

HOMESTEAD

MIAMI HOMESTEAD GENERAL AVIATION (X51) 4 NW UTC-5(-4DT) N25°29.95' W80°33.25'

MIAMI
L-23C, A
IAP

7 B NOTAM FILE MIA

RWY 18-36: H3999X100 (ASPH) S-40, D-65, 2D-110

PCN 12 F/A/Y/T MIRL

RWY 18: Rgt t/c.

RWY 36: PAPI(P4R)—GA 3.0° TCH 24'.

RWY 10-28: H3000X75 (ASPH) S-20 PCN 5 F/A/Y/T MIRL

RWY 10: Tree.

RWY 28: Rgt t/c.

RWY 09U-27U: 2500X150 (TURF)

RWY 09U: Trees.

RWY 27U: Brush.

SERVICE: S4 FUEL 100LL, JET A OX 4

AIRPORT REMARKS: Attended continuously. Parachute Jumping SE corner of arpt. Extv crop dusting in area. Extv glider act invof arpt 8,000' and blo. Aerobatic box South of arpt and East of AER 18. Remote ctl model flying flds 1.8 NM North of AER 36.

AIRPORT MANAGER: (305) 869-1702

WEATHER DATA SOURCES: AWOS-3 118.375 (305) 247-2791.

COMMUNICATIONS: CTAF/UNICOM 122.8

MIAMI APP/DEP CON 125.5

CLEARANCE DELIVERY PHONE: For CD ctc Miami Apch at 305-869-5432.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.

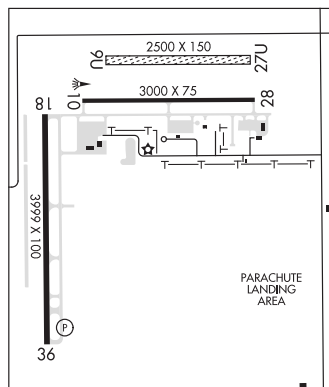
DOLPHIN (H) VORTAC 113.9 DHP Chan 86 N25°48.00' W80°20.94' 216° 21.2 NM to fld. 6/4W. **HIWAS.**

VOR unusable:

169°-173° blo 7,600'

TACAN AZIMUTH unusable:

305°-315°



HOMESTEAD ARB (HST)(KHST) AFRC 3 E UTC-5(-4DT) N25°29.31' W80°23.01'

MIAMI
H-81, L-23C, A
DIAP, AD

6 B TPA—See Remarks NOTAM FILE HST

RWY 06-24: H11202X300 (CONC-GRVD) PCN 90 R/A/W/T HIRL

RWY 06: ALSF1. PAPI(P4L)—GA 2.5° TCH 54'. RVR-T Rgt t/c.

RWY 24: SALS. PAPI(P4L)—GA 2.5° TCH 43'. RVR-T

ARRESTING GEAR/SYSTEM

RWY 06 HOOK E5 (65 FT OVRN) BAK-14 BAK-12B(B) (1650 FT).

BAK-14 BAK-12B(B) (1087 FT) HOOK E5 (74 FT OVRN). **RWY 24**

SERVICE: **MILITARY—A-GEAR** Apch end BAK-12B(B)/14 for act rwy in lo position. Dep end BAK-12B(B)/14 for act rwy in raised posn. E-5 connected on dep end only. No-NOTAM MP N BAK-12/14 1200-1300Z± Thu, S BAK-12/14 1300-1400Z± Thu. **JASU** 3(AM32A-60) 2(A/M32A-86) **FUEL** A++, A++100. All act rqr fuel, have in your possession the white DD Form 1896 fuel card, US Govt air card or your base billing info. **OIL** O-133-148 **TRAN ALERT** Opr 1130-0200Z±. No demineralized water avbl. No fleet svc avbl.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. Opr 1200-0400Z±; 0400-1200Z± for base assign alert act only. **RSTD** PPR all tran act. For PPR ctc Afld Mgmt Ops DSN 535-7516, C786-4157516. PPR issued up to 7 days prior to arr, min 24 hr PN. PPR good for +/-1 hr. PPR time. No progressive taxiing allowed by tran act. PPR good for +/- 1 hr PPR time. Coord of PPR outside of block time by telephone is rqr, or PPR number will be considered cnld exc for MEDEVAC and VIP act. Tran act call 50 NM out. Inbnd DV act ctc Comd Post 20 min prior to ldg with firm chock time. No lcl or round robin fits permitted by tran act. Opr for base assign alert act only 0400-1200Z±. Tran maint must be present for act parking, engine start and for launch of all tran act. Alert fac twy rstd to act with wing span of 60' or less. **CAUTION** Heliport 2.2 NM SW, exer extreme caution. Stadium lgt 3 NM from AER 06 haz to ngt vision. Bird haz, especially prevalent 1 hr before SS and 1 hr after SR. Afld experiences tmpry Bird Watch Cond Severe. Ctc Afld Mgmt OPS for bird haz info, Bird Watch Cond is on ATIS. Extv high performance mil jet opr on and invof arpt. **TFC PAT** TPA—Overhead TPA 2000' AGL. Dur VFR cond, tkf, low apch, touch and go, act maintain 1000' until departure EOR to avoid overhead pat. **MISC** Cargo, pax, and transportation support only avbl Mon-Fri 1230-2100Z±. All logistics support esp outside these times must be coord and apv'd by 482 LRS plans prior to PPR rqt at DSN 535-7033/7034/8156.

C786-415-7033/7034/8156, C786-427-3778. No eng running on/off-load wo prior coord w/LRS. Winds are estimated due to FMQ 13 wind sensors being accurate to within only +/- 4 kt. ATC/Wx will not include/relay wind correction into fcst/phraseology. Therefore, aircrews will incorporate a +/- 4 kt accuracy into their decision making process for flying opr. Act arr from NE sector can exp numerous frequency changes dur enroute descent. For departure ctc twr direct. Tran act ldg with hot armament, advise twr on initial ctc. NSTD mark on tran act ramp. Wx station opr 24 hrs. For additional info ctc base wx station DSN 535-7511, C786-415-7511, or svc OWS (26 OWS) at Barksdale AFB, LA DSN 331-2645, C318-529-2645. Automated/Augmented AMOS in use. Classified storage avbl at Comd Post.

AIRPORT MANAGER: 786-415-7529

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COMMUNICATIONS: ATIS 132.275 269.9 (1200-0400Z) PTD 372.2

Ⓡ APP/DEP CON 123.8 257.675 269.575 370.925 (1200-0400Z)

Ⓡ MIAMI APP/DEP CON 125.5 318.2 354.1 (0400-1200Z)

TOWER 133.45 279.55 318.2 GND CON 121.75 275.8 CLNC DEL 121.75 275.8

COMD POST (REEF CONTROL) 381.3 (DSN 535-7068, C786-415-7068) PMSV METRO 318.65

93FS (MAKO OPS) 138.025 303.15

AIRSPACE: CLASS D svc 24 hrs.

RADIO AIDS TO NAVIGATION: NOTAM FILE HST.

(T) TACAN Chan 19 HST (108.2) N25°29.40' W80°22.76' at fld. 3/6W.

No NOTAM MP: 1100-1300Z Wed (1500/3+1)

ILS 109.9 I-HST Rwy 06. Class II. No NOTAM MP: 1100-1300Z Tue and Thu (1,500/3+1).

ASR (1200-0400Z)

HURLBURT FLD (HRT)(KHRT) AF 2 E UTC-6(-5DT) N30°25.74' W86°41.33'

NEW ORLEANS

38 B NOTAM FILE CEW Not insp.

H-7E, 8G, L-21C, 22H

RWY 18-36: H9600X150 (CONC) PCN 42 R/C/W/T HIRL

DIAP AD

RWY 18: SALS. PAPI(P4L)—GA 2.5° TCH 41'. RVR-R

RWY 36: ALSF1. PAPI(P4L)—GA 2.5° TCH 54'. RVR-T Rgt ttc.

SERVICE: FUEL JET B+ OX 2 MILITARY—LGT Rwy 36 PAPI GS and ILS GS not coincidental. ALSF-1 Rwy 36 nstd configuration; 1 row of lgt 1900' fr rwy thld absent due to four-lane hwy. JASU (A/M32A-86) (AM32A-95) FUEL A++ with 24 hr PN FLUID PRESAIR; LOX—not avbl for F-16, F-15, F-18, A-10 and T-38; LPOX OIL O-148-156 SOAP TRAN ALERT Avbl 1300-0500Z. Fleet svc avbl 1500-2200Z DSN 579-5781/3901. Tran Alert not avbl for lcl, round robin or out and back acft. Hgr space not avbl for tran acft. Tran acft must use flw-me to prk. No hydrant refuel.

MILITARY REMARKS: See FLIP AP/1 Rte and Area Rstd (Florida-Valparaiso) and Supplementary Arpt Remark (Hurlburt Fld).

RSTD PPR incld scheduled AMC msn due ltd ramp space, tran acft parking ltd, 24 hr PN rqr Base Ops DSN 579-7806/7, C850-884-7806/7, fax DSN 579-5358; PPR good for +/- 1 hr PPR time. Coord of PPR outside of block time by telephone is rqr. Afltd subject to no ntc closure. All tran acft flying lcl area msn, ctc Comd Post prior to tkf or ASAP after tkf. All tran acft supporting special opr ctc CHINDIT OPS 30 min prior to ETA. Compass req avbl to wing asgn acft only.

Rwy 18 dsplcd thld may be used by base assigned acft for tkf and rollout, ctc twr with req to back taxi. Wing walkers rqr when taxiing north from park spot E6 due to proximity of ECP and svc road. No max pwr engine runs authorized on park spot H2. Limit tkf and ldg to one within +/- 1 hr of SR/SS dur BASH Phase II. Touch and gos not authorized dur this window, and low apch rstd to 500' AGL. Full stop taxi back, for purposes of onload/offloading personnel, is authorized.

Exc rotary wing/tilt rotor ops to conduct rqr trng blo 1000' are authorized. Crews will exe due diligence. If bird cond elevated to severe, comply with SOW BASH plan restrictions. Aerodrome official business only. Req for PPR will be taken no earlier than 7 days prior to planned msn. CAUTION VFR corridor 1.2 NM South of rwy. 80' crane (intermittent) lctd 3000' South and 1000' west of extdd rwy cntrn. Rwy 18-36 NSTD shoulders 16' wide. Exp pattern availability/delays when R2915A/B airspace is active. Left side VFR hold position sign missing at Twy C and copter landing lane intersection.

Rotary Wing Aircrews: when approaching the north and northwest sides of the helicopter landing lane, hover over the paved surface to prevent prop wash erosion along unpaved shoulders. CUSTOMS/AG/IMG ITD SVC Avbl for acft supporting AFSOC ops. 24 hr PN rqr. All other acft must clear cstm prior to arr to Hurlburt Fld. MISC Afltd wx is monitored by AN/FMQ-19, automated obsn sys and augmented by human observer H24. Acft with DV7 or abv ctc Comd Post 30 min prior to ETA. All tran aircrews will check in with Base OPS before departure fit line. No classified materials avbl for trans issue. Ltd storage for material up to secret classification at Base OPS, additional storage avbl at Comd Post. For COMSEC, ctc Wing COMSEC office at DSN 579-5666. Top Secret and additional storage avbl at Comd Post. Tran aircrews, US

CSTMS svc not immediately avbl. All support for CSTMS must be pre-coord. Acft arr on wkends must coord support no later than 1500 Local on Fri. Tran aircrews planning to fly lcl sorties must bring a cellular to provide Comd Post a 24 hr ctc. Backup Wx obsn view ltd, rstd from 060°-280° by fit line fac and trees. ATC personnel IAW Cooperative Wx Watch will alert Wx personnel on any unreported Wx cond that could affect fit safety. Pax processing rqrs 24 hr ntc DSN 579-5781/3901.

AIRPORT MANAGER: 850-884-7806

COMMUNICATIONS: ATIS 134.475 360.675 PTD 139.3 372.2

Ⓡ EGLIN APP CON 125.1 281.45 (271°-089°) 132.1 360.6 (090°-270°)

TOWER 126.5 351.675 GND CON 123.975 275.8 (All acft ctc prior to engine start)

Ⓡ EGLIN DEP CON 132.1 360.6

COMD POST (CHINDIT OPS) 143.0 251.25 11610.0 (5.732 after 2300Z). PMSV METRO 143.725 335.54

AIRSPACE: CLASS D svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

(T) TACAN Chan 45 HRT (110.8) N30°25.68' W86°41.42' at fld. 32/3W.

TACAN unusable:

076°-104° byd 5 NM blo 4,000'

mnt when twr open. No NOTAM MP: 1300-1600Z Thu

ILS 111.3 I-HRT Rwy 36. Class IB. No NOTAM MP: LOC or glideslope 1300-1600Z Tue and Wed. Glideslope critical area unprotected due to veh tfc on base perimeter roads; no signal interference, ILS still usable.

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HELIPAD H1: H1608X90 (CONC)

HELIPORT REMARKS: Helicopter ldg lane. Rotorwing aircrews—when apch the N and NW sides of copter lighted lane, hover over paved sfc to prevent prop wash erosion along unpaved shoulders.