

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 05/14/2026	APWS Task ID: 51A599C3B400473DAD997DA024012BA1	APWS Project ID: 399BFA1B90024DEE800DD40913449C04
Procedure: MIAMI THREE DEPARTURE		Enroute: YES	Specialist: Sweeting, Dexter		Agreement Number:
Airport ID: KMIA			Airport City: MIAMI		State: FL
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

QUALITY
38
CHECKED

QUALITY
23
CHECKED

Procedure Comments:

ACTIVE DATA USED FOR MIA, TMB, HWO, OPF, TNT, X51 AND RUNWAYS.

WAIVERS (1): ATC REQUESTED ALTITUDE LOWER THAN UNRESTRICTED CLIMB ALLOWED BY TERPS EVALUATION.

TNT AND X51 ADDED TO PROCEDURE.

KTMB:

KTMB_DIV_DEP_RWY_09L_AMDT_3: ASC
KTMB_DIV_DEP_RWY_09L_AMDT_3_1: OBSTACLE MANDATING ROUTE DEVELOPMENT
KTMB_DIV_DEP_RWY_09R_AMDT_3: ASC
KTMB_DIV_DEP_RWY_09R_AMDT_3_1: OBSTACLE MANDTING ROUTE DEVELOPEMENT
KTMB_DIV_DEP_RWY_13_AMDT_3: ASC
KTMB_DIV_DEP_RWY_13_AMDT_3_1: OBSTACLE MANDTING ROUTE DEVELOPEMENT
KTMB_DIV_DEP_RWY_27L_AMDT_3: ASC
KTMB_DIV_DEP_RWY_27L_AMDT_3_1: OBSTACLE MANDTING ROUTE DEVELOPEMENT
KTMB_DIV_DEP_RWY_27R_AMDT_3: ASC
KTMB_DIV_DEP_RWY_27R_AMDT_3_1: OBSTACLE MANDTING ROUTE DEVELOPEMENT
KTMB_DIV_DEP_RWY_31_AMDT_3: ASC
KTMB_DIV_DEP_RWY_31_AMDT_3_1: OBSTACLE MANDTING ROUTE DEVELOPEMENT

HWO:

KHWO_DIV_DEP_RWY_01L_AMDT_3: ASC
KHWO_DIV_DEP_RWY_01L_AMDT_3_1: OBSTACLE MANDATING ROUTE DEVELOPMENT
KHWO_DIV_DEP_RWY_01R_AMDT_3: ASC
KHWO_DIV_DEP_RWY_01R_AMDT_3_1: OBSTACLE MANDATING ROUTE DEVELOPMENT
KHWO_DIV_DEP_RWY_10L_AMDT_3: CG/CGTA CONTROLLING OBS
KHWO_DIV_DEP_RWY_10L_AMDT_3_1: OBSTACLE MANDATING ROUTE DEVELOPMENT
KHWO_DIV_DEP_RWY_10R_AMDT_3: CG/CGTA CONTROLLING OBS
KHWO_DIV_DEP_RWY_10R_AMDT_3_1: OBSTACLE MANDATING ROUTE DEVELOPMENT
KHWO_DIV_DEP_RWY_19L_AMDT_3: CG/CGTA/CEIL/VIS CONTROLLING OBS
KHWO_DIV_DEP_RWY_19L_AMDT_3_1: OBSTACLE MANDATING ROUTE DEVELOPEMENT
KHWO_DIV_DEP_RWY_19R_AMDT_3: CG/CGTA/CEIL/VIS CONTROLLING OBS
KHWO_DIV_DEP_RWY_19R_AMDT_3_1: OBSTACLE MANDATING ROUTE DEVELOPEMENT
KHWO_DIV_DEP_RWY_28L_AMDT_3: ASC
KHWO_DIV_DEP_RWY_28L_AMDT_3_1: OBSTACLE MANDATING ROUTE DEVELOPMENT
KHWO_DIV_DEP_RWY_28R_AMDT_3: ASC
KHWO_DIV_DEP_RWY_28R_AMDT_3_1: OBSTACLE MANDATING ROUTE DEVELOPMENT

OPF:

KOPF_DIV_DEP_RWY_09L_AMDT_3: ASC
KOPF_DIV_DEP_RWY_09L_AMDT_3_1: OBSTACLE MANDATING ROUTE DEVELOPMENT
KOPF_DIV_DEP_RWY_09R_AMDT_3: ASC
KOPF_DIV_DEP_RWY_09R_AMDT_3_1: OBSTACLE MANDATING ROUTE DEVELOPMENT
KOPF_DIV_DEP_RWY_12_AMDT_3: ASC
KOPF_DIV_DEP_RWY_12_AMDT_3_1: OBSTACLE MANDATING ROUTE DEVELOPMENT
KOPF_DIV_DEP_RWY_27R_AMDT_3: ASC
KOPF_DIV_DEP_RWY_27R_AMDT_3_1: OBSTACLE MANDATING ROUTE DEVELOPMENT

CONTACT: RAKE MCGRAW (AJV-A422), 405-954-8711.



1. FLIGHT PROCEDURE IDENTIFICATION:

MIAMI, FL: MIA
MIAMI DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 1-4-2. An ATC requested maintained altitude lower than the unrestricted climb allowed by TERPS evaluation.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

a. FAA Order 8260.3 does not describe how to assess obstacles for a SID supporting a range of initial headings when ATC requests a maintain altitude lower than unrestricted climb allowed by TERPS. AFS issued a Memo dated May 23, 2023 with the subject "Clarification to FAA Order 8260.46, Departure Procedure (DP) Program, Standard Instrument Departure (SID), which states a waiver is required to apply 8260.3, 13-2 in this case. (include evaluation method of the hold down maintain altitude, justification and description of the requested altitude vs the altitude of the unrestricted climb allowed by TERPS)

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude and for the evaluation of the hold down altitude.

- (1). TERPS Maintain/Top altitude: see attached for each airport assessment.
- (2). Lowest assigned altitude will by ATC for traffic: see attached for each airport assessment.
- (3). Diverse Assessment Distance: see attached for each airport assessment.
- (4). The MVA assessment: see attached for each airport assessment.
- (5). Climb gradient for obstacle assessment: see attached for each airport assessment.
- (6). Radar and DME is required for the SID.
- (7). FAA JO 7110.65, paragraph 5-6-3.b. "After reaching the first MVA/MIA sector, all subsequent MVA/MIA sectors encountered must be met." This requires the controller to ensure the aircraft doesn't go into a higher MVA once they reached the first MVA sector altitude.
- (8). ATC is not allowed to let an aircraft climbing to the initially assigned altitude in (2) above enter a higher MVA unless ATC has assigned and the pilot reached the altitude equal to or higher than the MVA sector they are entering or FAA Order 7110.65, paragraph 5-6-3.a.(1) or (2) is being applied (ATC is responsible for obstacle separation until the aircraft reaches the MVA altitude or higher).
- (9). Affected MIA ATC Facilities will make sure all controllers are aware of this waiver for compliance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

ATC needs to vector aircraft for septation within a constrained airspace (class B) as well as for noise abatement requirements. The design requirement for vectors is complaint with FAA order 8260.58 Appendix E

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with MIA ATCT/TRACON NATCA, AJV-A DELTA, SWA, AMERICAN, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
12/29/2025	AJV-A42	MANAGER

SIGNATURE

BEV BORDY
Digitally signed by
RAKE MCGRAW
Dec 29, 2025

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

MIAMI, FL: TMB
MIAMI DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

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7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
12/29/2025	AJV-A42	MANAGER

SIGNATURE

BEV BORDY

Digitally signed by

RAKE MCGRAW

Dec 29, 2025

8. AFS ACTIONS:

APPROVED **DISAPPROVED** **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

MIAMI,FL: HWO
MIAMI DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

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7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
12/29/2025	AJV-A42	MANAGER

SIGNATURE

BEV BORDY

Digitally signed by

RAKE MCGRAW

Dec 29, 2025

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

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1. FLIGHT PROCEDURE IDENTIFICATION:

MIAMI, FL: OPF
MIAMI DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

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7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
12/29/2025	AJV-A42	MANAGER

SIGNATURE

BEV BORDY

Digitally signed by

RAKE MCGRAW

Dec 29, 2025

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

MIAMI, FL: TNT
MIAMI DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 1-4-2. An ATC requested maintained altitude lower than the unrestricted climb allowed by TERPS evaluation.

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7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
12/29/2025	AJV-A42	MANAGER

SIGNATURE

BEV BORDY
Digitally signed by
RAKE MCGRAW
Dec 29, 2025

8. AFS ACTIONS:

APPROVED **DISAPPROVED** **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

MIAMI, FL: X51
MIAMI DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 1-4-2. An ATC requested maintained altitude lower than the unrestricted climb allowed by TERPS evaluation.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

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7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
12/29/2025	AJV-A42	MANAGER

SIGNATURE

BEV BORDY
Digitally signed by

RAKE MCGRAW

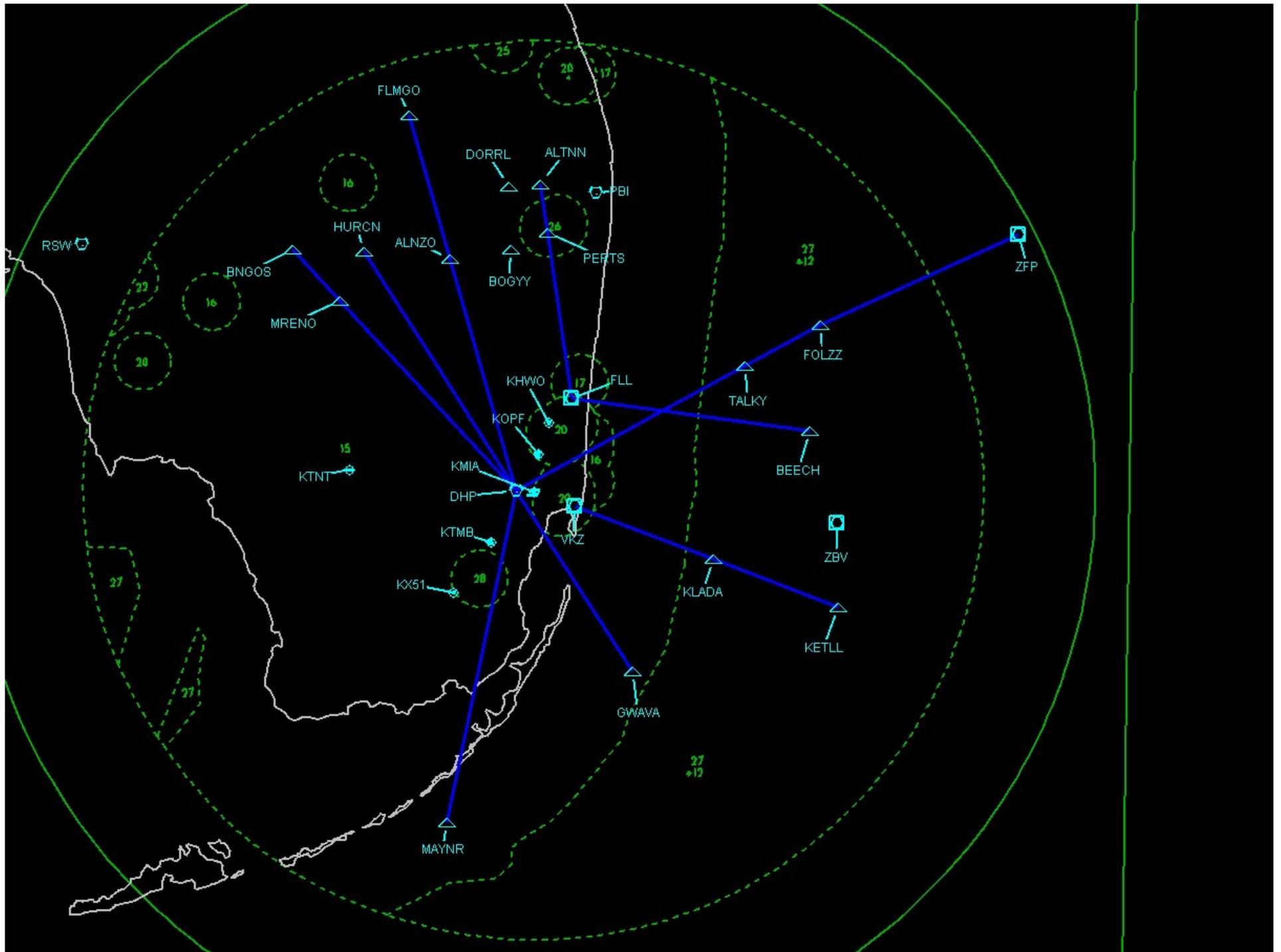
Dec 29, 2025

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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MIAMI TWO DEPARTURE
(MIA2.MIA) 26DEC24

TOP ALTITUDE:
(JETS) 5000
(TURBO-PROPS) 3000

RADAR and DME required.

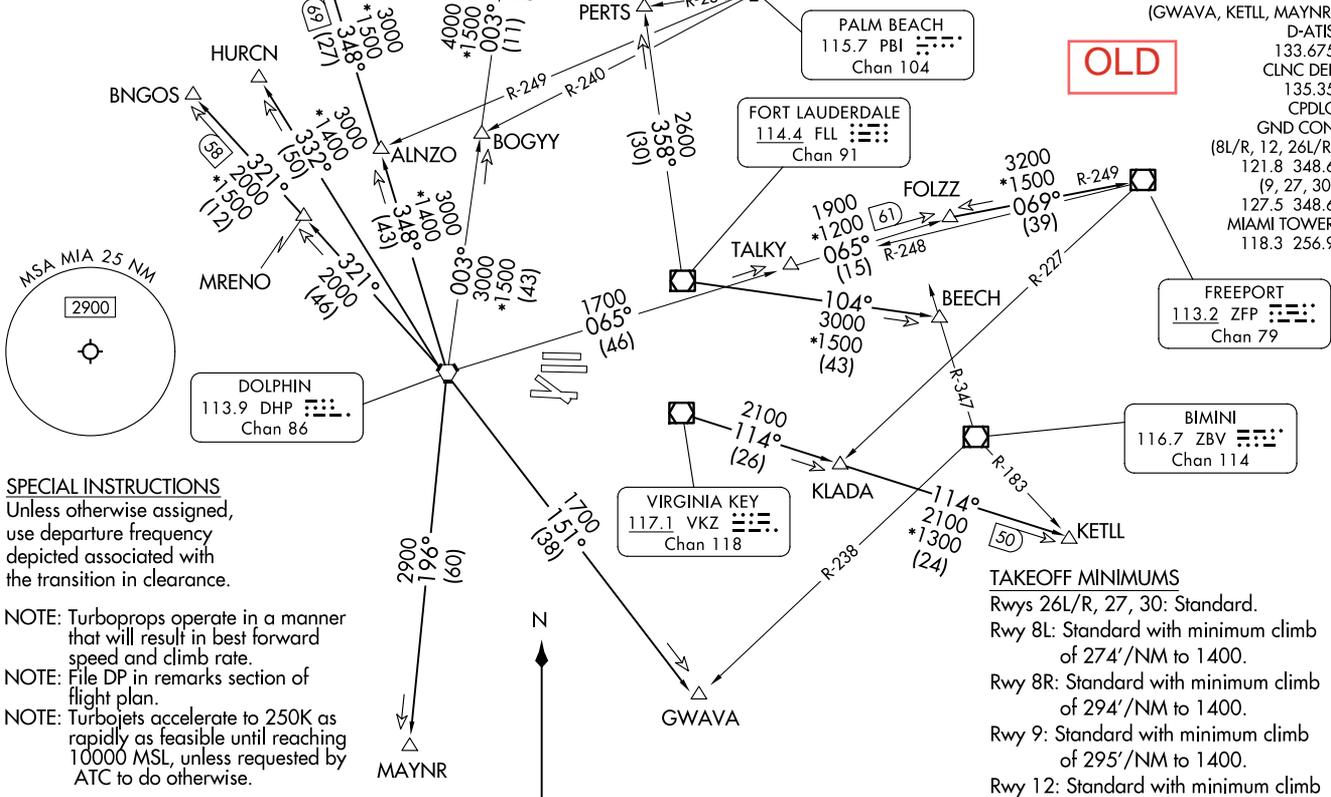
OLD

MIAMI DEP CON
126.85 290.325
(ALTNN, BEECH, BNGOS, DORRL,
FLMGO, HURCN, FOLZZ, ZFP)
125.5 354.1
(GWAVA, KETLL, MAYNR)
D-ATIS
133.675
CLINC DEL
135.35
CPDIC
GND CON
(8L/R, 12, 26L/R)
121.8 348.6
(9, 27, 30)
127.5 348.6
MIAMI TOWER
118.3 256.9

(MIA2.MIA) 25331
MIAMI TWO DEPARTURE

AL-257 (FAA)

MIAMI INTL (MIA)
MIAMI, FLORIDA



SPECIAL INSTRUCTIONS
Unless otherwise assigned,
use departure frequency
depicted associated with
the transition in clearance.

- NOTE: Turboprops operate in a manner that will result in best forward speed and climb rate.
- NOTE: File DP in remarks section of flight plan.
- NOTE: Turbojets accelerate to 250K as rapidly as feasible until reaching 10000 MSL, unless requested by ATC to do otherwise.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

MIAMI, FLORIDA
MIAMI INTL (MIA)

MIAMI TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to assigned transition. Jets climb and maintain 5000, props and turboprops climb and maintain 3000. Expect filed altitude 10 minutes after departure.

ALTNN TRANSITION (MIA2.ALTNN): From over FLL VOR/DME on FLL R-358 to ALTNN.

BEECH TRANSITION (MIA2.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH.

BNGOS TRANSITION (MIA2.BNGOS): From over DHP VORTAC on DHP R-321 to BNGOS.

DORRL TRANSITION (MIA2.DORRL): From over DHP VORTAC on DHP R-003 to DORRL.

FLMGO TRANSITION (MIA2.FLMGO): From over DHP VORTAC on DHP R-348 to FLMGO.

FOLZZ TRANSITION (MIA2.FOLZZ): From over DHP VORTAC on DHP R-065 to FOLZZ.

FREEPOR TRANSITION (MIA2.ZFP): From over DHP VORTAC on DHP R-065 to FOLZZ then on ZFP R-249 to ZFP VOR/DME.

GWAVA TRANSITION (MIA2.GWAVA): From over DHP VORTAC on DHP R-151 to GWAVA.

HURCN TRANSITION (MIA2.HURCN): From over DHP VORTAC on DHP R-332 to HURCN.

KETLL TRANSITION (MIA2.KETLL): From over VKZ VOR/DME on VKZ R-114 to KETLL.

MAYNR TRANSITION (MIA2.MAYNR): From over DHP VORTAC on DHP R-196 to MAYNR.

SE-3, 27 NOV 2025 to 25 DEC 2025

SE-3, 27 NOV 2025 to 25 DEC 2025



Federal Aviation Administration

Memorandum

Date:

To: Manager, Production Integration Team, AJV-34

From: Manager, Flight Technologies and Procedures Division, AFS-400

Gary L.
Powell

Digital Signature of Gary L. Powell
DN: cn=Gary L. Powell, o=FAA, ou=Flight
Technologies and Procedures Division, email=gary.powell@faa.gov, c=US
Date: 2011.06.01 09:53:12 -0400

SIGN HERE

Prepared by: Flight Procedure Implementation & Oversight Branch, AFS-460

Subject: Approval Request; AJV-34 Memorandum Dated 04/28/2011

Your request to utilize a climb gradient(s) of 512 feet per NM for RWY 10/28 on the "TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP), ORIG" at Homestead General Aviation, Homestead, FL was discussed at Flight Standards' Procedure Review Board (PRB) on 05/26/2011 and is approved.

Please direct all inquiries to Stacey L. Zinke-McKee, AFS-460, at (405) 954-9359.

Attachments

cc:

AJV-34

ASO-220

AFS-400/410/420/440/460/470



**Federal Aviation
Administration**

Memorandum

Date: **APR 28 2011**

To: Leslie H. Smith, Manager, Flight Technologies and
Procedures Division
THRU: Stacey L. Zinke-McKee, Manager, Flight Procedure
Implementation & Oversight Branch

From: ~~Wade EK Terrell~~ Wade EK Terrell Lead, Production Integration Coordination Team,
AJV-34

Subject: **ACTION: Approval Request**

TAKEOFF MINIMUMS ODP, Homestead General Aviation, Homestead, FL (KX51)

Climb gradient exceeds 500 feet per NM, 8260.46D, Para. 2-1d(2).

An 1849 MSL tower approximately 5.48 NM northeast of the airport requires a 512 per NM climb gradient to 2500 for headings 276 clockwise to 095.

The airport is not FAR part 139 and primarily used by single and multi-engine propeller aircraft. Rwy 10/28 is 3000 feet long.

The airport is located in close proximity to Miami Class Bravo airspace, Kendall-Tamiami Executive Airport, and Homestead Air Reserve Base. Miami approach has advised that aircraft departing Homestead General Aviation will regularly receive a clearance to proceed westbound after departing (heading 270 degrees) to deconflict with the predominate traffic flow in the area.

Request to publish a climb gradient of 512 per NM to 2500 for headings 276 to 095 degrees. If disapproved, those headings can be published as NA with little or no operational impact.

Please respond as soon as possible.

Attachment