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Miami Dade Aviation Department
P.O. Box 025504
Miami, Fl. 33102-5504
<http://www.miami-airport.com>

OPERATIONAL DIRECTIVE NO. 54 – A

Last Amended: December 6, 2018

Effective: July 14, 2021

**SUBJECT: OPERATING RULES & PROCEDURES FOR MIAMI HOMESTEAD
GENERAL AVIATION AIRPORT (X51)**

PURPOSE: To establish Departmental policy, procedures, and practices for the safe operation of Aircraft, Helicopters, Powered Parachutes (PPC), Powered Paragliders (PPG) also known as Paramotors, Gliders, and Ultralights at this non-towered airport.

I. AUTHORITY:

- A. Operational Directive No. 99-03, Aviation Department Written Directive System.
- B. Operational Directive No. 99-2, Aviation Department Operational Directives.
- C. Operational Directive No. 04-04, Airport Identification System for the General Aviation (GA) Airports
- D. Chapter 25 of the Miami-Dade County Code, Miami-Dade Aviation Department Rules and Regulations, including, but not limited to 25-1.2, 25-4.1, 25-9.2(a), 25-9.4, 25-9.20(b), 25-6.23(s)(v), 25-10.1, and 25-10.2.
- E. FAR PART 91 – Federal Aviation Regulation-General Operating and Flight Rules.
- F. FAR PART 103 – Federal Aviation Regulation-Ultralight Vehicles.
- G. FAR PART 105 – Federal Aviation Regulation-Parachute Operations.
- H. Federal Aviation Administration Advisory Circular 90-66B – recommended Standard traffic Patterns and Practices for Aeronautical operations at Airports without Operating Control Tower.
- I. AIM – Federal Aviation Administration Aeronautical Information Manual.
- J. FAA Advisory Circular 150/5340-5D – Segmented Circle Airport Marker System.

II. DEFINITIONS:

- A. Aerobic Box – A designated area approved by a waiver issued by the FAA Flight Standards District Office to perform aerobic flight.
- B. AOA (Air Operations Area) – Any area of the airport identified by the Department and used or intended to be used for landing, taking-off or surface maneuvering of aircraft.

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- C. Airport Operations Representative – An individual from the Airside Operations Division such as Airport Operations Supervisor, Airside Section Chief, or Division Director or his or her designee.
- D. AGL – Above Ground Level.
- E. AIM – Aeronautical Information Manual.
- F. AWOS – Automated Weather Observation System.
- G. CTAF – Common Traffic Advisory Frequency.
- H. CVN – Civil Violation Notice
- I. FAA – Federal Aviation Administration.
- J. FAR – Federal Aviation Regulation.
- K. FBO – Fixed Based Operator
- L. FDOT – Florida Department of Transportation
- M. GAA – General Aviation Airport
- N. Glider – A heavier-than-air aircraft that is supported in flight by the dynamic reaction of the air against its liftin surfaces, and whose free flight does not depend on an engine.
- O. GSE – Ground Service Equipment.
- P. IFR – Instrument Flight Rules.
- Q. MDAD – Miami-Dade Aviation Department, also referred to as the Department.
- R. MGTOW – Maximum Gross Takeoff Weight.
- S. PPC – Powered Parachute.
- T. PPG – Powered Paraglider, aka Paramotor.
- U. Ramp 70 – Also known as Airport Operations Agent for Miami-Homestead General Aviation Airport.
- V. Segmented Circle – A system of visual indicators designed to provide traffic pattern information at airports without operating control towers.
- W. SIDA – Security Identification Display area shall mean those areas of the Airport designated by the Department, in accordance with Federal Aviation Regulations, in which each individual in the area is required to display on their person the identification badge issued by the Department, or such other form of identification as approved by the Department.

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- X. Straight-In Approach – Entry into the traffic pattern by interception of the extended runway centerline without executing any other portion of the traffic pattern or a procedure turn.
- Y. Tailwheel Aircraft – Also known as Taildragger is an aircraft consisting of two main wheels forward of the center of gravity and a small wheel to support the tail.
- Z. Tow-Plane – Powered aircraft with a tow rope that tows a glider.
- AA. X51 – Homestead General Aviation Airport

III. POLICY:

Miami-Homestead General Aviation Airport (X51), a non-towered airport operated by the Miami-Dade Aviation Department (MDAD), does not prohibit FAA approved aeronautical activity. However, the Department requires that all airport operators comply with MDAD rules and regulations governing airfield operating procedures and practices so that all aeronautical activities are conducted with the utmost safety for the airport and its neighboring communities.

IV. PROCEDURES:

A. GENERAL

1. The MDAD Director or his designee, may suspend, restrict, or otherwise regulate all operations without regard to weather conditions when such action is deemed necessary in the interest of safety and operational necessity.
2. The safety of aircraft operations at the airport is always the prime consideration, therefore airport management has the responsibility for determining the compatibility of operating the various types and classifications of aircraft, and for creating the necessary rules and regulations to include aircraft traffic patterns for the different types of aircraft operating at the airport.
3. X51 is a non-towered airport. Although there is no control tower, ALL flight operations and airport vehicles authorized to conduct operations in the Airport's "Movement Area" of the Air Operations Area (AOA), must communicate by utilizing the Common Traffic Advisory Frequency (CTAF) to announce their intentions. The X51 CTAF radio frequency is 122.8 MHz. A considerable amount of useful information regarding activity taking place at the airport is communicated on the CTAF, such as runways in use, surface winds, go-arounds, aircraft in the area, parachuting and pilots making self-announcements of their intentions.
4. It is the pilot's inherent responsibility to be alert at all times for and in anticipation of all circumstances, situations, and conditions which affect the safe operation of the airport and other airport users.
5. To enhance the overall safety of the airport, all traffic patterns should be flown as indicated by the airport Segmented Circle Marker System which is collocated between Runway 9 and Runway 10 approach. In addition, all airport operators are required to report their position and announce their intentions on the CTAF, 122.80 MHz, when operating in the vicinity of the airport and when operating in the airport traffic pattern.

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6. The Straight-In approach for landing may be operationally advantageous, however, since there may be Ultralights, Paramotors, Helicopters, Skydivers, Gliders and Student Flight Training activities in the airport area, they are discouraged because of potential traffic pattern conflicts and overall airport safety.
7. Flight Instructors shall fully acquaint their students with this Operational Directive, the required rules and regulations and be responsible for the conduct of their students under their direction during dual instruction. Prior to solo flight of a student at this airport, it shall be the responsibility of the student's instructor to ensure the student pilot is aware of the procedures, rules and regulations contained herein. When performing a solo flight, it shall be the student's responsibility to observe and abide by the same.
8. Flight Instructors are prohibited from observing student's flights from the airport movement area (runway and taxiway areas). Briefing of students must wait until the aircraft is clear of all runways and taxiways and the aircraft has exited and it is clear of the airport movement area.
9. The airport is attended 24-hours a day by a MDAD Airport Operations Representative. Non-tower common traffic advisories are available on the CTAF, 122.80 MHz, and Automated Weather Observation System (AWOS) information is available on 119.375 MHz or by dialing (305)-247-2791.
10. All pilots are advised that this is a "Good Neighbor Airport". This means Aircraft, Helicopter Ultralight, Paramotor, and Glider operations must reflect consideration for residential areas. Within safe aircraft performance capabilities and pilot technique, pilots are requested to climb to traffic pattern altitude as quickly as possible after takeoff and maintain traffic pattern altitude for as long as possible prior to landing.
11. As per Operational Directive 04-04, all airport approved tenants, their employees, approved sub-tenants, their employees, aircraft operators, their employees, and permittees, their employees with unescorted access to any of the airport's AOA, secured areas, SIDA, and other restricted areas, shall wear on their outer garment, in plain view above the waist, an airport identification badge issued by the Miami-Dade Aviation Department.
12. Airport visitors who need to have access to the SIDA, AOA and secured or restricted areas of X51 must be escorted by an individual with an MDAD GAA issued identification badge specific to X51.
13. All airport access gates to the AOA, secured areas, SIDA, restricted areas, and all other access points to the AOA shall always remain closed and secured (no exceptions). If the airport access gates become non-functional, the tenants must immediately notify the Airport Operations Representative to secure the access gates. Please refer to Operational Directive 16-01 for security gates that are malfunctioning.
14. Violation of this Operational Directive and/or any violation of Chapter 25 of the Miami-Dade County Code, Miami-Dade Aviation Department Rules and Regulations may result in the issuance of a Civil Violation and a monetary fine.
15. These rules and procedures are set forth in accordance with provisions of Chapter 25 of the Miami-Dade Code. Questions or inquiries on procedures not specifically covered should be directed to the Airport Management office.

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B. CONVENTIONAL FIXED WING AIRCRAFT-POWERED

1. All Flight Operations must comply with FAR Part 91, and the applicable recommendations in AIM and AC 90-66B, current editions.

2. The Traffic patterns are as follows:

	<u>RUNWAY #</u>	<u>PATTERN</u>
SEE	10	LEFT
ATTACHED	28	RIGHT
EXHIBITS A, B, and C	18	RIGHT
	36	LEFT

3. Traffic pattern altitude is 1,000 feet AGL. High performance and turbine powered aircraft should use high altitudes as required by aircraft performance.

4. Pilots are required to constantly monitor and announce their position and intentions on the CTAF, 122.80 MHz, when operating in the airport vicinity and traffic pattern.

5. Turn arounds and back taxiing on the runways are considered unsafe operating practices and are not authorized.

6. Landing aircraft must clear the runway commensurate with aircraft speed and safety in the direction of landing at the first available runway turn off.

7. Aircraft exiting a runway have the right of way.

8. An aircraft is not considered clear of a runway until it is completely clear of the marked runway hold bars and on the taxiway or pad area.

9. Mid-field intersection departures are not authorized and/or permitted.

10. No turns shall be made after takeoff until the aircraft has reached the Airport boundary. Use extreme caution to avoid Ultralight, Glider and Paramotor traffic utilizing Runway 9/27 (Turf), located north of the red & white "No Transgression Zone" markers. (Exhibit B).

11. Pilots using a crosswind runway (secondary) should avoid the flow of traffic to the runway most nearly aligned to the wind (primary).

12. Pilots are requested to avoid flying over residential areas as a desirable alternative to a formal noise abatement procedure.

13. Only existing paved surfaces are to be used for aircraft operations. Unless specifically designated, turf areas are not maintained to allow flight operations. Glider Tow Aircraft and Tailwheel aircraft are the only conventional fixed wing powered aircraft currently allowed to operate on Runway 9/27 (Turf).

14. Operations by aircraft in excess of 12,500 MGTOW require prior permission from the airport management's office by calling 305-869-1702.

15. Pilots shall avoid operating in or adjacent to the Skydiving Drop Zone, Aerobatic Box and the Ultralight, Glider and Paramotor Operations Areas.

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C. GLIDER OPERATIONS:

1. Operations must comply with FAR Part 91 and applicable recommendations in the AIM and AC 90-66B, current editions.
2. Tow-plane, Gliders, Ultralight and Paramotor pilots must constantly monitor and announce their intentions on the CTAF of 122.80 MHz when operating in the vicinity of the airport and in the traffic pattern.
3. Glider and Paramotor operations are restricted to Runway 9/27(Turf). Left hand pattern on 9, Right hand pattern on 27.
4. Tow-planes and Gliders should not release within ½ mile of the airport.
5. Initial traffic pattern entry will be at 1,000 feet AGL and flown to the inside of conventional aircraft patterns.
6. The entrance gate to turf Runway 9/27 vehicle parking on the north-side of the airport must be locked daily from sunset to sunrise (the airport operations ramp control unit on duty will be responsible to assure that this gate is secured and locked every afternoon at sunset). The tenants located on the north side of the airfield and the club members are responsible in securing the access gate (shut) at all times from sunrise to sunset daily to prevent unwanted and unauthorized entry of persons, vehicles and animals (wildlife). In the interest of security and safety, tenants located on the north side of the airfield should advise all users of the requirement to sign in at the airport management office inside the airport (Building 6) where instructions and exhibit maps can be found.
7. Glider, Tow plane, Ultralight and Paramotor pilots shall avoid operating in or adjacent to the Skydiving Drop Zone and Aerobatic Box Operations Area.
8. With the exception of a Tow plane preparing to depart with a Glider in tow, only ONE Paramotor, Ultralight or Glider shall occupy Runway 9/27 (Turf) at the same period of time.

D. HELICOPTER OPERATIONS:

1. Helicopter Pilots must constantly monitor and announce their intentions on the CTAF, 122.80 MHz, when operating in the vicinity of the airport and in the airport traffic pattern.
2. Helicopter pilots must avoid the traffic pattern of Fixed Wing Aircraft, Gliders, Paramotors, Ultralights and the parachute area of the Skydiving Drop Zone. When operating in the vicinity of parked aircraft, buildings and people, pilots should exercise extreme caution with respect to rotor downwash and turbulence created by their helicopters.
3. Helicopter training is prohibited on the north side of the airport, on or near Runway 9/27 (Turf) and on airport taxiways.
4. Helicopter training is prohibited on the primary runway being utilized at the airport by Fixed Wing aircraft; when Runway 10/28 is the primary runway in use by fixed wing aircraft, Runway 18/36 can be used for helicopter training operations as long as there are no conflicts with fixed wing aircraft

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traffic patterns utilizing Runway 10/28. Likewise, when Runway 18/36 is the primary runway in use by fixed wing aircraft, Runway 10/28 can be used for helicopter training operations as long as there are no conflicts with fixed wing aircraft traffic patterns utilizing Runway 18/36 and the turf Runway 9/27.

5. Helicopter operators using Left traffic for Runway 18 should remain clear of the extended center line of Runway 10. Helicopter operators using Right traffic for Runway 10 should remain clear of the extended centerline of Runway 18.
6. All flight operations must comply with FAR Part 91 and recommended procedures in the AIM and AC 90-66B, current editions.
7. Helicopter pilots should avoid at all times operating in, or adjacent to the Skydiving Drop Zone, Aerobatic Box and Ultralight / Glider / Paramotor Operations Area

E. ULTRALIGHT / POWERED PARACHUTE (PPC)/ POWERED PARAGLIDER aka PARAMOTOR (PPG) OPERATIONS:

1. All operations must comply with FAR 103, and applicable recommendations in Advisory Circulars 90-66B and 103 Series, current editions.
2. The Federal Aviation Administration (FAA) has designated that only Runway 9/27 (Turf) can be authorized as a landing and takeoff area for Ultralight, PPCs and PPGs.
3. Ultralight, Paramotor, Gliders are not permitted to deviate from the Turf Runway designated headings, regardless of wind conditions, while performing departures or landings at X-51. All departures and arrivals will be performed in the direction of the runway orientation or runway centerline (either on an easterly or westerly direction depending on the existing air traffic pattern flow at the airport).
4. If wind conditions do not allow for takeoff/landing into the wind during east operations (090 degrees), or during west operations (270 degrees) then flight operations should be cancelled or postponed until wind conditions are optimum for a Runway 9/27 (Turf) operation.
5. At no time may any Ultralight, PPC or PPG operations deviate from the designated 9/27 Runway operation. North and South departures (perpendicular to the runway) are prohibited, as well as off runway takeoffs and landings.
6. Runway 9/27 (Turf) hours of operations are as follows: Ultralights, PPCs and PPGs will have the exclusive use of the runway from Sunrise to 1200 daily. Gliders will have the exclusive use of the runway daily from 1200 to sunset. If the Ultralights, PPCs and PPGs require additional time beyond 1200, it must be coordinated and agreed upon with the airport management office. At no time will the Ultralights, PPCs and PPGs conduct operations after 1200 or at the same time as the Gliders. Only one (1) aircraft will be permitted to use the runway at any period of time. The exception to this is for a Tow plane and a Glider in preparation for departure. Likewise, if Gliders requires the use of the runway before 1200, they must also coordinate with the airport management office.
7. All Ultralight, PPCs and PPGs pilots are required to constantly monitor and announce their position and intentions on the airport's CTAF, 122.80 MHz, when operating in the airport vicinity and traffic pattern.

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8. No Ultralight, PPCs and PPGs operations are allowed when the airport is in IFR conditions (ground & flight visibility is below minimums).
9. Each Ultralight operator must visually ensure that the grass areas are free of obstructions (persons, vehicles, mowing equipment etc.) and other Ultralights, PPCs and PPGs prior to taxiing and conducting flight operations.
10. Runway 9/27 (Turf) must be kept clear for flight operations. Taxiing is restricted to within 50 feet of the perimeter of the runway and all aircraft must not delay on the runway.
11. At no time may any motorized vehicle cross Runway 9/27 (Turf) for the purpose of dropping off an Ultralight, PPC or PPG aircraft.
12. Ultralights, PPCs and PPGs share the airspace with other types of powered, non-powered and rotor-wing aircraft and must avoid the fixed wing and rotor-wing aircraft traffic patterns.
13. The maximum pattern altitude is below 500 feet AGL and inside the standard aircraft traffic pattern established at the airport for runway 10/28. Runway 27 requires a right traffic pattern and Runway 9 requires a left traffic pattern (see Exhibit B). Runway 9/27 (Turf) is located immediately north and parallel to Runway 10/28 and its users need to be in the inside of the traffic pattern used for Runway 10/28. Users of Runway 9 are to use a left traffic pattern and users of Runway 27 are to use a right traffic pattern. All users are to maintain an altitude below 500 feet AGL.
14. Under calm wind conditions (no wind or winds up to 5 knots) the designated runway is Runway 9 (Turf).
15. All traffic patterns will be flown to the NORTH, with entry on the downwind leg and exit from the crosswind leg.
16. Except for emergencies, all airport departure or landing operations are limited to the designated Ultralight, PPC and PPG Runway 9/27 (Turf).
17. No Ultralights, PPC and PPGs will operate between 500 and 1400 feet AGL within 2 miles of the airport.
18. Ultralight, PPC, PPG aircraft are to avoid overflight of residential areas adjacent to the airport as a desirable alternative to formal noise abatement procedures.
19. Avoid overflights of persons, vehicles, aircraft, farms and livestock.
20. Mid-field departures are not permitted, except for touch and go operations. Ultralight, PPC and PPG operators must clear the operations area as soon as possible after landing, using extreme caution for other Ultralights, PPCs and PPGs landing or taking off.
21. Overtaking Ultralights, PPCs and PPGs aircraft will fly to the outside of the pattern in use.
22. Formation (flight of 2 or more) takeoffs and landings are prohibited.

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23. Exhibits A and B reflect a (painted red & white) marked "No Transgression Line" on the ground. Ultralight, PPCs and PPGs operators must not fly south of this line while in the traffic pattern.
24. Use of the Ultralight, PPCs, PPGs and Gliders operations area is limited to Ultralights, Gliders, PPCs, PPGs, Tow Aircraft, and Tailwheel aircraft.
25. Ultralight, PPC and PPG operators must have received a current copy of this Airport Operational Directive, available at the X-51 airport management office, prior to conducting continuing flight operations at the airport.
26. In the interests of overall airport safety and Ultralight pilot education, with the various types of aeronautical activity occurring at this airport, membership is recommended in a recognized Ultralight-Sport Aviation oriented organization. Ultralight, PPCs and PPGs pilots who do not belong to one of the X51 organizations and/or who are not rated pilots must receive a briefing from the Airport Operations Representative or Ramp 70 prior to conducting Ultralight, PPC and PPG Operations. There is signage on the north side of the airport with the general operating procedures for the runway with instruction for new users to contact the airport management or airport ramp control unit to receive a briefing on the rules and regulations.
27. Operating an Ultralight, PPC or a PPG in a safe and professional manner is the inherent responsibility of each Ultralight, PPC or PPG pilot when flying in the vicinity of the Miami-Homestead General Airport.
28. The entrance gate to turf Runway 9/27 vehicle parking on the north-side of the airport must be locked daily from sunset to sunrise (the airport operations ramp control unit on duty will be responsible to assure that this gate is secured and locked every afternoon at sunset). The tenants located on the north side of the airfield and the club members are responsible in securing the access gate (shut) at all times from sunrise to sunset daily to prevent unwanted and unauthorized entry of persons, vehicles and animals (wildlife). In the interest of safety, tenants located on the north side of the airfield, as well as club members should advise all non-club members of the requirement to sign in at the airport management office (Building 6) where instructions and exhibit maps are available there.
29. Ultralight, PPC and PPG pilots shall avoid at all times operating in or adjacent to the Skydiving Drop Zone or the Aerobatic Box.

F. SKYDIVING OPERATIONS:

1. All jump activities must comply with the requirement of FAA Regulations Parts 91 and 105, as well as information contained in Advisory Circular 90-66B, current editions.
2. Announcements of "SKYDIVING IN PROGRESS" on the CTAF frequency are required to be made within one minute of dropping skydivers by the jump operator to advise area pilots of the parachute jumping activities at/near Homestead General Airport.
3. Skydivers must exercise reasonable caution while making parachute jumps in the vicinity of Homestead General Airport.

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4. Except in emergency conditions or in situations beyond the reasonable control of the skydiver, skydivers are not authorized to land on any area typically used by conventional aircraft or Ultralights for their operations.
5. A Skydive Drop Zone has been designated along the East side of the airport, approximately 3,000 ft. South of Runway 10/28 and 4,000 ft. East of Runway 18/36.
6. Use of the Skydive Drop Zone requires advance permission from the Airport Operations Representative or Ramp 70 and completion of certain administrative and insurance requirements.

G. HOT AIR BALLOONS:

1. Balloon operations require advance coordination by contacting the Airport Operations Representative at 305-869-1702.
2. A Balloon has the right-of-way over any other category of aircraft and does not follow a standard traffic pattern.

H. FUELING OF NON-AERONAUTICAL EQUIPMENT:

1. Fueling of Non-aeronautical equipment, airboats, boats, and vehicles **is prohibited on the AOA.**
2. Fueling of Non-aeronautical equipment, airboats, boats and vehicles outside the AOA requires prior review and written authorization from MDAD, to include applicable restrictions and conditions that must be followed.
3. If MDAD approves, fueling will be conducted at a designated location and within the leasehold landside area, away from main entrance gates and away from Fuel Fam Tanks.
 - a. All NFPA, MDAD and Miami-Dade County fueling procedures must be adhered to.
 - b. For fueling of Av-Gas, grounding/bonding must be accomplished prior to the beginning of fuel transfer.
 - c. Fuel tanker must be equipped with the required fire extinguisher and spill prevention kit.
 - d. Fueling must be conducted by the FBO's employee that have been trained to operate the fuel tanker and operations of Av-Gas and jet fueling transfer.
 - e. FBO must prevent fuel spills and be able to clean up any spillage immediately.
 - f. Fueling must be conducted on a paved surface and not over soil or grass areas.
 - g. Towing vehicle must be turned off while fueling non-aeronautical equipment.
 - h. Only approved EPA Portable Fuel Containers (PFC) are allowed. All approved PFCs must be placed on the ground prior to fuel transfer and shall not be filled inside vehicle trunks or truck beds. Only 95% of the PFC is to be filled.
4. Failure to perform the steps above or any other additional requirements set by MDRF and/or MDAD will result in a cease of the fueling and any future fueling operations.
5. Fueling must be conducted by the FBO's certified employee and must be performed on a paved surface and not over soil, grass or etc.

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6. Permission to continue the fueling of non-aeronautical equipment, boats, air boats and vehicles may be withdrawn or modified at any time without prior notification.

V. AMENDMENTS:

The Department reserves the right to amend this operating policy at any time based on current law, Miami-Dade County policies and operating needs.

VI. REVOCATION:

Revocations and removal of established Department policies requires written justification by requesting division management for review and concurrence by the Department's Professional Compliance Division. Upon written concurrence, the revocation request will be submitted, by Professional Compliance, for approval by the Aviation Director. Should the written directive be an Operational Directive, the authorized revocation justification will be sent to the Clerk of the Board for filing with the original Operational Directive under revocation. All approved revocation justification memoranda shall be posted to the Department's Written Directives Log to identify why the directive has been revoked to maintain ongoing operational accountability.

VII. SEVERABILITY:

If any court of competent jurisdiction determines that any provision in this policy is illegal or void, that provision shall be nullified and the remainder of this policy shall continue in full force and effect. If such court rules that any charge, fee, or security deposit requirement is illegal or void, the Aviation Director is authorized and directed to impose a charge, fee, or security deposit requirement that complies with the court order or applicable provisions of law, which shall become effective on the date of imposition and shall continue until modified by the Miami-Dade County Board of County Commissioners.

VIII. EFFECTIVE DATE:

This operational directive shall become effective 15 days subsequent to its filing with the Clerk of the Circuit Court as Clerk of the County Commission. This operational directive shall remain in effect until revoked or amended.

Approved By:


Ralph Cutié, Interim Aviation Director

Date:

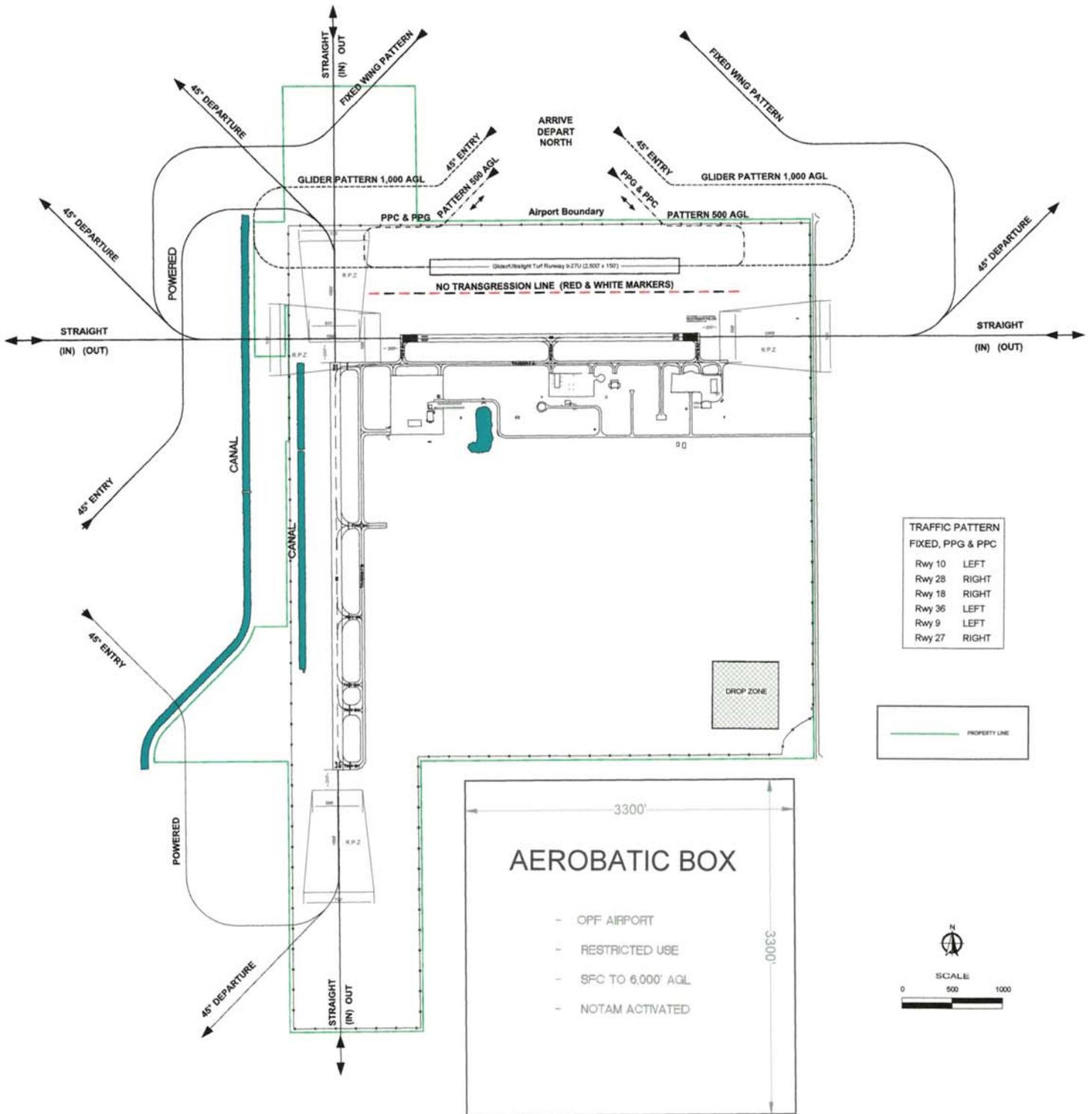
6/28/21

Exhibits

A, B and C - Runway 10-28, 18-36 and 9-27 (TURF) Environment

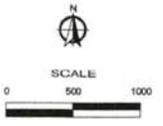
MIAMI-HOMESTEAD GENERAL AVIATION AIRPORT (X51) RUNWAY 10-28, 18-36 AND 9-27 (TURF) ENVIRONMENT

EXHIBIT A



TRAFFIC PATTERN
FIXED, PPG & PPC

Rwy 10	LEFT
Rwy 28	RIGHT
Rwy 18	RIGHT
Rwy 36	LEFT
Rwy 9	LEFT
Rwy 27	RIGHT



AEROBATIC BOX

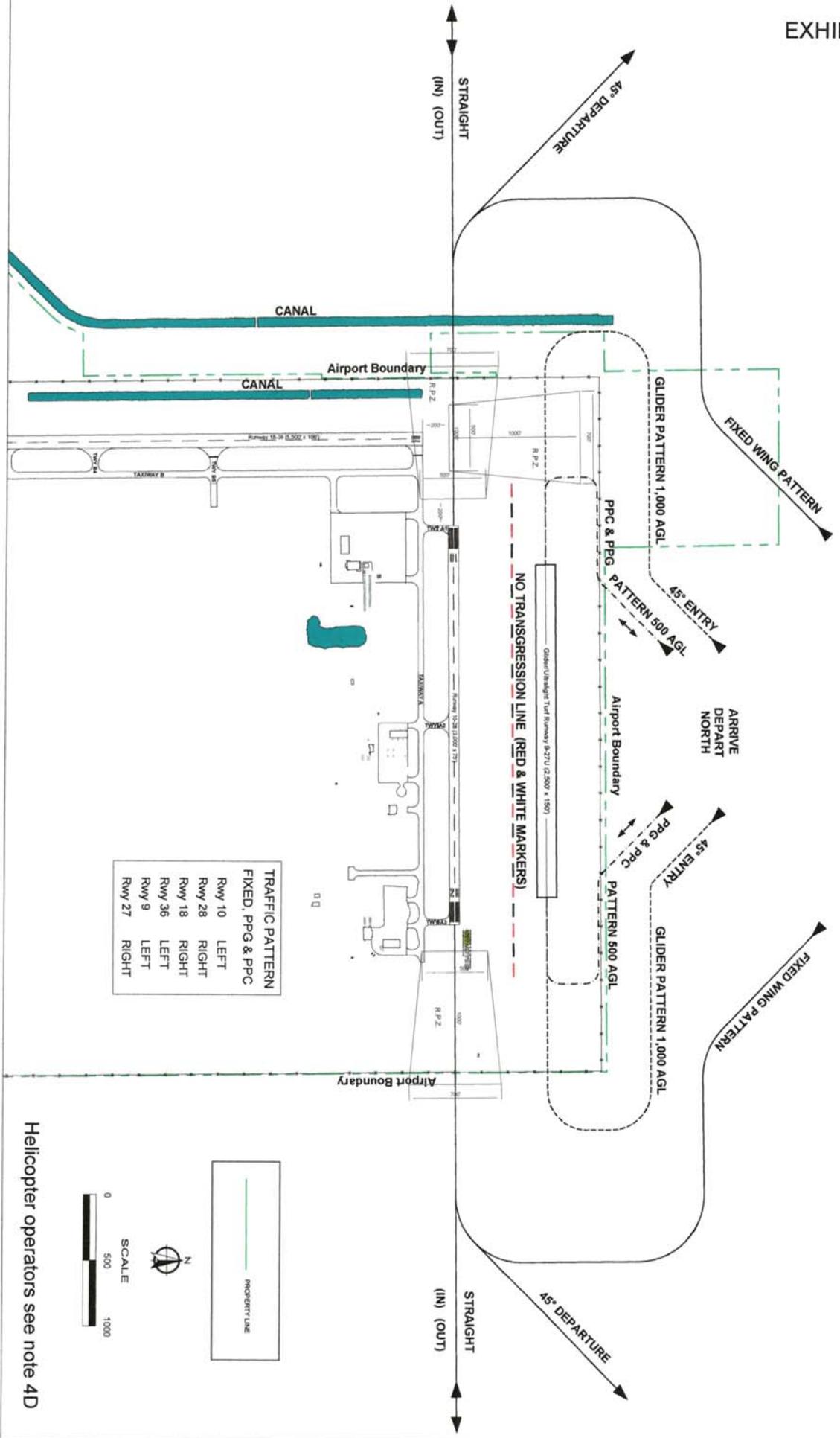
- OFF AIRPORT

- RESTRICTED USE

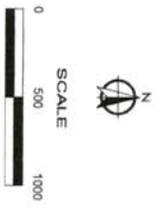
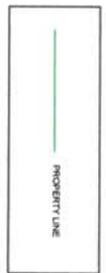
- SFC TO 6,000' AGL

- NOTAM ACTIVATED

MIAMI-HOMESTEAD GENERAL AIRPORT (X51)
 RUNWAY 10-28 AND 9-27 (TURF) ENVIRONMENT



TRAFFIC PATTERN	
Runway 10	LEFT
Runway 28	RIGHT
Runway 18	RIGHT
Runway 36	LEFT
Runway 9	LEFT
Runway 27	RIGHT



Helicopter operators see note 4D

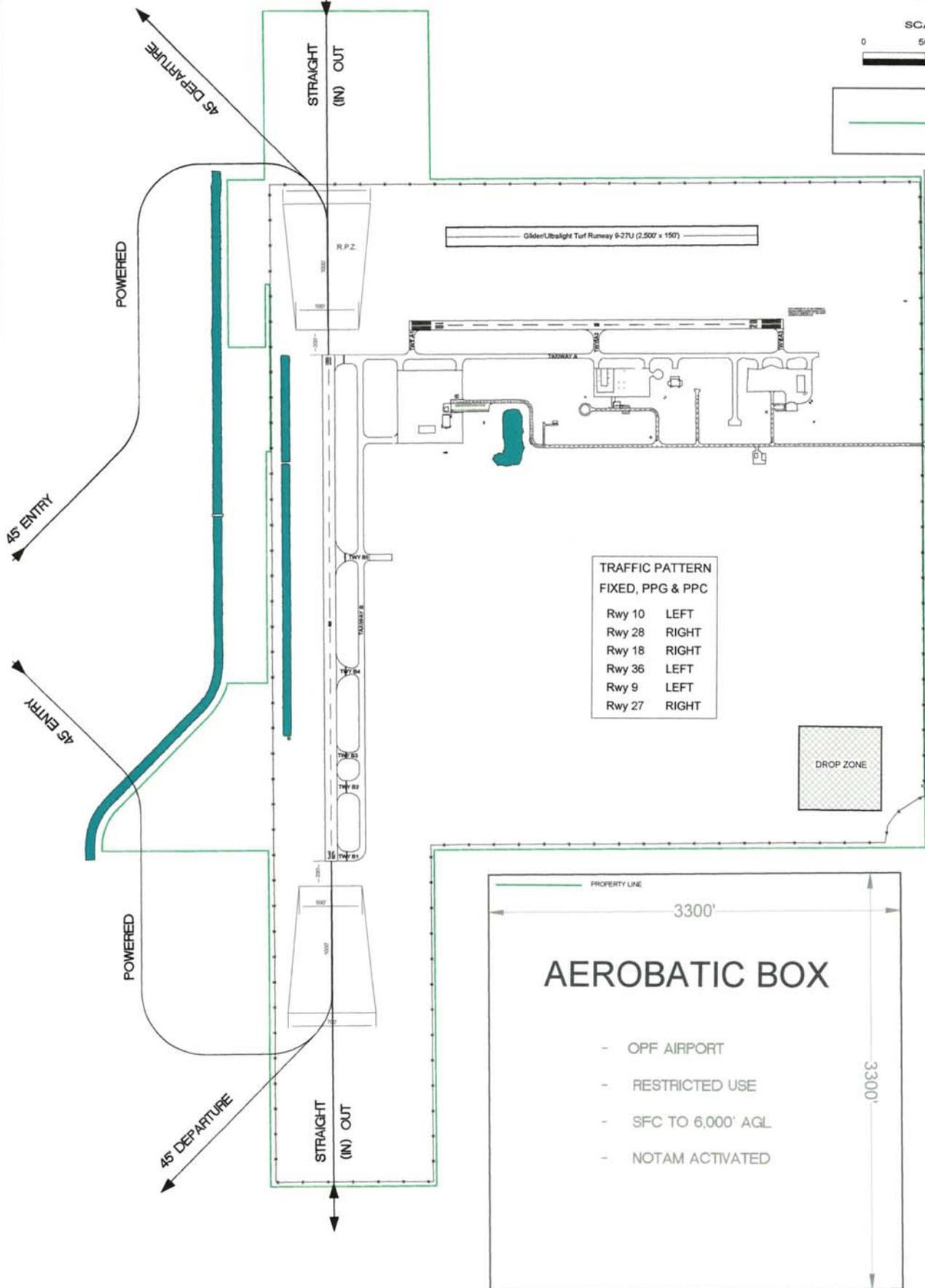
MIAMI-HOMESTEAD GENERAL AVIATION AIRPORT - OPERATIONAL DIRECTIVE EXHIBIT B

MIAMI-HOMESTEAD GENERAL AIRPORT (X51)
 RUNWAY 18-36 ENVIRONMENT

EXHIBIT C



SCALE



TRAFFIC PATTERN
 FIXED, PPG & PPC

Rwy 10	LEFT
Rwy 28	RIGHT
Rwy 18	RIGHT
Rwy 36	LEFT
Rwy 9	LEFT
Rwy 27	RIGHT