

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

QUALITY  
23  
CHECKED

QUALITY  
38  
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 DEVLOPEMENT  
KTMB\_DIV\_DEP\_RWY\_13\_AMDT\_3: ASC  
KTMB\_DIV\_DEP\_RWY\_13\_AMDT\_3\_1: OBSTACLE MANDTING ROUTE DEVLOPEMENT  
KTMB\_DIV\_DEP\_RWY\_27L\_AMDT\_3: ASC  
KTMB\_DIV\_DEP\_RWY\_27L\_AMDT\_3\_1: OBSTACLE MANDTING ROUTE DEVLOPEMENT  
KTMB\_DIV\_DEP\_RWY\_27R\_AMDT\_3: ASC  
KTMB\_DIV\_DEP\_RWY\_27R\_AMDT\_3\_1: OBSTACLE MANDTING ROUTE DEVLOPEMENT  
KTMB\_DIV\_DEP\_RWY\_31\_AMDT\_3: ASC  
KTMB\_DIV\_DEP\_RWY\_31\_AMDT\_3\_1: OBSTACLE MANDTING ROUTE DEVLOPEMENT

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 DEVLOPEMENT  
KHWO\_DIV\_DEP\_RWY\_19R\_AMDT\_3: CG/CGTA/CEIL/VIS CONTROLLING OBS  
KHWO\_DIV\_DEP\_RWY\_19R\_AMDT\_3\_1: OBSTACLE MANDATING ROUTE DEVLOPEMENT  
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.

01/27/2026: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/21/2025.

NOTES: REMOVED NOTE TURBOPROPS OPERATE IN A MANNER THAT WILL RESULT IN BEST FORWARD SPEED AND CLIMB RATE.

NOTES: CHANGED MIAMI INTL NOTE FROM "TURBOJETS ACCELERATE TO 250 KIAS AS RAPIDLY AS FEASIBLE UNTIL REACHING 10,000 MSL, UNLESS REQUESTED BY ATC TO DO OTHERWISE" TO "ACCELERATE TO 250 K UNTIL LEAVING 10000, IF UNABLE, ADVISE ATC."

REMARKS: ADDED "LOWEST ALTITUDE ATC WILL ASSIGN FOR X51, TMB, OPF, TNT, HWO IS 2000 MSL. ATC WILL NOT DEVIATE FROM TH MIA DRD ALTITUDES"; REMOVED "ABBREVIATED AMENDMENT."

**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: ATC will not assign altitudes below 5000 for jet and 3000 for turbo prop, as stated in the DRD. These altitudes are above the respective MVAs. No obstacles penetrate the level surface at these altitudes.

(2). Lowest assigned altitude 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 separation within a constrained airspace (class B) as well as for noise abatement requirements. The design requirement for vectors is compliant 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   |
|---------|-----------------------|---------|
| 1/28/26 | AJV-A42               | MANAGER |

**SIGNATURE**  
BEV BORDY

**8. AFS ACTIONS:**

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

*Digitally signed by*  
**RAKE MCGRAW**  
Jan 28, 2026

**COMMENTS:**

| DATE | ROUTING SYMBOL | SIGNATURE |
|------|----------------|-----------|
|------|----------------|-----------|

**1. FLIGHT PROCEDURE IDENTIFICATION:**

MIAMI, FL: TMB  
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: The lowest altitude ATC will assign is 2000. This altitude is above the respective MVA, and no obstacles penetrate the level surface at 2000.

(2). Lowest assigned altitude 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 separation within a constrained airspace (class B) as well as for noise abatement requirements. The design requirement for vectors is compliant 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   |
|---------|-----------------------|---------|
| 1/28/26 | AJV-A42               | MANAGER |

**SIGNATURE**  
BEV BORDY

*Digitally signed by*

**8. AFS ACTIONS:**

**RAKE MCGRAW**

Jan 28, 2026

☐ **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:**

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: The lowest altitude ATC will assign is 2000. This altitude is above the respective MVA, and no obstacles penetrate the level surface at 2000 and within the 1500 FT MVA area. Note: ATC confirms they vector on a heading of 270 west of the airport to remain in the 1500 MVA area.

(2). Lowest assigned altitude 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 separation within a constrained airspace (class B) as well as for noise abatement requirements. The design requirement for vectors is compliant 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   |
|---------|-----------------------|---------|
| 1/28/26 | AJV-A42               | MANAGER |

**SIGNATURE**  
BEV BORDY

*Digitally signed by*

**RAKE MCGRAW**

Jan 28, 2026

**8. AFS ACTIONS:**

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

**COMMENTS:**

| DATE | ROUTING SYMBOL | SIGNATURE |
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|------|----------------|-----------|

**1. FLIGHT PROCEDURE IDENTIFICATION:**

MIAMI, FL: OPF  
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: The lowest altitude ATC will assign is 2000. This altitude is above the respective MVA, and no obstacles penetrate the level surface at 2000 and ATC vectors within the 1500 FT MVA area.

(2). Lowest assigned altitude 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).

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**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

ATC needs to vector aircraft for separation within a constrained airspace (class B) as well as for noise abatement requirements. The design requirement for vectors is compliant 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   |
|---------|-----------------------|---------|
| 1/28/26 | AJV-A42               | MANAGER |

**SIGNATURE**  
BEV BORDY

*Digitally signed by*

**RAKE MCGRAW**

Jan 28, 2026

**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.

**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: The lowest altitude ATC will assign is 2000. This altitude is above the respective MVA, and no obstacles penetrate the level surface at 2000 and ATC vectors within the 1500 FT MVA area.

(2). Lowest assigned altitude 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).

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ATC needs to vector aircraft for separation within a constrained airspace (class B) as well as for noise abatement requirements. The design requirement for vectors is compliant 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   |
|---------|-----------------------|---------|
| 1/28/26 | AJV-A42               | MANAGER |

**SIGNATURE**  
BEV BORDY

*Digitally signed by*

**RAKE MCGRAW**

Jan 28, 2026

**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):**

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: The lowest altitude ATC will assign is 2000. This altitude is above the respective MVA, and no obstacle penetrate the level surface at 2000 and ATC vectors within the 1500 FT MVA area. Note: ATC confirms they vector X51 departures NW of the airport to remain within the 1500 FT MVA area.

(2). Lowest assigned altitude 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).

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**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

ATC needs to vector aircraft for separation within a constrained airspace (class B) as well as for noise abatement requirements. The design requirement for vectors is compliant 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   |
|---------|-----------------------|---------|
| 1/28/26 | AJV-A42               | MANAGER |

**SIGNATURE**  
BEV BORDY

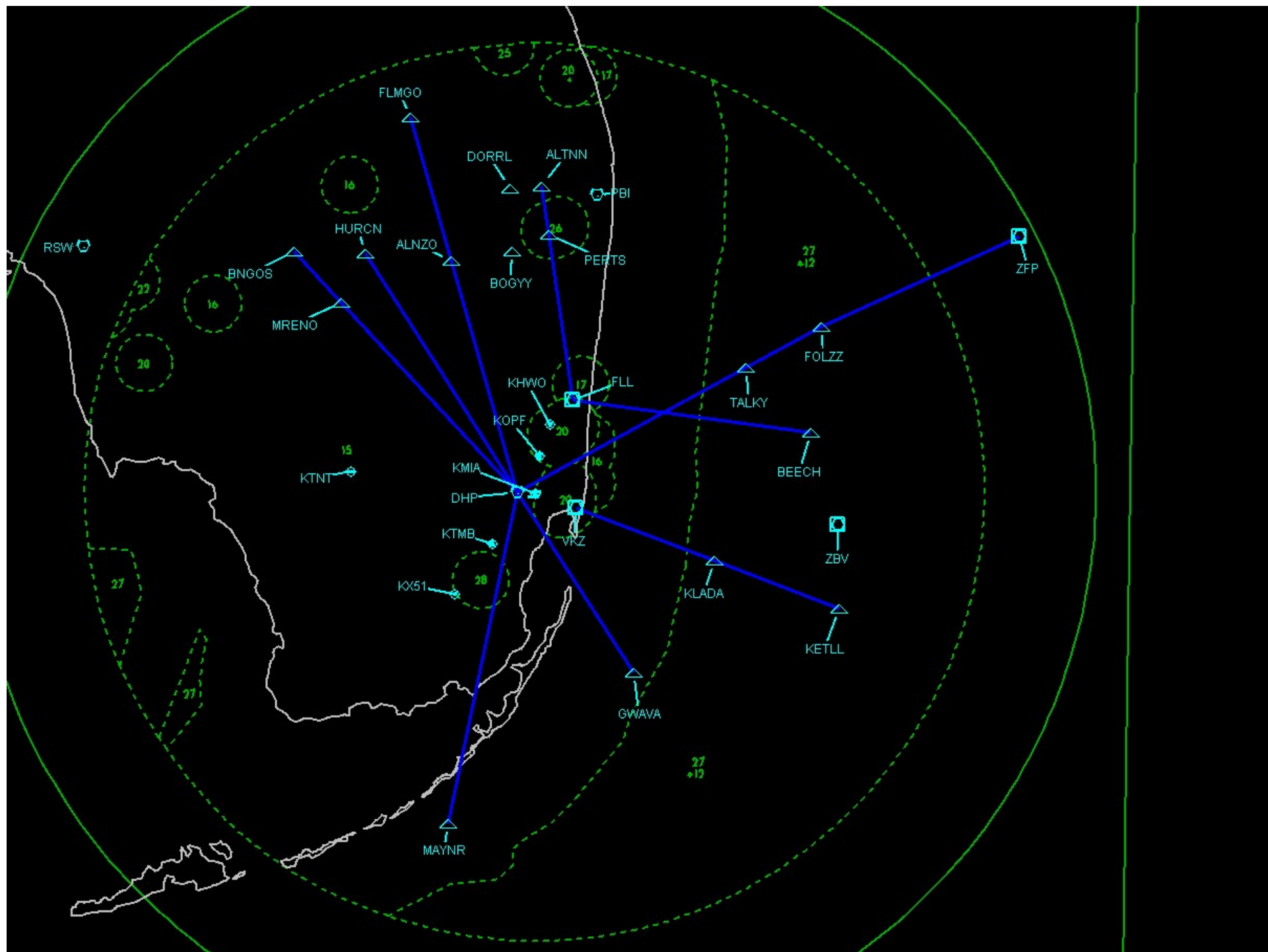
**8. AFS ACTIONS:**

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

*Digitally signed by*  
**RAKE MCGRAW**  
Jan 28, 2026

**COMMENTS:**

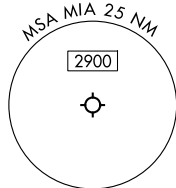
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MIAMI TWO DEPARTURE  
(MIA2.MIA) 26DEC24

MIAMI, FLORIDA  
MIAMI INTL (MIA)

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



### SPECIAL INSTRUCTIONS

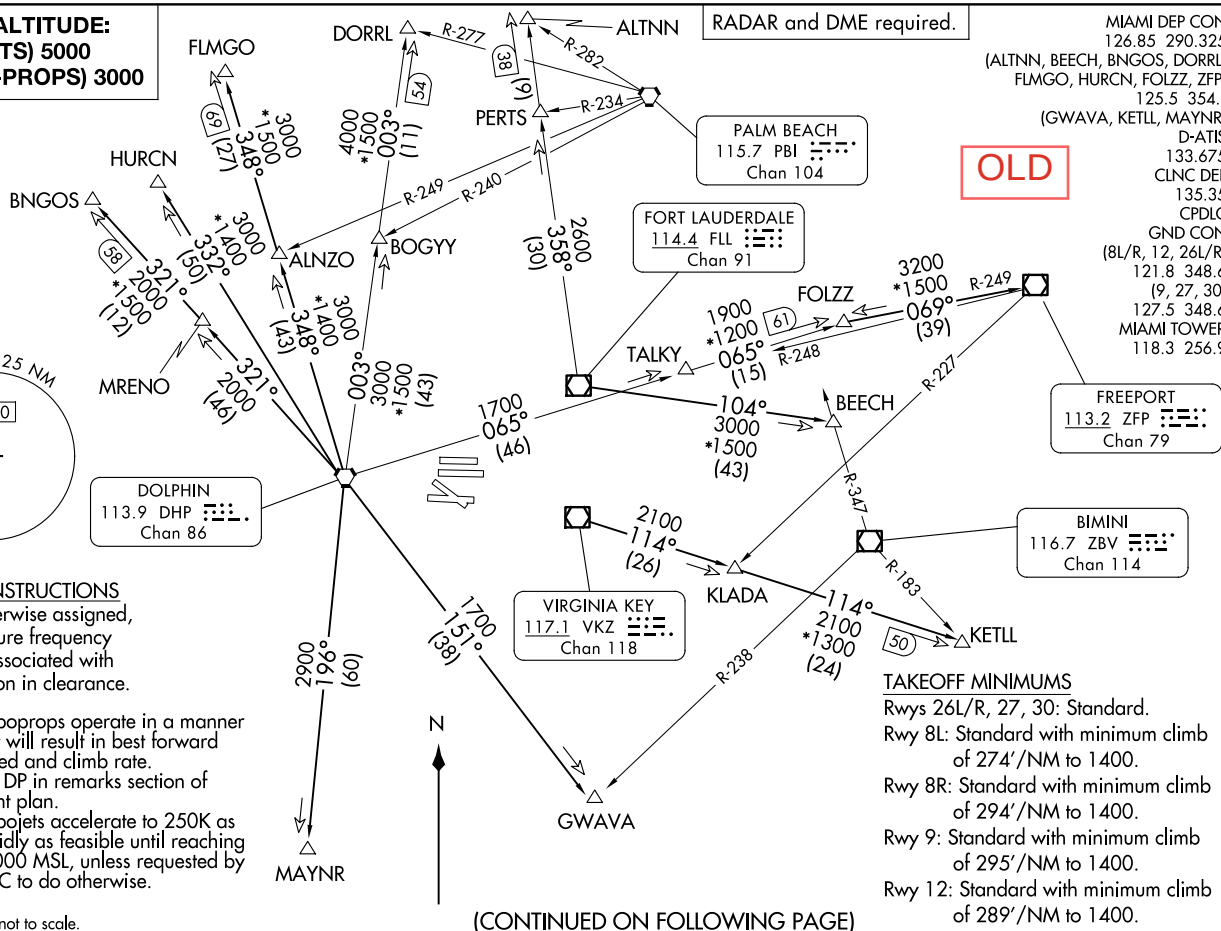
Unless otherwise assigned,  
use departure frequency  
depicted associated with  
the transition in clearance.

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)

(MIA2.MIA) 25331  
MIAMI TWO DEPARTURE

AL-257 (FAA)

MIAMI INTL (MIA)  
MIAMI, FLORIDA



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.

FREEPORT 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**

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# **Memorandum**

Date:

To: Manager, Production Integration Team, AJV-34

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

Gary L.  
Powell

Digitally signed by Gary L. Powell  
DN: cn=Gary L. Powell, o=FAA,  
ou=Flight Technologies and  
Procedures Division, ou=AFS-400,  
email=gary.powell@faa.gov, c=US  
Date: 2011.06.06 15:53:12 -0400

**SIGN HERE**

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

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

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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



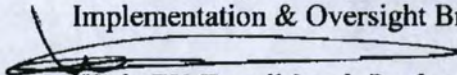
## **Federal Aviation Administration**

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### **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 Lead, Production Integration Coordination Team,  
AJV-34

Subject: **ACTION: Approval Request**

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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