerstone of our CONUS basing network. It serves as a key facilitation location for regional stability operations as well as homeland defense. As threats evolve and challenges emerge, HARB remains poised to adapt and respond as it has done throughout its history.

HARB as a Mission Partner Location

HARB's unique location and operational capacities facilitate joint and interagency collaboration among military units, government agencies, and civilian partners, enhancing interoperability, information sharing, and coordination of efforts in support of national security objectives. Multiple mission partners call the installation "home" which elevates the profile of national security implications more broadly than just the mission of the Air Force / Air Force Reserve. The following sub-sections provide brief highlights related to each of these key tenant mission partners and the national security focus they have.



Florida Air National Guard

A Florida Air National Guard Detachment One from the 125th Fighter Wing, Jacksonville, Fla., operates the North American Aerospace Defense Command (NORAD) alert facility providing 24x7x365 available F-15 aircraft capable of intercepting, identifying, and if necessary, destroying unknown aircraft that penetrate U.S. airspace. As previously highlighted, HARB's location at the southeastern extremity of the United States extends the defense-in-depth of NORAD's mission in this region of the country.



FIGURE 13. NORAD's F-15 Alert Posture at HARB



Florida Army National Guard – 50th Regional Support Group

The Regional Support Group (RSG) provides mission command of assigned units during homeland security, homeland defense, and civil support missions within the United States, to include managing the reception, staging, onward movement, and integration of supporting forces. In addition to hosting the 50th RSG Headquarters, HARB's facilities provide excellent logistics support and an air operating hub for the Guard's response assets in times of natural disasters.



Customs and Border Protection (CBP)



FIGURE 14. CBP Team members and assets at HARB

HARB and the 482FW also supports the U.S. Customs and Border Protection (CBP) Air and Marine Branch air interdiction mission. The Miami Air and Marine Branch provides rapid air and marine response capabilities to address imposing threats to the southeastern United States. This includes detection, disruption and deterrence of illegal immigration, illicit drug trafficking, weapons trade and terrorist activity by utilizing a coordinated effort of air and marine assets, and working with CBP's federal, state, local and tribal partners in south Florida.

The Miami Air and Marine Branch covers southern Florida and its surrounding waters. They utilize a mix of both fixed-wing and rotary wing aircraft as well as boats capable of open-water operations. Again, as with the NORAD air-defense mission, HARB's unique location enables CBP's extended reach out across the southern approaches to the United States. The base configuration at HARB enables CBP to maintain its own dedicated hangar and support facilities providing operational flexibility and deconflicting with the 482FW operations as well as the 125FW NORAD mission.



United States Coast Guard Maritime Safety and Security Team

HARB also serves as the home base for the Coast Guard's Maritime Safety and Security Team (MSST) Miami. MSST Miami was commissioned in January of 2005. Since that time, the unit has developed a stellar reputation in military and law enforcement operations domestically and overseas. As a deployable specialized force operating under Coast Guard's Atlantic Area Command, MSST Miami is trained, equipped, and frequently employed to conduct operations locally, to support maritime security missions worldwide, and rapidly deploy in response to emergent threats or needs of the nation. It enhances domestic maritime security capability by safeguarding the public and protecting vessels, harbors, ports, facilities, and cargo in waters subject to the jurisdiction of the United States from destruction, loss or injury from crime, or sabotage due to terrorist activity, and responds to such activity as needed.

MSST Miami's basing on HARB not only provides facilities for MSST training, it also offers immediate operational employment flexibility with direct access to the airfield for the loading and deployment of USCG assets globally. Figures 15 and 16 below highlight that flexibility showing the loading of trailer-able Coast Guard patrol craft into a C-17 at HARB with two complete, boat, trailer, tow vehicle, supplies, equipment and personnel loaded and deployed per aircraft from HARB directly.



FIGURE 15. MSST Patrol Craft being loaded into C-17



FIGURE 16. Two complete MSST Patrol Craft and tow vehicles ready for transport on C-17



United States Special Operations Command South

U.S. Special Operations Command South (SOCSOUTH), is a subordinate command of U.S. Southern Command located in Doral. It is a joint Special Operations headquarters that plans and executes special operations by principally employing Special Operations Forces (SOF). Special Operations encompass the use of small units in direct or indirect military actions that are focused on strategic or operational objectives. They require units with combinations of specialized personnel, equipment, training, and tactics that exceed the routine capabilities of conventional military forces. The SOCSOUTH headquarters staff of military, DoD civilian employees and contractors is comprised of more than 200 personnel.

From its headquarters at HARB, SOCSOUTH directs operations across the 31 countries and 16 areas of Special Sovereignty in Central & South America and the Caribbean. They also conduct major exercises and engagements with allies and partners to include:

- Fused Response: An annual exercise designed to improve time-sensitive crisis action planning and joint integration with partner nation and government agencies.
- Fuerzas Commando: A special operations skills competition and senior leader seminar designed to promote military-to-military relationships, interoperability, and regional security.
- Panamax: A multinational combined/joint task force exercise designed to respond to any request from the governments of Panama and Colombia to protect and guarantee safe passage of traffic through the Panama Canal and ensure its neutrality.

FIGURE 17. SOCSOUTH Headquarters facility located at HARB



FIGURE 18. SOCSOUTH Soldier prepares for an airborne training jump from HARB





Summary

For many of the same reasons HARB's location is strategically significant for various DoD missions, the same holds true for the various mission partner tenant commands located on or adjacent to the base and that rely on HARB for their mission support and success. The location provides the 125FW and CBP missions greater range beyond U.S. borders for defense in depth of the homeland. The Coast Guard MSST and SOCSOUTH benefit from the airfield co-location and ability to rapidly load and deploy forces on a variety of aircraft. SOCSOUTH also benefits from being located relatively near its parent combatant command, SOUTHCOM headquarters in Doral. Finally, the Florida National Guard recognizes the value in positioning greater forces within the state's population center of gravity and ensuring they are better postured in times of disaster and crisis. HARB fosters interagency collaboration and coordination. Through its mission support capabilities, the base enables unity of effort among military, law enforcement, and civilian stakeholders, enhancing various mission partners' ability to address emerging security challenges, protect the homeland, and safeguard U.S. interests in the Western Hemisphere and beyond.

HARB as a Mission Growth Location

Beyond the potential for a new airframe in the F-35 being hosted at HARB, there are several other viable missions that the base could support. This report section outlines six such mission types and provides a short narrative describing each. While not all of these missions necessarily require new infrastructure or facilities on base, it is worth noting there are assessed to be nearly 150 acres within the base of open and developable land available that could support new mission growth.

Deployable Combat Wing

The Deployable Combat Wing (DCW) concept is a new mission that is coming to the 482FW and HARB in the near term. As part of the overall Air Force's re-optimization for Great Power competition, the service is redesigning its organizational and force package constructs to ensure that combat wings that deploy overseas in response to combat commander tasking are coherent units of action with everything necessary to execute their wartime tasks. For a DCW back at home station, this likely will entail separating the underlying base and its combat service support from the deployable combat wing commanders so the base can be sustained for effective operations when the wings are deployed. The Air Force currently envisions fielding 24 DCWs to meet force rotational demands and provide a cushion of response capabilities and capacity in times of crisis. Of the 24, the initial goal is 16 sourced from the active component and 8 from the reserves. The 482FW and HARB represent the first AFRC-designated wing/base combination to begin the DCW concept development.

Training & Exercise Development

As highlighted in the first section of the report regarding F-35 basing, the same training and exercise advantages that HARB has for F-35 basing can be applied as well to the temporary hosting of larger Air Force exercises (flag-level events). Beyond the access to expansive Warning Areas for flight operations and land ranges for ordinance employment, the ability to stage aircraft from the extensive field capacity at HARB brings other force coordination opportunities. Any HARB-based exercise can potentially coordinate operations with aerial refueling assets from MacDill AFB in Tampa as well as other fighter assets based at Tyndall and Eglin AFBs in the panhandle. All of these assets have immediate access to the EGTTR.

The ability to train and exercise on the EGTTR and around the Florida peninsula also offers extended opportunities that training events on the Western ranges lack: the ability to conduct live training with multi-domain forces. The integration of air, maritime, and ground training capabilities enables joint-force, multi-domain training integration. Joint exercises involving air, sea, and land forces can be conducted seamlessly, allowing for comprehensive training in combined arms operations, joint fires integration, and integrated air defense. HARB provides an excellent staging location for any air domain forces in such an event and a natural "southern anchor" location for training that can span across Florida.

Space Force

HARB has potential to add new capabilities and operational flexibility to the United States Space Force (USSF). The USSF launch complex at Cape Canaveral Space Force Station (co-located with NASA's Kennedy Space Center) is experiencing rapid growth in its launch cadence to support defense, government, and commercial access to space. That rapid growth is straining not just scheduling, but also airspace deconfliction, payload processing facility requirements, infrastructure and other support services to keep pace with the demand. The need for accessible and versatile spaceports will continue to grow. HARB can potentially fill a portion of that demand.

While not designed for vertical launch services, HARB's runway length and pavement load-carrying capacity for unrestricted operations make it a potential location for horizontal launch operations in the future. Additionally, there is developable land on base with ramp/runway access easing the facility development portion of potential spaceport payload processing and operations infrastructure. Having another space launch and recovery site at the southern tip of the peninsula would expand USSF's operational flexibility across Florida. HARB's southern latitude, coupled with a horizontal launch capability, also offers several other distinct advantages.

First, its more southern latitude's proximity to the equator enables more efficient launches, leveraging the Earth's rotational velocity to reduce fuel consumption and increase payload capacity. The base's extensive runway and nearby airspace provide ample room for accommodating a wide range of aircraft launch vehicles providing flexibility for different launch profiles and trajectories. HARB's proximity to diverse launch azimuths and orbital inclinations enables access to a wide range of orbital regimes, including Low Earth Orbit (LEO), geostationary orbit (GEO), and polar. A horizontal launch capability also has the benefit of the aircraft clearing away from the coastline before rocket launch activities commence, thereby minimizing disruption to commercial air traffic around the peninsula. This also minimizes risk with both commercial and private shipping/boating traffic sailing near the coast as well.

All of this versatility positions HARB as a potential dynamic launch site capable of supporting national security missions in the space domain.

Recruiting

HARB and the F-16s based there are an underutilized asset for Air Force recruiting. In 2023, the military missed its recruiting targets for enlisted personnel by a collective 41,000 recruits. While trends in 2024 appear better for the Air Force, the Defense Department overall still faces multiple headwinds in annual recruiting. Among others, a competitive labor market, youth obesity/lack of physical readiness, reduced familial exposure to military service, general trends in Generation Z's views towards established institutions, and an overall lack of awareness regarding military service all contribute to those standing challenges. HARB's location in the Greater Miami MSA sits in proximity to a unique intersection of attributes that can help stimulate recruiting. By the numbers:

- The Miami-Ft Lauderdale-West Palm Beach MSA is one of the top 10 in population size in the nation (and growing)
- Miami-Dade County Public Schools is the third-largest public school system in the nation

- Neighboring Broward County Public Schools is the sixth-largest public school system in the nation
- The Miami-Dade College system is the largest institution of higher education in the nation by enrollment
- Florida International University (located in Miami-Dade) is the fifth-largest single university in the nation by enrollment
- Numerous other public and private schools, colleges, universities, and technical training programs exist across the Miami MSA

All of this combines into a very robust potential for recruiting in the vicinity of HARB. Deliberate utilization of the base and fighter wing to showcase military service, highlight the range of opportunities, and leverage the appeal of high-tech aviation is a currently missed opportunity in one of the most lucrative local/regional recruiting markets in the country which also boasts a robustly diverse population.

The Air Force Recruiting Command and Air Force Reserve Command should consider greater use of HARB and the 482FW in a variety of South Florida recruiting efforts. Examples of different strategies and programming might include:

- Community Outreach Programs
- Partnerships with Educational Institutions
- Utilizing Base Facilities and Assigned Aircraft for Recruiting Events
- Enhanced Social Media and Digital Marketing
- Engagement with Diverse Communities
- Targeted Career Field Recruitment Campaigns

By implementing some or all of these outlined initiatives, the Air Force could establish HARB with a key role as a recruiting hub for the Air Force in the Greater Miami area, attracting top talent, diversifying the Air Force workforce, and ensuring a strong and capable force for the future.

Innovation Center

As background to this new mission idea, the greater Miami area and its burgeoning technology and innovation ecosystem (and associated financing hub) has been gaining further attention and attraction from various elements of the Defense Department recently. In addition to numerous existing DoD partnerships with local academic institutions, the Defense Advanced Research Projects Agency (DARPA) has recently conducted several visits to the Miami community with various leaders and is looking to expand its engagement in South Florida. The DoD Small Business Office recently launched an accelerator initiative with Miami-Dade College. The National Security Innovation Network (NSIN), part of the Defense Innovation Unit (DIU) is also exploring potential opportunities in South Florida. Organically, the signature tech-innovation event in South Florida, eMerge Americas, is looking to expand its content and programming with a dedicated defense/security track. Additionally, with South Florida (led by Miami-Dade County) recently designated by the Department of Commerce/Economic Development Administration as the federal hub for climate resilience tech, there is a related effort to create a RESWERX tech accelerator in South Florida focused on the national security and defense implications of resilience

for mission assurance. In the spirit of the above listed activities, the Air Force might consider HARB as a location for an AFWERX Spark Cell.

AFWERX is the innovation arm of the Department of the Air Force and powered by the Air Force Research Laboratory (AFRL). AFWERX brings cutting edge American ingenuity from small businesses and start-ups to address the most pressing Air Force challenges. As one of their key programs, Spark Cells are a decentralized network of Air Force bases around the world to connect Airman/Guardians to commercial innovators using virtual collaboration, immersive training and networking opportunities to inspire ideas and cultivate a more creative force. By connecting operators closer to acquisition processes, Spark provides both a voice and a conduit to turn powerful ideas into game-changing operational realities. The Spark Cells are intended to execute locally generated ideas and projects. Given the overall expansion of defense innovation focus in South Florida, HARB represents a logical location for AFWERX/AFRL/ARCWERX to “plant a flag” and take advantage of this growing effort.

Florida National Guard Expansion

The Florida National Guard is exploring options to expand their force posture footprint at HARB to position additional capabilities for civil support in times of disaster-relief and other missions. With nearly one-third of Florida’s population concentrated in the Miami-Ft. Lauderdale-West Palm Beach MSA, increasing the National Guard footprint in South Florida makes sense from an operational response perspective as well as locating near the biggest recruiting market in the state. The land available adjacent to HARB, along with HARB’s expansive flight facilities, ensures this Guard expansion plan is poised for success. The planned Guard facilities along the north-east boundary of the airbase and ramp area also provide an inherently military activity buffer development that will prevent incompatible development, encroachment, or security risk activities from occurring along this area of the base perimeter.



FIGURE 19. Florida National Guard Expansion Plans at HARB

Summary

HARB has significant latent potential to expand mission support to the Air Force (and Space Force). Its geography and location can help address some of less obvious challenges that in context, a reserve base is not normally thought of supporting (recruiting, innovation, and space access) as well as the more “traditional” challenges of organizing force structure, training, and partner support. Some of these opportunities present the Air Force with a chance to reimagine their total force integration concept and explore how a uniquely positioned AFRC installation can deliver exceptionally greater value. To use the boxing analogy, HARB can punch significantly above its weight class in the future!

HARB as an Economic Engine Location

HARB is a key economic engine in South Miami-Dade County. Through various appropriations and accounts to support both the wing's operations and mission, along with the funds to sustain the installation itself, the Air Force contributes approximately \$265M annually into the regional economy. The collective mission partner tenants on the base, through their operations and funding, provide an additional \$115M annually. That existing level of spending has a value-added economic impact on the region in terms of both gross regional product and jobs. The Florida Military & Defense Economic Impact Summary (January 2022) identifies direct and indirect economic impacts from defense spending by county across Florida. For Miami-Dade County, the ratio of total county economic impact per direct defense spending was 3.47:1. Even conservatively assuming a 3:1 ratio, that places HARB's impact at slightly over \$1B per year in Miami-Dade County. The combined direct and indirect jobs HARB generates annually approaches 5,000.

The various mission growth opportunities identified in this report present potential additional economic impact above and beyond the numbers identified above. Some of those initiatives are unquantified, but rough estimates can be made. Other initiatives have had more definitive study and provide better estimates of their direct impacts.

F-35 Basing

The EIS study from 2020 indicated F-35 basing at HARB would result in approximately \$18-19M in military construction (MILCON) projects, mainly through renovation and upgrade of eight existing facilities and the construction of a new F-35 simulator facility and rebuild of an aerospace ground equipment storage facility. The personnel count would decrease slightly with the newer aircraft assigned while the aviation operations tempo would increase slightly. With the exception of the up-front, one-time MILCON investment increase, the net economic regional impact of shifting from the F-16 to the F-35 is negligible other than to say, without the replacement aircraft, the viability of the base for the future comes into question once the existing Block 30 F-16's reaches their operating life-cycle limits.

Deployable Combat Wing

The DCW initiative is still being developed, however, with the likely establishment of the home base wing focused on the installation and combat service support, and the fully capable, forward deployable combat wing, the expectation is that DCW could result in several hundred more billets authorized at HARB if the base, mission, and DCW concept is sustained into the future.

Space Force Utilization

Expanding HARB's mission towards space-focused support of USSF is potentially one of the largest positive economic impacts. Expanding the base to serve as a future horizontal launch facility could entail multiple millions in MILCON developments as well as the assignment of new units and personnel. While specific economic and jobs impacts are unknown, the numbers could

easily range in the tens-to-hundreds of millions in additional direct funding impacts and hundreds-to-thousands of additional new jobs.

Spaceport Territory Designation

While not authorizing spaceport operations, the State of Florida's recent designation of HARB (and adjacent land owned by Miami-Dade County) as state spaceport territory does incentivize aerospace-related economic development potentially on the base and on the adjacent county land (see SDAZ section below). The designation enables economic development tools available to Space Florida to be utilized in this territory. Additionally, various transportation funds are potentially available for use to improve roadway access and other related projects. That designation, coupled with any intent to develop space-related endeavors on base, may also unlock other federal funding sources as well. Again, specific economic and jobs impacts are unknown, but anticipated would be in-line with rough estimates described above in the Space Force Utilization sub-section.

South Dade Aerospace Zone (SDAZ)

SDAZ is the working name given to the developing effort within Miami-Dade County to utilize some of the former base land from the old active Homestead Air Force Base that was deeded to the county (in a BRAC round following 1992's Hurricane Andrew) and repurpose it for the creation of an aerospace-related manufacturing and technology park development. SDAZ is also considering land that was included in the recent State of Florida spaceport territory designation.

The SDAZ complex is envisioned to be capable of supporting both civil and defense-related aerospace needs. This will be a boon to the local economy and the citizens of South Dade. It has the potential to further develop Florida's defense economy, in addition to possibly supporting ongoing and new missions at HARB.

Initial economic development studies indicate that for every 25 acres of land used for developing aerospace-related facilities in the SDAZ approach, it should generate on average between 400-1,200 aerospace tech sector jobs. In addition to generating local employment, these jobs tend to be higher wage and more resilient employment. The specific economic impact is yet unquantified; however, this could also easily reach into the tens-to-hundreds of millions of dollars depending on the companies, services and products produced.

SDAZ is not exclusively dependent on HARB, does not require access to HARB nor any Joint Use Authority (JUA) for successful development. That said, the adjacent location to the air base does provide a marketing appeal for aerospace-related endeavors. As described above, there is, however, existing federal legislation that precludes any JUA of HARB for commercial or civil aviation purposes until September of 2026 and draft legislation in the FY25 NDAA would potentially extend that restriction until 2036.

A future initiative that should be considered is a proposed amendment to the JUA restriction that would allow for narrow joint use of HARB for SDAZ spaceport territory related activities that are compatible with the existing and future military missions at HARB. Any use of this nature would

necessarily require the federal legislation to allow it as well as separate negotiations and agreement with the Air Force regarding acceptable activities.

One of the possible examples of such an activity might be an aviation maintenance, repair, and overhaul (MRO) activity. An MRO might only want to access HARB's engine test stands located in the hush houses, or potentially have a controlled access point to the ramp/runway for an occasional arrival flight for a pre-cleared aircraft to land and taxi into the MRO facility, followed by an eventual test flight and departure flight when MRO activities are completed.

This level of flight activity could potentially be coordinated with the military operations in a non-disruptive way. This level of flight activity should also be minimal-to-no impact to the existing environmental operating profiles at the base and would have negligible impacts on the surrounding community.

This type of activity would offer the Air Force some outside revenue for flight services to help offset base operating costs. While SDAZ does not require JUA, this limited authority would expand the type of aerospace activities that could leverage SDAZ, thereby expanding the economic development potential of the existing project.

Florida National Guard Expansion

As highlighted in the previous report section, the Florida National Guard is pursuing an expansion of their force posture in South Florida concentrated at HARB. The ~10-year phased infrastructure development plan totals approximately \$65M in construction activities along the northeastern perimeter of the base. Additionally, the Guard intends to shift 500 billets into the facilities as they increase the units and footprint at HARB. Once completed, and in addition to the operational and emergency response capability enhancements, the additional operations sustainment and 500 new positions will have enduring direct and indirect economic impacts on South Miami-Dade County.

Summary

Today, HARB plays a pivotal role in generating jobs, stimulating business activity, and fostering economic resilience. Direct employment at HARB encompasses a wide range of occupations, including aviation specialists, maintenance technicians, administrative personnel, and security professionals. Moreover, the base's presence creates indirect employment opportunities in sectors such as hospitality, retail, and professional services, further expanding its economic footprint and supporting local businesses. Base procurement activities and contracting initiatives serve as catalysts for economic growth and entrepreneurship in the surrounding area. The base regularly solicits goods and services from local vendors and suppliers, spurring business development and fostering partnerships within the community. Small businesses, in particular, benefit from contracting opportunities by gaining access to government contracts and expanding their customer base. Additionally, the base's investments in infrastructure projects and facility upgrades generate demand for construction services, creating job opportunities and stimulating economic activity in the construction sector. All of the potential economic growth initiatives identified above have potential to drive this economic stimulus even higher.

Appendix 1 – Acronyms

482FW:	482 nd Fighter Wing; the host wing command at Homestead Air Reserve Base
AC:	Active Component
ACM:	Air Combat Maneuvering
AD:	Active Duty
AFRC:	Air Force Reserve Command
AFRL:	Air Force Research Lab
AFSOUTH:	Air Forces South
AICUZ:	Air Installation Compatible Use Zones
ALTRV:	Altitude Reservation
ALVC:	Advanced Live, Virtual and Constructive
AOR:	Area of Responsibility
APAFR:	Avon Park Air Force Range
APZ:	Accident Potential Zone
AR:	Aerial Refueling
ATCAA:	Air Traffic Control Assigned Airspace
BFM:	Basic Fighter Maneuvers
BRAC:	Base Realignment and Closure Commission
BSA:	Basic Surface Attack
CAS:	Close Air Support
CBP:	Customs and Boarder Protection
CMR:	Combat Mission Readiness
CONUS:	Continental United States
CZ:	Clear Zone
DARPA:	Defense Advanced Research Projects Agency
DCA:	Defensive Counter Air
DCW:	Deployable Combat Wing
DIU:	Defense Innovation Unit
DOD:	Department of Defense
DSCA:	Defense Support of Civil Authorities
EGTTR:	Eastern Gulf Test and Training Range
EIS:	Environmental Impact Study
ESM:	Electronic Support Measures
FATR:	Florida Advanced Training Range
FDSTF:	Florida Defense Support Task Force
FLANG:	Florida Air National Guard
FW:	Fighter Wing
FY:	Fiscal Year
GEO:	Geostationary Orbit
HA/DR:	Humanitarian Assistance / Disaster Response
HAFB:	Homestead Air Force Base
HARB:	Homestead Air Reserve Base
IADS:	Integrated Air Defense System

JIATF-S:	Joint Inter Agency Task Force South
JUA:	Joint Use Authority
LEO:	Low Earth Orbit
MET:	Multi-domain Emitter Threat
MILCON:	Military Construction
MIRR:	Military Installation Resilience Review
MOA:	Military Operating Area
MRO:	Maintenance Repair and Overhaul
MSA:	Metropolitan Statistical Area
MSST:	Maritime Safety and Security Team
MTR:	Military Training Route
NASA:	National Aeronautics and Space Administration
NDAA:	National Defense Authorization Act
NORAD:	North American Air Defense Command
NSIN:	National Security Innovation Network
OCA:	Offensive Counter Air
OLDCC:	Office of Local Defense Community Cooperation
PATS:	Programmable Affordable Threat System
PRC:	Pinycastle Range Complex
RA:	Restricted Area
RAP:	Ready Aircrew Program
RC:	Reserve Component
RSG:	Regional Support Group
SCAR:	Strike Coordination and Reconnaissance
SDAZ:	South Dade Aerospace Zone
SEAD:	Suppression of Enemy Air Defense
SFRPC:	South Florida Regional Planning Council
SOC SOUTH:	Special Operations Command South
SOUTHCOM:	U.S. Southern Command
SUA:	Special Use Airspace
TI:	Tactical Intercepts
USCG:	U.S. Coast Guard
USSF:	U.S. Space Force
VFR:	Visual Flight Rules

Appendix 2 – FY2024 NDAA and Conference Report Legislative Text Related to HARB and Fighter Force Structure;

full listing of Sections 144 / 148 / 1070 / 1074

SEC. 144. LIMITATION ON RETIREMENT OF F-16C/D AIRCRAFT.

(a) LIMITATION.—Beginning on the date of the enactment of this Act and except as provided in subsection (b), the Secretary of the Air Force may not retire, prepare to retire, or place in storage or on backup aircraft inventory status any F-16C/D aircraft until a period of 180 days has elapsed following the date on which the Secretary submits the report required under section 148.

(b) EXCEPTION.—The limitation under subsection (a) shall not apply to individual F-16C/D aircraft that the Secretary of the Air Force determines, on a case-by-case basis, to be no longer mission capable and uneconomical to repair because of aircraft accidents, mishaps, or excessive material degradation and non-airworthiness status of certain aircraft.

(c) INFORMATION TO CONGRESS.—For each F-16C/D aircraft that the Secretary of the Air Force proposes to retire in a fiscal year, the Secretary shall include, in the materials submitted by the Secretary in support of the budget of the President for that fiscal year (as submitted to Congress under section 1105(a) of title 31, United States Code), a description of—

(1) each upgrade and modification made to such aircraft, including—

(A) the date of the upgrade or modification; and

(B) the cost of such upgrade or modification in current year dollars; and

(2) the estimated remaining service-life (expressed as equivalent flight hours and years) of—

(A) the aircraft; and

(B) the onboard systems of the aircraft.

SEC. 148. PLAN FOR LONG-TERM AIR FORCE FIGHTER FORCE STRUCTURE.

(a) PLAN REQUIRED.—The Secretary of the Air Force, in consultation with the Director of the Air National Guard and the Commander of the Air Force Reserve, shall develop a long-term tactical fighter force structure, recapitalization, training, and sustainment plan for the active and reserve components of the Air Force.

(b) ELEMENTS.—The plan under subsection (a) shall address each of the following:

(1) The appropriate mix of tactical fighter aircraft force structure, with accompanying operational risk analyses, required for the Secretary of the Air Force to meet expected steady-state, global

force management allocation plans and geographical combatant commander contingency operational plans tasked to the Air Force using active and reserve component units.

(2) The procurement, divestment, unit activation, deactivation, or re-missioning plans or actions the Secretary plans to implement, fiscal year-by-fiscal year, unit-by-unit, for the next 12 years for each active and reserve component tactical fighter aircraft unit existing as of the date of the enactment of this Act, including the rationale and justification for any such plans or actions.

(3) The actions the Secretary will take to ensure that required operational readiness rates are maintained during any planned recapitalization, modernization, or change of mission affecting tactical fighter aircraft units.

(4) Any plans of the Secretary to augment or supplant existing piloted tactical fighter aircraft capability or capacity with Collaborative Combat Aircraft Increment 1 or Increment 2 capability or capacity.

(5) Any plans of the Secretary to augment or supplant existing piloted tactical fighter aircraft training events via acquisition and fielding of common, joint, all-domain, high-fidelity synthetic simulation environments.

(c) REPORT.—Not later than April 1, 2024, the Secretary of the Air Force shall submit to the congressional defense committees a report that includes the plan developed under subsection (a).

(d) FORM OF REPORT.—The report required under subsection (c) shall be submitted in unclassified form, but may contain a classified annex.”

SEC. 1070. REPORT ON USE OF TACTICAL FIGHTER AIRCRAFT FOR DEPLOYMENTS AND HOMELAND DEFENSE MISSIONS.

(a) STUDY REQUIRED.—The Secretary of Defense, in consultation with the Secretary of the Air Force and the Secretary of the Navy, shall conduct a study on the use of Department of Defense tactical fighter aircraft for deployments, including taskings supporting homeland defense missions.

(b) ELEMENTS.—In carrying out the study required under subsection (a), the Secretary shall—

(1) review both deployment and exercise requirements for tactical fighter aircraft levied by each geographic combatant command;

(2) assess the deployable forces currently available to fulfill each of the requirements identified under paragraph (1), including whether such forces are adequate to meet the global requirements;

(3) review any relevant tactical fighter forces that are not considered deployable or available to meet the requirements of the combatant commanders and consider whether the status of such forces can or should change;

(4) assess whether tactical fighter aircraft coverage of the United States during the deployment of tactical fighter aircraft to locations outside the United States has been adequately considered, in particular with respect to the areas in and around Alaska and Hawaii;

(5) assess the land-based tactical fighter aircraft units of the active and reserve components of the Air Force, Navy, and Marine Corps that could be considered for inclusion in homeland defense mission requirements; and

(6) identify and evaluate deployment metrics, for each of the 15 fiscal years preceding the fiscal year during which the study is conducted, for the tactical fighter squadrons of the active and reserve components of the Air Force, Navy, and Marine Corps, which shall include—

(A) all contingency taskings supported, aggregated by active and reserve component taskings supporting Operation Noble Eagle and President of the United States support missions and overseas contingency taskings;

(B) the average number of deployments per squadron, aggregated by active and reserve component squadrons;

(C) the average deployment duration (in days), aggregated by active and reserve components; and

(D) the percentage of days deployed, aggregated by active and reserve components.

(c) REPORT.—Not later than May 1, 2024, the Secretary of Defense shall submit to the congressional defense committees a report that includes the results of a study required under subsection (a).

SEC. 1074. HOLISTIC TRAINING RANGE ASSESSMENT.

(a) ASSESSMENT REQUIRED.—The Secretary of Defense, after coordinating with the Secretaries of the military departments, shall carry out a comprehensive assessment of the capabilities, limitations, and anticipated future training constraints on the use of military lands, marine areas, and airspace facilities that are available in the United States and overseas, for training of the covered Armed Forces.

(b) CONTENTS.—The assessment required by subsection (a) shall include each of the following:

(1) An assessment of the range capability of each facility.

(2) An assessment of current and future training requirements, including any opportunities for regional interconnectivity of existing sites to increase capability.

(3) An evaluation of the adequacy of current Department of Defense resources (including virtual and constructive training assets as well as military lands, marine areas, and airspace available in the United States and overseas) to meet current and future training range requirements—

(A) identified under paragraph (2);

(B) relating to testing and training of fifth generation weapons systems; and

(C) relating to near-peer competition.

(4) An evaluation of threats posed by adversarial intelligence collection at each facility.

(5) An assessment of current capacity for testing and training of electromagnetic warfare operations, including—

- (A) electromagnetic spectrum operations;
- (B) operations in the information environment;
- (C) Joint All Domain Command and Control; and
- (D) information warfare.

(6) An assessment of current capacity for training and testing and future potential for Joint All Domain operations, including—

- (A) an assessment of current shortfalls at domestic military installations; and
- (B) an analysis of ranges capable of hosting large-scale, operationally relevant, live-fire campaign-level Joint All Domain operations training exercises based on near-peer competition.

(7) An assessment of the capacity of the covered Armed Forces to routinely train, test, evaluate, and qualify theater-level operations in support of operations versus a pacing threat, as defined by the most recent national defense strategy submitted pursuant to section 113(g) of title 10, United States Code, for the purpose of increasing the capacity and rate of force readiness with respect to deterrence and defense at theater-level distances. Such assessment shall include—

- (A) an identification of areas in which multiple ranges can be used simultaneously to simulate Pacific Deterrence Initiative theater operation plans, including areas for over water and coastline training;
- (B) an analysis of the combined capability of the total test or training areas to simulate various public, private, and academic initiatives in support of the Pacific Deterrence Initiative while advancing military readiness; and

(C) a review of any test or training areas that may enhance efforts of the Department to train at scale and range when persistently networked into a live, virtual, and constructive Pacific environment.

(8) Proposals to enhance training range capabilities and mitigate any shortfalls or encroachment, including Department assets within the range footprint, in current Department of Defense resources identified pursuant to the assessment required under this section, including timeline and budget estimates for implementing any proposed mitigations.

(9) Such other matters as the Secretary determines appropriate.

(c) INITIAL REPORT.—At the same time as the submission of the budget of the President to Congress pursuant to section 1105 of title 31, United States Code, for fiscal year 2026, the Secretary shall submit to the congressional defense committees an initial report on the assessment required by subsection (a).

(d) **SUBSEQUENT ANNUAL REPORTS.**—At the same time as the submission of the President submits to Congress pursuant to such section for each of fiscal years 2027 through 2032, the Secretary shall submit to Congress a report describing the progress made in implementing the proposals referred to in subsection (b)(8) and any additional actions taken, or to be taken, to address training constraints caused by limitations on the use of military lands, marine areas, and airspace.

(e) **COVERED ARMED FORCE DEFINED.**—In this section, the term “covered Armed Force” means the Army, Navy, Air Force, Marine Corps, and Space Force.

Appendix 3 – History of Homestead Air Force / Air Reserve Base

Homestead ARB is located in Miami-Dade County, south of Miami and adjacent to the northeastern city limit of Homestead, Florida.

On 16 Sep 1942, the War Department announced the construction Homestead Army Airfield as a U.S. Army Air Forces installation, with construction commencing the next day. An Air Transport Command installation, it served as both a ferry airfield and as an advanced training base for USAAF crews flying the C-46 Commando, C-54 Skymaster and C-87 Liberator Express. On 15 Sep 1945, Homestead AAF was struck by a hurricane with winds in excess of 126 knots resulting in heavy damage. As a result of storm damage and postwar demobilization, Homestead AAF was inactivated on 14 Dec 1945. Although ostensibly in a caretaker status, the installation was effectively abandoned and continued to decay over the next 8 1/2 years. Less than 2 years into this period, in Sep 1947, the installation was turned over to the newly established U.S. Air Force.

In 1953, Cold War demands resulted in the facility being turned over to the Strategic Air Command (SAC) for reactivation. In the summer of 1954, an advance party of the 4276th Air Base Squadron (4276 ABS) arrived at the former Homestead AAF to initiate clean-up and reconstruction efforts. The installation was renamed Homestead Air Force Base on 1 Feb 1955. On 1 Nov 1955, the 379th Bombardment Wing, Medium (379 BMW) was activated at Homestead AFB, replacing the 4276 ABS and assuming responsibilities as the host wing.

The 379th then spent the next several months becoming organized and manned. The 379 BMW received B-47E Stratojet and KC-97G Stratofreighter aircraft in Apr 1956 and commenced training for strategic bombardment and air refueling missions. The same month, the 19th Bombardment Wing, Medium (19 BW), also equipped with the B-47E and KC-97G, relocated from Pinecastle AFB, Florida to Homestead AFB.

In 1960, three Air Force Reserve (AFRES) units previously located at Miami International Airport, the 301st Air Rescue Squadron with SA-16 (later redesignated HU-16) Albatross amphibious air-sea rescue aircraft and the 435th Troop Carrier Wing (435 TCW) and its 76th Troop Carrier Squadron (76 TCS) with C-119 Flying Boxcar aircraft relocated to Homestead AFB.

In Jan 1961, the 379 BMW relocated without equipment to Wurtsmith AFB, Michigan for transition to the B-52H Stratofortress and KC-135A Stratotanker and redesignation as the 379th Bombardment Wing, Heavy. The 19 BW then became the new host wing for Homestead AFB. On 1 Jul 1961, the 19 BW was redesignated as the 19th Bombardment Wing, Heavy (19 BMW) and began transition to the B-52H and KC-135A.

In 1962, the 31st Tactical Fighter Wing (31 TFW) of the Tactical Air Command (TAC) and its F-100D Super Sabre aircraft relocated from George AFB, California to Homestead AFB, becoming a TAC tenant unit on a SAC installation.

Homestead AFB figured prominently during the Oct 1962 Cuban Missile Crisis. All SAC aircraft of the 19 BMW were dispersed while the 31 TFW was augmented by two additional tactical fighter wings, the 401 TFW from England AFB, Louisiana and the 474 TFW from Cannon AFB, New Mexico. This combined organization, designated the 1st Provisional Air Division, comprised over 181 F-100 fighter-bombers and over 1600 pilots and forward deployed aircraft maintenance personnel. Over 10,000 U.S. Army personnel were also deployed to Homestead AFB and housed in a tent city in preparation for a possible land invasion. Additional Army air defense artillery personnel manned several MIM-23 *Hawk mobile* surface-to-air missile (SAM) batteries and AN/MPQ-35 search radars that were placed around the base for defense against Soviet and/or Cuban aircraft. The 512th Troop Carrier Wing (512 TCW), an AFRES unit operationally gained by TAC based at NAS Willow Grove, Pennsylvania, was also called to active service and forward deployed to Homestead AFB with its C-119 aircraft, augmenting the 435 TCW, for possible air drop of U.S. Army personnel into Cuba incipient to a ground invasion of the island. Following the peaceful resolution of the crisis, forward deployed TAC and AFRES units returned to their home stations and the 19 BMW aircraft returned to Homestead AFB. U.S. Army personnel other than HAWK air defense crews returned to home garrisons. HAWK air defense systems and personnel would later be replaced by an enhanced U.S. Army air defense artillery presence for what would become the Miami-Homestead Air Defense Area of the 6th Battalion, 65th Artillery (later 6th Battalion, 65th Air Defense Artillery) operating a combination of MIM-13 Hawk and fixed-site MIM-3 *Nike Ajax*, later upgraded to MIM-14 *Nike Hercules* SAM batteries and associated radar and command and control sites. The Army air defense facilities would remain in operation until 1979.

On 11 Feb 1963, the 915th Troop Carrier Group (915 TCG) was activated as a TAC-gained AFRES organization at Homestead AFB under the 435 TCW, with the 76 TCS as a subordinate unit.

1965 and 1966 also saw significant changes to AFRES and Air National Guard (ANG) operations at Homestead AFB. In early 1965, given increased concerns of the Air Defense Command (ADC) regarding Soviet Air Force activity in Cuba, Detachment 1 of the 125th Fighter Interceptor Group (125 FIG, Det 1) of the Florida Air National Guard was established at Homestead AFB with no less than two F-102A *Delta Dagger* aircraft and a combination of full-time Air Reserve Technician (ART) personnel and drilling Traditional Guardsmen (TG) on 24/7/365 alert, rotated from the group's home station at Imeson Airport in Jacksonville, Florida. This detachment would also become known as FL ANG Operating Location ALFA ALFA (OL-AA).

On 1 Dec 1965, the 435 TCW inactivated and the 915 TCG was redesignated the 915th Air Transport Group (915 ATG). The next change was the Jan 1966 redesignation of the 301 ARS as the 301st Aerospace Rescue and Recovery Squadron (301 ARRS). This was followed on 1 Apr 1966 by the redesignation of the 915 ATG as the 915th Military Airlift Group (915 MAG), inactivation of the group's 76 TCS, and activation of the 79th Military Airlift Squadron (79 MAS) at Homestead AFB flying the C-124C *Globemaster II*, all on the same day.

In 1968, the 125 FIG's gaining command was renamed Aerospace Defense Command (ADC) and the group shifted its home station from the closing Jacksonville Imeson Airport to the new Jacksonville Air National Guard Base at the new Jacksonville International Airport, with the 125 FIG, Det 1 continuing to perform concurrent alert duties at Homestead AFB without interruption.

Also in early 1968, the 19 BMW began transferring its B-52H and KC-135A aircraft to other SAC wings. On 25 Jul 1968, the 19 BMW moved without personnel or equipment to Robins AFB, Georgia where it absorbed the resources of the 465th Bombardment Wing, Heavy (465 BMW) with B-52G and KC-135A aircraft. With this move, control of Homestead AFB shifted from SAC to TAC on 1 Jul 1968 with the 31 TFW ostensibly becoming the host wing. However, with the 31 TFW deployed to Southeast Asia for combat operations over Vietnam at the time, the 4531st Tactical Fighter Wing (4531 TFW) was established as a provisional unit for host wing duties pending the return of the 31 TFW to Homestead AFB in 1970.

1971 saw extensive changes at Homestead AFB. Following its return from Southeast Asia, the 31 TFW transitioned from the F-100 to the F-4E *Phantom II* and performed concurrent missions of air defense of southern Florida, combat crew replacement training in the F-4E in two fighter squadrons, and a third F-4E fighter squadron combat-coded for overseas deployment. At the same time, among the AFRES units, the 301 ARS acquired former U.S. Navy SH-34J *Seabat* helicopters, redesignating them as HH-34J, and providing a rotary-wing capability in addition to their amphibious fixed-wing capability. The 915 MAG also inactivated and the 79 MAS retired its C-124C aircraft, shifting to an airborne early warning mission with EC-121T *Warning Star* aircraft and being redesignated as the 79th Airborne Early Warning and Control Squadron (79 AEW&CS).

With the end of combat operations in Vietnam in 1973, Homestead AFB and its host and tenant units re-centered on Cold War mission taskings. The 301 ARRS transitioned to all rotary-wing unit, retiring its last HU-16 and acquiring HH-1H *Huey* helicopters in addition to its HH-34Js. During 1973 and 1974, the 125 FIG (to include 125 FIG, Det 1) exchanged its F-102 aircraft for F-106A and F-106B *Delta Dart* aircraft transferred from the Regular Air Force. This was followed between 1974 and 1975 with the 301 ARRS replacing its HH-34s with HH-3E *Jolly Green Giant* helicopters transferred from the Regular Air Force. On 1 Dec 1976, the former 915 MAG was also reactivated as the 915th Airborne Early Warning and Control Group (915 AEW&CG), again with the 79 AEW&CS as a subordinate unit.

With the impending phaseout of the EC-121 as the new E-3A *Sentry* Airborne Warning and Control System (AWACS) aircraft entered the USAF inventory, the 915 AEW&CG was redesignated the 915th Tactical Fighter Group (915 TFG) on 1 Oct 1978 with the retirement of its EC-121T aircraft. The 79 AEW&CS was also inactivated and the 93rd Tactical Fighter Squadron (93 TFS) activated at Homestead AFB with F-4C *Phantom II* aircraft. The following year, ADC was also inactivated and all its former assets and units were transferred to TAC, to include shifting the 125 FIG and its Det 1 to the operational claimancy of TAC.

In 1979 and 1980, the 31 TFW transferred its F-4E aircraft to Air National Guard units and the Egyptian Air Force and transitioned to the F-4D *Phantom II*, eventually assuming a Formal Training Unit (FTU) role for the F-4D. Also in 1979, the 301 ARRS retired its HH-1H aircraft and acquired HC-130P/N *Hercules* search and rescue aircraft, returning to a dual fixed-wing and rotary-wing fleet. With its new emphasis as the F-4D FTU, the 31 TFW was redesignated as the 31st Tactical Training Wing (31 TTW) in Mar 1981. Finally, in Apr 1981, the 915 TFG was inactivated and replaced at Homestead AFB by the newly activated 482nd Tactical Fighter Wing (482 TFW) with the 93 TFS as its flying squadron.

In 1985, the 31 TTW began retiring the F-4D, relinquishing the FTU mission and transitioning to the F-16A and F-16B *Fighting Falcon* aircraft as a fully combat coded unit, resulting in the wing again being redesignated as the 31st Tactical Fighter Wing (31 TFW). In 1987, the 125 FIG also commenced replacement of its F-106 aircraft with F-16A and F-16B aircraft at home station in its F-16 Air Defense Fighter (F-16 ADF) variant, which was also reflected in rotational alert aircraft at 125 FIG, Det 1. By 1989, the 482 TFW also began retiring its F-4C aircraft and transitioning to the F-16A and F-16B. Finally in 1990, the 301 ARRS was again redesignated as the 301st Air Rescue Squadron (301 ARS).

Following Operation DESERT STORM in Spring 1991, the 31 TFW began retiring its F-16A and F-16B aircraft and transitioning to the F-16C and F-16D in its Block 40 variant. In the year following Operation DESERT STORM, the Air Force also went through its most massive reorganization since its establishment as a separate service in Sep 1947. This included the inactivation of TAC and its succession by the Air Combat Command (ACC) on 1 Jun 1992. With this change, all flying units at Homestead AFB became part of ACC, either directly in the case of active duty units, or operationally-gained in the case of assigned the AFRES and ANG units. As an ACC installation, Homestead AFB's 31 TFW also became the 31st Fighter Wing, the 482 TFW became the 482nd Fighter Wing (482 FW), and the subordinate tactical fighter squadrons in both wings were redesignated as fighter squadrons (FS). At the same time, the 301 ARS, which had been in the process of retiring its HH-3E aircraft and replacing them with HH-60G *Pave Hawk* helicopters, was redesignated as the 301st Rescue Squadron (301 RQS), while the parent unit for 125 FIG, Det 1 was redesignated as the 125th Fighter Group (125 FG).

24 Aug 1992 would be a pivotal moment in the history of Homestead AFB when Hurricane Andrew, a Category V storm, bore down on south Florida. Evacuating all flyable aircraft and non-essential personnel, Homestead AFB was struck nearly dead-on by the storm. The resulting damage was catastrophic and in the aftermath the Secretary of Defense recommended total closure of the base. However, the 1993 Base Realignment and Closure (BRAC) Commission recommended rebuilding and realigning the installation as an AFRES installation.

Naval Security Group Activity Homestead (NAVSECGRUACT Homestead) was disestablished due to extensive hurricane damage to its Homestead AFB facilities and its nearby annex sites off base. The 301 RQS had temporarily evacuated to Patrick AFB, Florida, its HH-60G aircraft returning to expeditionary facilities at Tamiami Airport (present day Miami Executive Airport) following storm passage to assist in rescue and recovery efforts across south Florida. However, it was subsequently determined that the 301 RQS be permanently reassigned to Patrick AFB (now Patrick SFB) where it would become the nucleus for the present day 920th Rescue Wing (920 RQW). 31 FW and 482 FW aircraft previously evacuated to Wright-Patterson AFB, Ohio and MacDill AFB, Florida would later consolidate all operations at MacDill AFB while Homestead AFB was under repair. Alert operations of the 125 FG, Det 1 also temporarily relocated to facilities at NAS Key West, Florida.

Returning to Homestead AFB, the 31 FW inactivated on 1 Apr 1994, reactivating the same day without personnel or equipment at Aviano AB, Italy where it assumed the assets of the 401st Fighter Wing (401 FW), a U.S. Air Forces in Europe (USAFE) organization. The same day, Homestead AFB transferred from ACC to AFRES control and was renamed Homestead Air Reserve Station with the 482 FW as the new host wing. 125 FG, Det 1 operations also relocated from NAS Key West and OL-AA was reestablished in reconstructed alert facilities at Homestead ARS.

With the transition to an Air Force Reserve installation, the number of projected full-time military personnel with host wing responsibilities declined from over 6000 personnel to less than 500 Air Reserve Technician (ART) and Active Guard and Reserve (AGR) personnel. A portion of prior base real estate holdings were released to civilian use pursuant to BRAC actions, to include conversion of the airfield into a joint civil-military airport. Subsequent reconstruction represented a smaller installation with numerous structures demolished and replaced with scaled down facilities. This included downsizing of the base hospital to a small clinic and replacement of the large military AAFES base exchange and DeCA commissary with a smaller AAFES Shoppette Express (a combined commissary and exchange facility) and military clothing store. Morale, welfare, and recreation (MWR) facilities were similarly downsized, to include a smaller chapel, elimination of golf course, bowling alley, recreational vehicle family camp, and officer, senior non-commissioned officer, and enlisted clubs. Homestead AFB's military family housing was almost completely destroyed by Hurricane Andrew. With the greatly reduced need for family housing due to the departure of the 31 FW, the entire housing area was demolished and combined with the former golf course to create the publicly accessible Homestead Air Reserve Park. Some facilities, such as multi-story enlisted barracks of concrete construction, suffered less damage. Following repairs, these facilities were placed in caretaker or minimal usage/minimal maintenance status while others, such as a new control tower, new transient quarters (Homestead Inn), new fitness center, conference center, and other administrative and support facilities were rebuilt to reinforced hurricane wind standards.

However, in the midst of reconstruction efforts, Homestead ARS was again threatened with closure by the 1995 BRAC Commission. Local, state, and federal congressional delegation (CODEL) action resulted in the BRAC commission's withdrawal of Homestead ARS from the BRAC list in Jun 1995. In 1995, the 482 FW also commenced transition from the F-16A and F-16B to the F-16C and F-16D. The 125 FG also commenced transition from the F-16 ADF variant to the F-15A and F-15B *Eagle* air superiority fighter and was redesignated as the 125th Fighter Wing (125 FW), with 125 FW, Det 1 converting to F-15 operations.

In 1997, AFRES became the Air Force Reserve Command (AFRC) and the parent major command (MAJCOM) for both the 482 FW and Homestead ARS. The discontinuation of Miami-Dade County's efforts to convert the installation into a joint civil-military reliever airport, past training and readiness operations hosted by the 482 FW in the mid and late 1990s and 2000, forward deployments of the 482 FW to Southwest Asia in support of Operation SOUTHERN WATCH, and post-11 Sep 2001 exigencies for both the 482 FW and 125 FW, Det 1 related to Operations NOBLE EAGLE, ENDURING FREEDOM and IRAQI FREEDOM resulted in the redesignation of the installation as Homestead Air Reserve Base on 17 Dec 2003.

In Apr 2004, U.S. Special Operations Command South (USSOCSOUTH), a sub-unified command and the theater special operations command (TSOC) of U.S. Southern Command (USSOUTHCOM), relocated its headquarters from NAVSTA Roosevelt Roads, Puerto Rico to Homestead ARB. This move resulted in the addition of a one-star flag officer and a headquarters staff of over 200 active duty military, civilian and contractor personnel.

In 2005, for the third time since Hurricane Andrew in 1992, Homestead ARB again appeared on a BRAC list for potential closure. After numerous visits by federal government decisionmakers throughout the year, Homestead ARB was not only selected to remain open, but the 482 FW received nine additional F-16C and F-16D aircraft from closing bases. The following year, in 1996, the 125 FW also converted from F-15A and F-15B to F-15C and F-15D aircraft, which also included 125 FW, Det 1 operations.

In 2013, the 495th Fighter Group, Detachment 93 (495 FG, Det 93), was activated as an ACC "Active Associate" unit embedded within AFRC's 482 FW and 93 FS, with the squadron's active duty Regular Air Force pilots flying the 482 FW's F-16C and F-16D aircraft.

In 2014, following an extensive MILCON project, USSOCSOUTH moved into a new headquarters complex at Homestead ARB.

In Oct 2015, the 495 FG, Det 3 was replaced by the 367th Fighter Squadron (367 FS). As was the case with the detachment, the 367 FS would remain embedded as an ACC "Active Associate" unit in the 482 FW and 93 FS and as a subordinate unit of ACC's 495 FG.

In 2018, in an effort to relieve the 482 FW of some of the support burden of additional tenant command activities taking residence at Homestead ARB, U.S. Army Garrison-Miami (USAG-Miami), the host element for HQ USSOUTHCOM in Doral, assumed responsibility for 89 acres at Homestead ARB comprising 238,000 sq ft of buildings and facilities, to include a large hangar originally constructed to support B-47 and KC-97 and later B-52 and KC-135 aircraft. These formerly USAF-controlled buildings and facilities support USSOCSOUTH and the action relieved the 482 FW of direct support requirements for these USSOCSOUTH-specific facilities.

In FY 2020, Homestead ARB generated over \$397M into the local economy. This included over \$73M in MILCON, services and material contracts awarded to mainly local businesses. This represents an increase of \$60M compared to 2018 and a doubling of the Homestead ARB's total economic impact since 2003. Homestead ARB now employs over 4,600 full-time and part-time military, civil service, contractor, and non-appropriated fund (NAF) personnel, to include 1,700 Traditional Air Force Reservists (TR) in the 482 FW who perform monthly Unit Training Assembly (UTA) drills and additional weekday and weekend drills and short-term active duty periods. Total payroll for FY 2020 exceeded \$325M and the estimated number of indirect jobs created in over 1,700 valued in excess of \$104M.

Sources:

[History of Homestead Air Reserve Base 4 Apr 2018.pdf \(af.mil\)](#)

[Homestead Air Reserve Base Economic Impact > Homestead Air Reserve Base > Display \(af.mil\)](#)



Report Prepared by the South Florida Defense Alliance

ATTACHMENT D



**Miami-Dade Legislative Item
File Number: 242102**

[Print this page](#)

File Number: 242102	File Type: Resolution	Status: In Committee
Version: 0	Reference:	Control: Housing, Recreation, Culture & Community Dev. Cmte
File Name: HOMESTEAD AIR RESERVE PARK MULTIPURPOSE SPORTS COMPLEX		Introduced: 11/12/2024
Requester: NONE	Cost:	Final Action:
Agenda Date: 12/3/2024		Agenda Item Number: 11A

Notes:

Title: RESOLUTION DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE, ON AN EXPEDITED BASIS, TO PERFORM ALL DUE DILIGENCE NECESSARY TO DETERMINE WHETHER ANY OBSTACLES OR IMPEDIMENTS EXIST TO THE 99-YEAR LEASE AND DEVELOPMENT AGREEMENT OF AN APPROXIMATELY 20-ACRE PORTION OF FOLIO NOS. 30-7901-000-0120 AND 30-7901-000-0095, TO VSGS FACILITIES, LLC, FOR THE DEVELOPMENT OF AND USE AS A MULTIPURPOSE SPORTS COMPLEX INCLUDING A STADIUM, HOTEL, RETAIL, COMMERCIAL, AND SPORTS FACILITIES PURSUANT TO SECTION 125.045, FLORIDA STATUTES, WITH CONSIDERATION INCLUDING THE POTENTIAL CONSTRUCTION AND OPERATION OF CERTAIN PARK IMPROVEMENTS ON A PORTION OF HOMESTEAD AIR RESERVE PARK, TO EXPEDITIOUSLY ATTEMPT TO RESOLVE ANY ISSUES, TO NEGOTIATE AND FINALIZE THE TERMS OF THE LEASE WITH THE DEVELOPER, TO PROVIDE STATUS REPORT IN 45 DAYS, AND TO PLACE SUCH FINAL NEGOTIATED AGREEMENT ALONG WITH RECOMMENDATION, OR ADDITIONAL REPORT, ON THIS BOARD'S AGENDA FOR CONSIDERATION WITHIN A TIME CERTAIN; AND WAIVING CERTAIN PROVISIONS OF IMPLEMENTING ORDER NO. 8-4

Indexes: SOCCER HOTEL HOMESTEAD MULTI-PURPOSE FACILITY	Sponsors: Kionne L. McGhee ,Prime Sponsor
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Sunset Provision: No	Effective Date:	Expiration Date:
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Registered Lobbyist: None Listed

LEGISLATIVE HISTORY

Acting Body	Date	Agenda Item	Action Sent To	Due Date	Returned	Pass/Fail
County Attorney	11/12/2024		AssignedDebra Herman		11/12/2024	
County Attorney	11/12/2024		Referred Housing, Recreation, Culture & Community Dev. Cmte		11/12/2024	

LEGISLATIVE TEXT

TITLE

RESOLUTION DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE, ON AN EXPEDITED BASIS, TO PERFORM ALL DUE DILIGENCE NECESSARY TO DETERMINE WHETHER ANY OBSTACLES OR IMPEDIMENTS EXIST TO THE 99-YEAR LEASE AND DEVELOPMENT AGREEMENT OF AN APPROXIMATELY 20-ACRE PORTION OF FOLIO NOS. 30-7901-000-0120 AND 30-7901-000-0095, TO VSGS FACILITIES, LLC, FOR THE DEVELOPMENT OF AND USE AS A MULTIPURPOSE SPORTS COMPLEX INCLUDING A STADIUM, HOTEL, RETAIL, COMMERCIAL, AND SPORTS FACILITIES PURSUANT TO SECTION 125.045, FLORIDA STATUTES, WITH CONSIDERATION INCLUDING THE POTENTIAL CONSTRUCTION AND OPERATION OF CERTAIN PARK IMPROVEMENTS ON A PORTION OF HOMESTEAD AIR RESERVE PARK, TO EXPEDITIOUSLY ATTEMPT TO RESOLVE ANY ISSUES, TO NEGOTIATE AND FINALIZE THE TERMS OF THE LEASE WITH THE DEVELOPER, TO PROVIDE STATUS REPORT IN 45 DAYS, AND TO PLACE SUCH FINAL NEGOTIATED AGREEMENT ALONG WITH RECOMMENDATION, OR ADDITIONAL REPORT, ON THIS BOARD'S AGENDA FOR CONSIDERATION WITHIN A TIME CERTAIN; AND WAIVING CERTAIN PROVISIONS OF IMPLEMENTING ORDER NO. 8-4

BODY

WHEREAS, on July 13, 2004, this Board adopted Resolution No. R-909-04, which authorized the County to execute an Economic Development Conveyance Agreement ("EDC Agreement") with the Secretary of the Air Force on behalf of the United States of America (the "Air Force") to accomplish the transfer of 601 acres of former Homestead Air Reserve Base property ("EDC Premises") to the County at no cost, for the purpose of promoting economic development through job creation and new business development in the immediate area of the former Homestead Air Reserve Base; and

WHEREAS, the County has leased or conveyed numerous properties for economic development purposes to various entities throughout the EDC Premises since the initial conveyance from the Air Force; and

WHEREAS, on May 7, 2019, this Board adopted Resolution No. R-526-19, which approved a Contract for Sale and Purchase of 123 acres of vacant, County-owned property within the EDC Premises, identified by Folio No. 30-7901-000-0095 and a portion of Folio No. 30-7901-000-0120, to Miami-Dade Steel, LLC, for the purpose of constructing and operating a micro steel mill, which was last amended by this Board in July, 2023, by Resolution No. R-709-23 (the "Steel Mill contract"); and

WHEREAS, pursuant to the Steel Mill contract, the County, in its sole discretion, could elect to retain ownership of up to 20 acres with a pro rata reduction in the purchase price, by exercising such rights prior to July 31, 2024; and

WHEREAS, on July 26, 2024, the County exercised its right under the Steel Mill contract to retain ownership of a 20-acre tract on the eastern portion of the property, as further described in Exhibit "A," attached hereto and incorporated herein (the "Economic Development Property"); and

WHEREAS, in July 2024, VSGS Facilities, LLC, a Florida limited liability company (the "Developer") finalized the submission of its application requesting, among other things, the lease of the Economic Development Property for the development of a multipurpose sports complex project including a stadium, hotel, retail, commercial, and sports facilities, to promote economic

development, attract business, and create jobs for County residents (the "EDC Project"); and WHEREAS, the Economic Development Property may be suitable for the construction of the EDC Project; and WHEREAS, in 1998, the County received, from the Department of the Interior on behalf of the United States of America, approximately 212 acres of land that made up a part of Homestead Air Reserve Base property for the purpose of providing public park and recreational spaces, now known as Homestead Air Reserve Park ("HARP") and identified by Folio No. 30-6936-000-0080 (the "HARP Property") located just north of the EDC Property; and WHEREAS, on November 19, 2002, this Board adopted Resolution No. R-1279-02, authorizing the erection, construction, and operation of HARP as a "district" park—now referred to as a "regional" park—pursuant to section 33-303 of the Code of Miami-Dade County, including a general plan calling for the construction of certain recreational facilities, but to date, the park improvements have not been completed; and WHEREAS, the Developer has proposed that as consideration for the proposed lease agreement, among other things, it would develop, at its cost and expense, park improvements upon the HARP Property, and further proposed to maintain and operate same, as further set forth in the Term Sheet; and WHEREAS, increasing recreational space, opportunities for employment, and other economic development will benefit the residents of District 9 and Miami-Dade County; and WHEREAS, the development of the EDC Project would expand economic activities, invigorate the area, create jobs, and assist in providing a stronger and more vibrant economy; and WHEREAS, it is in the best interests of the County's residents and visitors to promote economic growth, to create new jobs and strengthen the local economy, and to enhance public parks; and WHEREAS, pursuant to section 125.045, Florida Statutes, the County may employ measures to attract business enterprises, including but not limited to the lease of real property directly to entities to attract such business enterprises; and WHEREAS, section 125.045 provides an exception to competitive bidding requirements for non-competitive conveyances to attract new businesses and industries to the community for economic development purposes and to improve local infrastructure; and WHEREAS, this Board desires to promote economic development by entering into a lease and development agreement, pursuant to section 125.045, with the Developer to accomplish the development and operation of the EDC Project (the "Agreement"); and WHEREAS, administration has commenced due diligence, and this Board wishes to direct the County Mayor or County Mayor's designee to expeditiously complete all necessary due diligence to determine whether any obstacles or impediments exist which preclude the lease of the Economic Development Property to the Developer and the potential construction, maintenance, or use of park improvements on the HARP Property, including but not limited to a responsible entity analysis, title work, review of zoning and Article 7 of the County Charter, and other restrictions that could preclude the lease and development or result in a significant financial impact to the County, any required appraisals, and a review of any other issues that may impact such development such as the alignment of SW 122 Avenue/Florida Avenue which may intersect the boundaries of the Economic Development Parcel (collectively the "Due Diligence Requirements"); and WHEREAS, provided that no obstacles or impediments exist with respect to the EDC Property and the HARP Property after the Due Diligence Requirements are conducted, this Board desires to lease the EDC Property to the Developer for the development and operation of the EDC Project, which may potentially include improvements to and use of the HARP Property; and WHEREAS, if any obstacles or impediments exist, this Board seeks to direct the administration to expedite all necessary steps to resolve same to effectuate the Agreement; and WHEREAS, to address the critical need for economic development in the County, and to expedite and effectuate the EDC Project, this Board seeks to waive the provisions of Implementing Order No. 8-4, other than the Due Diligence Requirements set forth above, and the applicable Lease and Deed Requirements and Restrictions set forth in subsections (1) through (xi) of such Implementing Order, NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that:

Section 1. The foregoing recitals are incorporated in this resolution and are approved.

Section 2. This Board directs the County Mayor or County Mayor's designee to perform all Due Diligence Requirements on an expedited basis to confirm that there are no obstacles or impediments which would preclude the lease of the EDC Property or the construction on and use of the HARP Property, or that would cause a significant financial impact to the County.

Section 3. To the extent that any obstacles or impediments are identified, the County Mayor or County Mayor's designee is further directed to expedite all necessary steps to resolve such issues to effectuate the Agreement, and thereafter, pursuant to section 125.045, Florida Statutes, to negotiate and finalize the Agreement with the Developer, in accordance with the provisions herein, for an EDC Project, including the development of a multipurpose sports complex which includes a stadium, hotel, commercial, retail, and sports facilities. The Agreement shall include minimum job creation requirements and timeframes and milestones upon which a reverter can be based in the event of noncompliance, as well as liquidated damages for noncompliance with job creation requirements. Further, in accordance with section 125.045, Florida Statutes, to facilitate the growth and creation of business enterprises at the EDC Property, the Agreement may include economic development incentives and shall consider and include any appropriate reduction in price, grants, loans, or other financial incentives that may be based upon, but are not limited to: (i) the opportunities provided to small or start-up businesses and not-for profit business entities to participate in EDC Project development and operations; (ii) the Developer's proposed capital investment into the EDC Property, the HARP Property, or surrounding areas; (iii) any needed stabilization period and profit sharing; and (iv) the promotion of the creation of a new business enterprise in Miami-Dade County.

Section 3. To the extent that any obstacles or impediments are identified, the County Mayor or County Mayor's designee is further directed to work with the Developer to expedite all necessary steps to resolve such issues to effectuate the Agreement.

Section 4. This Board waives the provisions of Implementing Order No. 8-4 to expedite this conveyance, other than the Due Diligence Requirements and the applicable "Lease and Deed Requirements and Restrictions set forth in subsections (1) through (xi) of such Implementing Order.

Section 5. The County Mayor or County Mayor's designee is directed to: (i) within 45 days of the effective date of this resolution, provide a status report to this Board of actions taken in furtherance of the foregoing sections; and (ii) by this Board's first regular meeting in January, place the Agreement on an agenda of this Board, which may include a written recommendation, and any recommended waivers, regarding the Agreement, or if no Agreement is finalized by such date, provide a second report to this Board which shall at a minimum: (a) identify any obstacles or impediments that prevent or affect entering into the Agreement; (b) identify methods by which any identified obstacles or impediments can be eliminated, including any applicable costs; (c) recommend additional terms or restrictions for inclusion in the Agreement; and (d) estimate any additional time which would be reasonably necessary to finalize the Agreement. The reports identified above shall be placed on an agenda of the full Board without committee review pursuant to rule 5.06(j) of the Board's Rules of Procedure.

Section 6. The County Mayor or County Mayor's designee is directed to take no other actions that would encumber or impact the utilization of the EDC Property other than as specified herein and shall not issue any permits, licenses, or other agreements related to the EDC Property in the absence of Board direction, except as provided herein.