



# AVIATION DEPARTMENT

Operational Directive No. 54 (HOM)

April 1, 1995

**TO: HOMESTEAD GENERAL AIRPORT (X51)  
TENANTS AND USERS**

**SUBJECT: HOMESTEAD GENERAL AIRPORT  
AIRCRAFT AND ULTRALIGHT OPERATING RULES &  
PROCEDURES**

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In accordance with the Code of Metropolitan Dade County, Chapter 25, the following rules are presented governing Airfield Operational Procedures and Practices at Homestead General Airport.

**1. GENERAL**

- a. The Director of the Dade County Aviation Department or his authorized representative may suspend, restrict, or otherwise regulate all operations without regard to weather conditions when such action is deemed necessary in the interest of safety.
- b. It is the pilot's inherent responsibility that he be alert at all times for and in anticipation of all circumstances, situations, and conditions which affect the safe operation of his aircraft and other airport users.
- c. To enhance overall airport safety all traffic patterns should be flown as indicated by the airport segmented circle and traffic pattern indicators. In addition, all radio equipped users are requested to report their position and announce their intentions on 122.80 Mhz when operating in the airport vicinity and in the airport traffic pattern.
- d. The Straight-In approach for landing may be operationally advantageous, however, due to the fact there may be Non-Radio Aircraft, Ultralights, 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.
- e. All flight instructors shall fully acquaint their students with these rules and regulations, and shall 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 a student is flying solo, it shall be his or her responsibility to observe and abide by the same.
- f. Flight instructors are prohibited from observing students' flights from runway areas. Briefing of students must wait until the aircraft is clear of all runways and hold bars.

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- g. The airport is attended 24 hours a day by a DCAD operations representative. Non-tower common traffic advisories are available on the CTAF frequency of 122.80 MHz.
- h. All pilots are advised that this is a " Good Neighbor Airport ". Aircraft, Helicopter and Ultralight 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 as long as possible prior to landing.

2. CONVENTIONAL FIXED WING AIRCRAFT--POWERED

- a. All Flight Operations must comply with FAR Part 91, and the applicable recommendations in the AIM and AC 90-66A, current editions.
- b. The traffic patterns are as follows: 

	<u>RUNWAY #</u>	<u>PATTERN</u>
SEE	09	LEFT
ATTACHED	27	RIGHT
EXHIBIT	18	RIGHT
	36	LEFT
- c. Traffic pattern altitude is 1,000 ft AGL. High performance and turbine powered aircraft should use higher altitudes as required by aircraft performance.
- d. Pilots are requested to constantly monitor and announce their position and intentions on the CTAF of 122.80 MHz when operating in the airport vicinity and traffic pattern.
- e. Turn arounds and back taxiing on the runways are considered unsafe operating practices and are not authorized.
- f. Landing aircraft must clear the runway commensurate with aircraft speed and safety in the direction of landing at the first available runway turn off.
- g. Aircraft exiting a runway have the right of way.
- h. 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.
- i. Mid- field intersection departures are not authorized.
- j. No turns shall be made after takeoff until the aircraft has reached the Airport boundary. Use extreme caution to avoid Ultralight traffic utilizing Runways 9U/27U, North of the red & white no transgression zone markers. (Exhibit B).

- k. Pilots using a crosswind runway (secondary) should avoid the flow of traffic to the runway most nearly aligned to the wind (primary).
- l. Pilots are requested to avoid flying over residential areas as a desirable alternative to a formal noise abatement procedure.
- m. Only existing paved surfaces are to be used for aircraft operations. Unless specifically designated, turf areas are not maintained to allow flight operations.
- n. Operations by aircraft in excess of 12,500 MGTW require prior permission from the Airport Manager's Office.
- o. Pilots shall avoid operating in or adjacent to the Skydiving Drop Zone, Aerobatic Box and Ultralight Operations Areas.

**3. GLIDER OPERATIONS:**

- a. Operations must comply with FAR Part 91 and applicable recommendations in the AIM and AC 90-66A, current editions.
- b. Tow plane and glider pilots are required to 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.
- c. Glider Operations are restricted to Runway 18/36. Right hand pattern on 18, left hand pattern on 36.
- d. When on the paved runway, pre and post flight activities must be kept to a minimum to keep the runway clear for other aircraft.
- e. Tow planes and gliders should not release within 1/2 mile of the airport.
- f. Initial traffic pattern entry will be at 1,000 ft AGL and flown to the inside of conventional aircraft patterns.
- g. Gliders landing on Runway 18 shall stay clear of Runway 9/27 extended centerline.
- h. Glider and tow pilots shall avoid operating in or adjacent to the Skydiving Drop Zone, Aerobatic Box and Ultralight Operations Area.

**4. HELICOPTER OPERATIONS:**

- a. Pilots are requested to 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.

- b. Helicopter pilots must avoid the flow of fixed wing aircraft, glider and ultralight traffic patterns. When operating in the vicinity of parked aircraft, buildings and people, pilots should also exercise extreme caution with respect to rotor downwash and turbulence created by their helicopters.
- c. Helicopter traffic patterns should be flown on the opposite side of the runway to the fixed wing pattern in use.
- d. Helicopter operators using Left traffic for Runway 18 should remain clear of the extended center line of Runway 9. Helicopter operators using Right traffic for Runway 9 should remain clear of the extended centerline of Runway 18.
- e. All flight operations must comply with FAR Part 91 and recommended procedures in the AIM and AC 90-66A, current editions.
- f. Helicopter pilots should avoid operating in or adjacent to the Skydiving Drop Zone, Aerobatic Box and Ultralight Operations Area.

**5. ULTRALIGHT OPERATIONS:**

- a. All operations must comply with FAR 103, and applicable recommendations in Advisory Circulars 90-66A and 103 Series, current editions.
- b. Each Ultralight operator must visually ensure that the grass areas are free of obstructions (people, cars, trucks, mowing equipment and etc.) and other Ultralights prior to taxiing and conducting flight operations.
- c. The Ultralight turf Runway should be kept clear for flight operations. Taxiing is restricted to within 50 feet of the perimeter of the Ultralight Runway.
- d. Maximum pattern altitude is 500' AGL. Runway 27U Right traffic pattern - Runway 9U Left traffic pattern.
- e. Calm wind runway is designated as Runway 9U.
- f. All traffic patterns will be flown to the NORTH, with entry on the downwind leg and exit from the crosswind leg.
- g. Except for emergencies, all on airport takeoff or landing operations are limited to the designated U/L operations area.
- h. No Ultralights will operate between 500 and 1400 feet AGL within 2 miles of the airport.

- i. Voluntarily avoid overflight of residential areas adjacent to the airport as a desirable alternative to formal noise abatement procedures.
- j. Mid field departures are not permitted, except for touch and go operations. Ultralight operators must clear the operations area as soon as possible after landing using extreme caution for other Ultralights landing or taking off.
- k. **Overtaking Ultralights / aircraft will fly to the outside of the pattern in use.**
- l. Formation takeoffs and landings are prohibited.
- m. Exhibit B shows a (painted red & white) marked no transgression line on the ground. Ultralight operators must not fly South of this line while in the traffic pattern.
- n. Use of Ultralight Operations Area is limited to Ultralights and conventional fixed wing aircraft with approach speeds of 50 KTS or less.
- o. Ultralight operators must have received a current copy of the Airport Operational Directive prior to conducting continuing flight operations.
- p. 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 pilots who do not belong to one of these organizations or who are not rated pilots must receive a briefing from the Airport Manager prior to conducting Ultralight Operations.
- q. Operating your Ultralight in a safe and professional manner is the inherent responsibility of each Ultralight pilot when flying in the vicinity of the Homestead General Airport.
- r. **Ultralight pilots shall avoid operating in or adjacent to the Skydiving Drop Zone or the Aerobatic Box.**

6. **SKYDIVING OPERATIONS:**

- a. All jump activities must comply with the requirements of FAA Regulations in Part 91 and 105 as well as information contained in Advisory Circular 90-66A, current editions.
- b. 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.
- c. Skydivers must exercise reasonable caution while making parachute jumps in the vicinity of Homestead General Airport.

- d. 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.
- e. Except in emergency conditions or in situations beyond the reasonable control of the skydiver, skydivers are not authorized to land adjacent to or onto any building or paved areas of the airport.
- f. A Skydive Drop Zone has been designated along the EAST side of the airport, approximately 3,000 ft. South of Runway 9/27 and 4,000 ft. East of Runway 18/36.
- g. Use of the Skydive Drop Zone requires advance permission of the Airport Manager and completion of certain administrative and insurance requirements.

7. HOT AIR BALLOONS:

- a. Balloon Operations require advance coordination with the Airport Manager.
- b. A Balloon has the right-of-way over any other-category of aircraft and does not follow a standard traffic pattern.

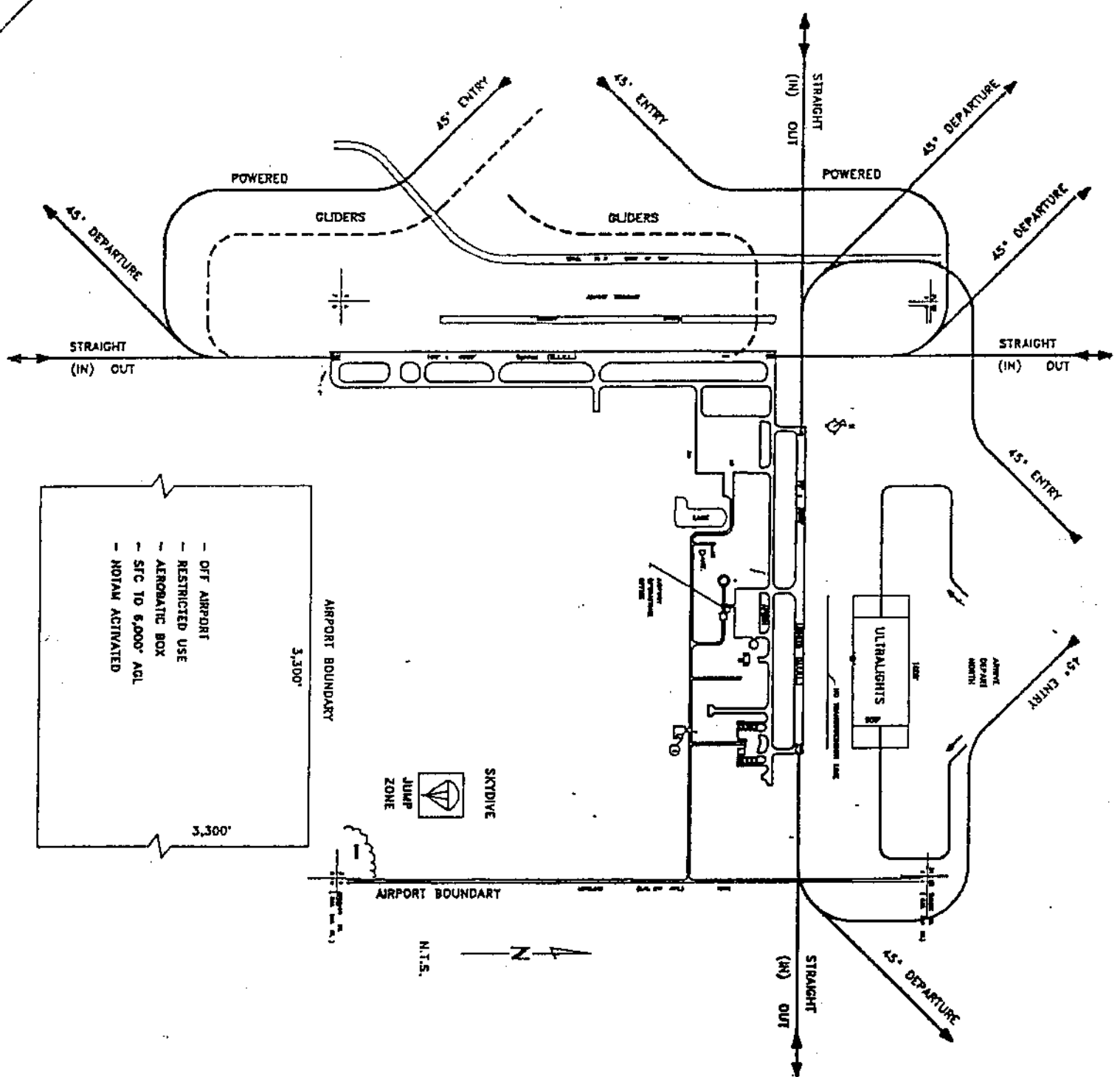
These rules and procedures are set forth in accordance with provisions of Chapter 25 of the Metropolitan Code. Questions or inquiries on procedures not specifically covered should be directed to the Homestead General Airport Manager.

By the authority of the Director:



Mayka S. Bustamante  
Assistant Director,  
General Aviation Airports & HAFB

Attachments

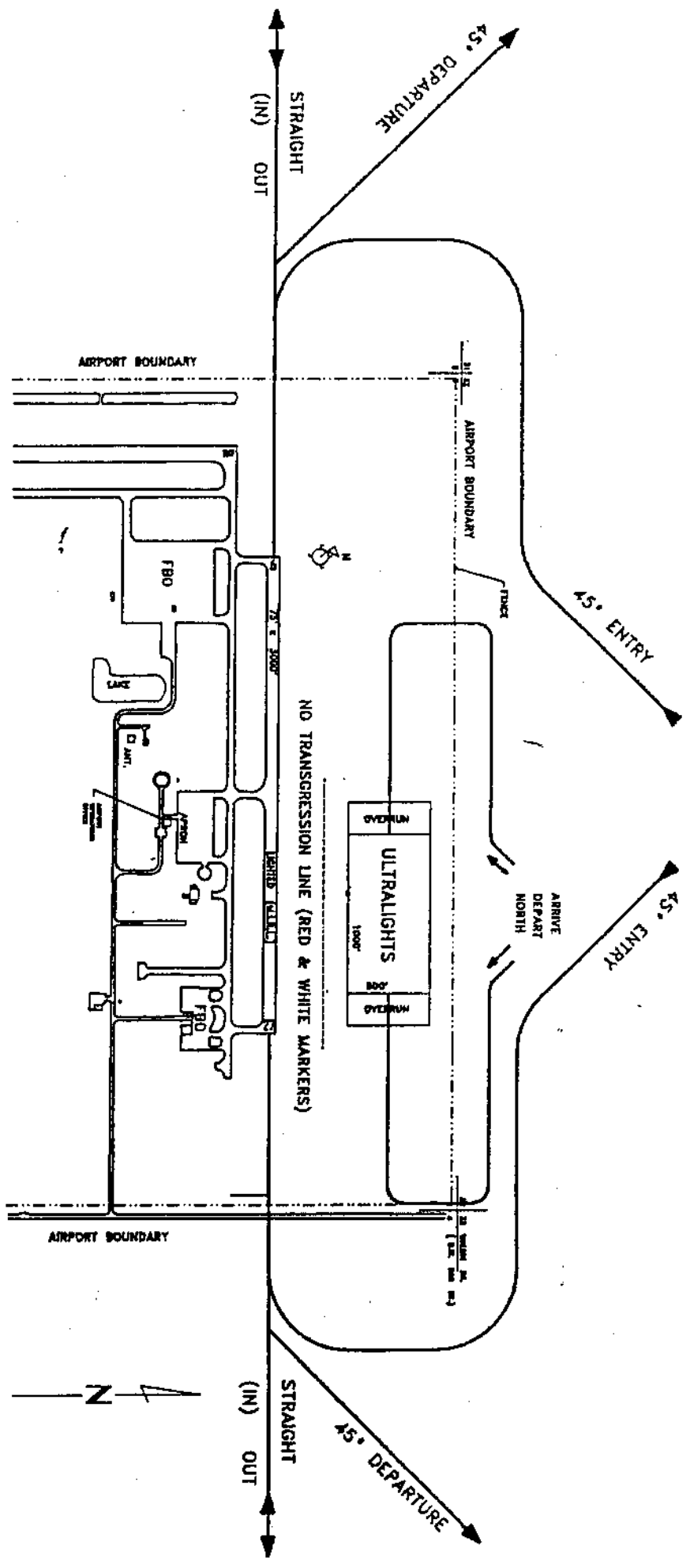


OPERATIONAL DIRECTIVE  
 EVIDENCE

111

# HOMESTEAD GENERAL AIRPORT (X51)

## RUNWAY 9 - 27 AND 9U - 27U ENVIRONMENT



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NO. 1	1-2-54
NO. 2	1-2-54
NO. 3	1-2-54
NO. 4	1-2-54
NO. 5	1-2-54
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NO. 99	1-2-54
NO. 100	1-2-54

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

