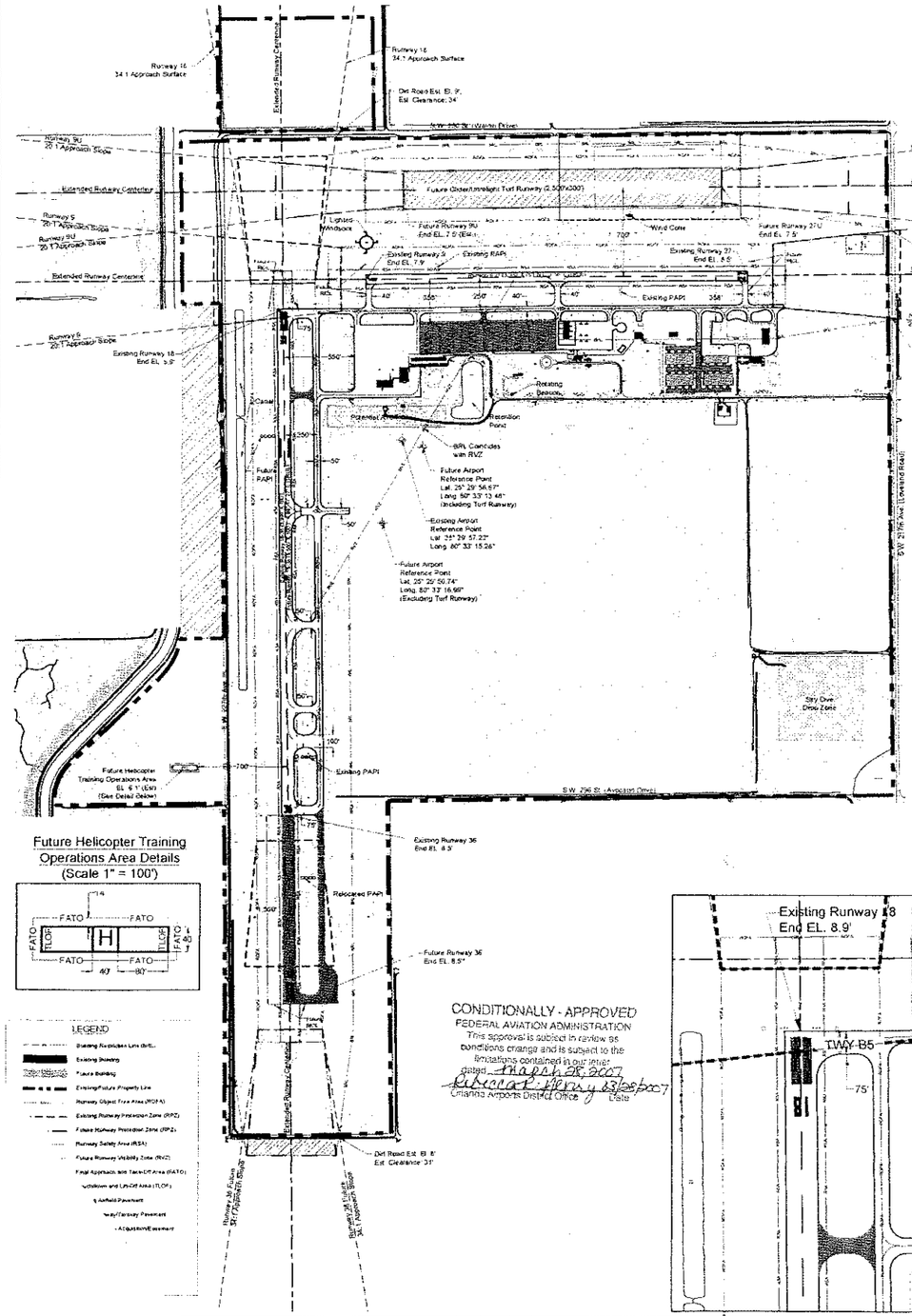


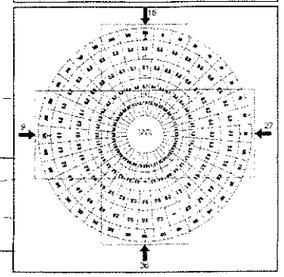
Future Helicopter Training Operations Area Details
(Scale 1" = 100')

LEGEND

- Existing Runway/Taxiway
- Future Building
- Existing/Future Property Line
- Runway Object Free Area (ROFA)
- Existing Runway Protection Zone (RPZ)
- Future Runway Protection Zone (RPZ)
- Runway Safety Area (RSA)
- Future Runway Visibility Zone (RVZ)
- Final Approach and Take-Off Area (FATO)
- Touchdown and Lift-Off Area (TLOF)
- Airfield Pavement
- Taxiway/Taxilane Pavement
- ACQUISITIVE easement

CONDITIONALLY - APPROVED
FEDERAL AVIATION ADMINISTRATION
This approval is subject to review as conditions change and is subject to the limitations contained in our letter dated March 28, 2007
Orlando Airports District Office — Date

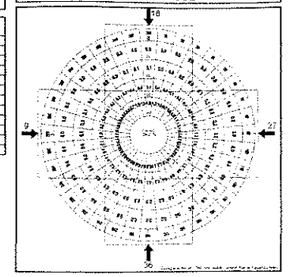
ALL WEATHER WIND ROSE



PERCENT WIND COVERAGE TABLE

CROSSWIND COMPONENT	RWY 9	RWY 27	RWY 18	RWY 36
10 MPH (8.7 KTS)	74.0%	74.2%	92.2%	92.5%
	96.7%		99.4%	
13 MPH (11.3 KTS)	79.0%	81.2%	96.1%	96.4%
	97.3%		99.6%	
16 MPH (13.9 KTS)	79.4%	82.2%	97.1%	97.2%
	99.2%		99.7%	
20 MPH (17.4 KTS)	79.5%	82.4%	97.2%	97.3%
	100.0%		99.7%	

VFR WIND ROSE



PERCENT WIND COVERAGE TABLE

CROSSWIND COMPONENT	RWY 9	RWY 27	RWY 18	RWY 36
10 MPH (8.7 KTS)	77.4%	77.2%	92.2%	92.5%
	96.7%		99.4%	
13 MPH (11.3 KTS)	79.1%	81.2%	96.1%	96.4%
	97.3%		99.6%	
16 MPH (13.9 KTS)	79.4%	82.2%	97.1%	97.2%
	99.2%		99.7%	
20 MPH (17.4 KTS)	79.5%	82.4%	97.2%	97.3%
	100.0%		99.7%	

Source:
National Oceanic And Atmospheric Administration (NOAA)
National Climatic Data Center (NCDC)
U.S. Department of Commerce
Asheville, North Carolina

Observation Station: Station ID # 72202
Miami International Airport, Miami, Florida

Period of Record: 10 Years (01/01/94 to 09/30/04)

Number of Observations: 86,614

RUNWAY DATA TABLE

ITEM	Runway 9 Existing	Runway 9 Future	Runway 27 Existing	Runway 27 Future	Runway 18 Existing	Runway 18 Future	Runway 36 Existing	Runway 36 Future	Runway 9U Existing	Runway 9U Future	Runway 27U Existing	Runway 27U Future
Approach Category	B	-	B	-	B	-	B	-	A	-	A	-
Aircraft Design Group	II	-	II	-	II	-	II	-	II	-	II	-
Critical Aircraft	Cessna 208 Caravan	Beech Baron 58 Cessna 208	Cessna 208 Caravan	Beech Baron 58, Cessna 208	Cessna Citation Jet, Cessna 208	Cessna Citation II	Cessna Citation Jet, Cessna 208	Cessna Citation II	Diamond 1-20 (Glider) Schweizer 2-33 (Glider)	-	Diamond 1-20 (Glider) Schweizer 2-33 (Glider)	-
Runway End Elevation	7.9'	-	8.5'	-	8.9'	-	8.5'	8.5'	7.5'	8.8'	7.5'	-
Runway End Gradient	0.033%	-	0.033%	-	0.020%	0.015%	0.020%	0.015%	N/A	-	N/A	-
Maximum Elevation above MSL	8.9'	-	8.5'	-	8.9'	-	8.9'	-	7.8'	-	7.8'	-
Minimum Elevation above MSL	7.9'	-	7.5'	-	8.0'	-	8.0'	-	6.8'	-	6.8'	-
Touchdown Zone Elevation	8.5'	-	8.5'	-	8.9'	-	8.5'	-	7.5'	-	7.5'	-
Runway Length	3,000'	-	3,000'	-	3,999'	5,500'	3,999'	5,500'	1,900'	2,500'	1,900'	2,500'
Runway Width	75'	-	75'	-	100'	-	100'	-	50'	50'	50'	50'
Runway Protection Zone (RPZ) Dimensions	500'x700'x1000'	-	500'x700'x1000'	-	500'x700'x1000'	-	500'x700'x1000'	-	Not Specified	250'x450'x1000'	Not Specified	250'x450'x1000'
Runway Safety Area Width (C)	150'	-	150'	-	150'	-	150'	-	Not Specified	300'	Not Specified	300'
Runway Safety Area Length Beyond Runway End (RSA)	300'	-	300'	-	300'	-	300'	-	Not Specified	300'	Not Specified	300'
Runway Object Free Area Width (C)	500'	-	500'	-	500'	-	500'	-	Not Specified	500'	Not Specified	500'
Runway Object Free Area Length Beyond Runway End (RFA)	300'	-	300'	-	300'	-	300'	-	Not Specified	300'	Not Specified	300'
Runway Obstacle Free Zone (OFZ) Width	400'	-	400'	-	400'	-	400'	-	Not Specified	120'	Not Specified	120'
Runway Obstacle Free Zone Beyond Runway End (RFA)	200'	-	200'	-	200'	-	200'	-	Not Specified	200'	Not Specified	200'
Runway Surface Type	ASPH	-	ASPH	-	ASPH	-	ASPH	-	Turf	-	Turf	-
Runway Surface Condition	Good	-	Good	-	Good	-	Good	-	Good	-	Good	-
Runway End Coordinates Latitude	25° 30' 9.83"	-	25° 30' 9.95"	-	25° 30' 1.51"	-	25° 29' 27.50"	25° 29' 13.03"	25° 29' 18.75"	25° 30' 17.76"	25° 30' 12.87"	25° 30' 16.91"
(NAD 83) Longitude	80° 33' 18.34"	-	80° 33' 45.64"	-	80° 33' 25.44"	-	80° 33' 29.69"	80° 33' 24.96"	80° 33' 15.18"	80° 33' 47.90"	80° 33' 47.89"	80° 33' 47.89"
Pavement Strength (x 1,000 lbs)	S-25	-	S-25	-	S-40 D-60 DT-110	-	S-40 D-60 DT-110	-	N/A	-	N/A	-
Part 77 Approach Category	V	NP	V	NP	V	NP	V	NP	V	-	V	-
Navigational Aids	PAPI	PAPI, NP-GPS	PAPI	PAPI, NP-GPS	-	PAPI, NP-GPS	PAPI	PAPI, NP-GPS	None	-	None	-
Part 77 Approach Slope	20:1	-	20:1	-	20:1	34:1	20:1	34:1	20:1	-	20:1	-
Runway Lighting	MIRL	-	MIRL	-	MIRL	-	MIRL	-	None	-	None	-
Runway Marking	V	NP	V	NP	V	NP	V	NP	V	-	V	-
Approach Lighting	NONE	REIL	NONE	REIL	NONE	REIL	NONE	REIL	NONE	-	NONE	-
Approach Visibility Minimums	1 Mile	-	1 Mile	-	1 Mile	-	1 Mile	-	Visual	-	Visual	-

Legend
- No Change
- V Visual
- NP Non-Precision
- S Single Wheel
- D Dual Wheel
- DT Dual Tandem Wheel
- TBD To Be Determined
- * Estimated Coordinates/Elevations

AIRPORT DATA TABLE

ITEM		Existing	Future
Airport Elevation		8.7'	-
Airport Reference Point	Latitude	25° 29' 57.22"	25° 29' 58.67"
(NAD 83)	Longitude	80° 33' 15.28"	80° 33' 13.48"
Airport Will Terminal NAVAIDS		Beacon	-
Mean Maximum Temperature		90° F	-
Airport Reference Code (ARC)		B-II	-
Critical Design Aircraft		Cessna Citation Jet, Cessna 208	Cessna Citation II
Service Level (N.P.I.A.S.)		General Aviation	General Aviation
Airport Identifier		X51	-

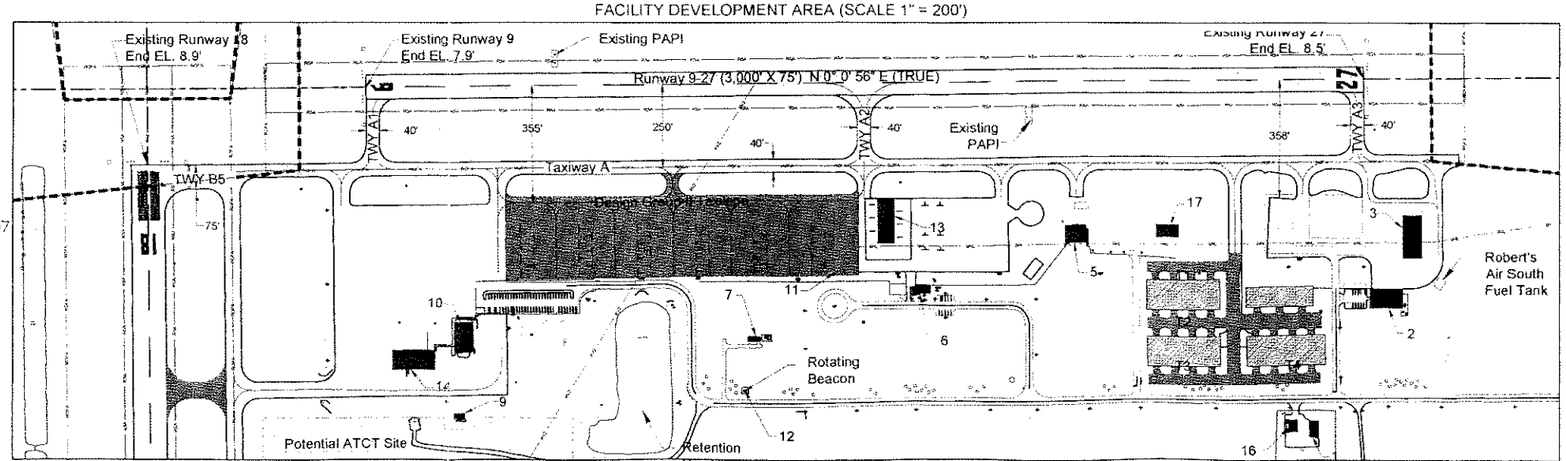
* Estimated Coordinates

NOTES
1. All elevations are Mean Sea Level (MSL)
2. This document was prepared for planning purposes only.
3. The Building Restriction Line (BRL) depicted on the ALP provides 35 feet of clearance under the applicable FAR part 77 for Runways 9-27 and 18-36. For future Runway 9U-27U, the BRL provides a 25 feet of clearance under FAR Part 77.
 The BRL encompasses the Runway Protection Zones (RPZ).
4. All coordinates are based on North American Datum 1983 (NAD 83)
5. No survey was indicated as part of the update of this drawing. All airport features have been digitized using aerial photography from November 2003.
6. Future FAA NAVAIDS are shown for planning purposes only. When authorized, the FAA shall work with the sponsor in siting all future FAA facilities. Final locations may or may not conform to the illustrated locations.
7. No OFZ object penetrations.
8. No Threshold Siting object penetrations.
9. The location of the Airport property line has been estimated.
10. Future FAA NAVAIDS /ATCT are shown for planning purposes only.

CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA review takes approximately 60 days.

FACILITY DEVELOPMENT AREA (SCALE 1" = 200')



APPROVED BY: Federal Aviation Administration — Date	APPROVED BY: Florida Department of Transportation — Date	APPROVED BY: Miami-Dade Aviation Department; Aviation Director — Date	MIAMI-DADE COUNTY; MIAMI-DADE AVIATION DEPARTMENT

GRAPHICAL SCALE IN FEET (0, 250, 500, 1000)

MAGNETIC NORTH (DECLINATION 9° 0' W; ANNUAL RATE OF CHANGE 0.0°; EPOCH YEAR 2005)

TRUE NORTH

PROJECT MGR	P. RICORDO
PLANNER	W. SO
DRAWN BY	W. SO

HOMESTEAD GENERAL AVIATION AIRPORT LAYOUT PLAN

PRINT DATE	March 2007
SHEET NO	1 of 1