DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 26L/R, 27: Climb heading 272° to 520, then direct BSTER, then on depicted route to SCATE. Thence. . . .

TAKEOFF RUNWAY 30: Climb heading 304° to intercept course 261° to BSTER, then on depicted route to SCATE. Thence. . . .

. . . . via transition or assigned route, maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

HEDLY TRANSITION (BSTER2.HEDLY):
PADUS TRANSITION (BSTER2.PADUS):
VALLY TRANSITION (BSTER2.VALLY):
WINCO TRANSITION (BSTER2.WINCO):
DEEP TWO DEPARTURE (RNAV)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 26L: Climb heading 272° to intercept course 265° to BSTER, then on depicted route to DRIVM, thence.

TAKEOFF RUNWAY 26R: Climb heading 272° to intercept course 264° to BSTER, then on depicted route to DRIVM, thence.

TAKEOFF RUNWAY 27: Climb heading 272° to 520, then direct BSTER, then on depicted route to DRIVM, thence.

TAKEOFF RUNWAY 30: Climb heading 304° to intercept course 261° to BSTER, then on depicted route to DRIVM, thence.

....via transition or assigned route, maintain 5000 or ATC assigned altitude.

Expect further clearance to filed altitude within 10 minutes after departure.

EONNS TRANSITION (DEEEP2.EONNS):
MNATE TRANSITION (DEEEP2.MNATE):
SKIPS TRANSITION (DEEEP2.SKIPS):

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K, if unable advise ATC.
NOTE: Turbojets only, night use for noise abatement (2300 LCL-0600 LCL)

TOP ALTITUDE: 5000
EONNS TWO DEPARTURE (RNAV)

**TOP ALTITUDE:** 5000

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS:**

- **Rwy 8L:** 300-1/4 with minimum obstacle climb of 221 feet per NM to 1200 or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.
- **Rwy 8R:** Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
- **Rwy 9:** Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
- **Rwy 12:** Standard with minimum obstacle climb of 226 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
- **Rwys 26R, 26L, 27, 30:** Standard with minimum ATC climb of 300 feet per NM to 520.

**NOTE:** Turbojet aircraft accelerate to 250K, if unable, advise ATC.

**NOTE:** Turbojet aircraft maintain maximum forward airspeed and climb rate.

**NOTE:** For non-GPS equipped aircraft:
- DHP VORTAC must be operational for Takeoff Rwys 8R, 8L, 9, 12, FLL VOR/DME, VKZ VOR/DME and ZBV VORTAC must be operational for Takeoff Rwys 26R, 26L, 27, 30.

**NOTE:** Chart not to scale.

(NARRATIVE CONTINUED ON NEXT PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to EONNS, thence. . . .
TAKEOFF RUNWAY 12: Climb heading 124° to 520, then right turn direct SABRA, then via depicted route to EONNS, thence. . . .
TAKEOFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .
TAKEOFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to EONNS, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to EONNS, thence. . . .
TAKEOFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .

. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.
NOTE: Chart not to scale.

(NARRATIVE CONTINUED ON NEXT PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . . .

TAKEOFF RUNWAY 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . . .

TAKEOFF RUNWAYS 26L/R, 27: Climb heading 272° to 520, then right turn direct METTS, then via depicted route to HEDLY, thence. . . .

TAKEOFF RUNWAY 30: Climb heading 304° to 520, then left turn direct METTS, then via depicted route to HEDLY, thence. . . .

. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKEOFF MINIMUMS:

Rwy 8L:  300-1½ or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwys 8R, 9: Standard with minimum ATC climb of 500 feet per NM to 520.

Rwy 12:  Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R, 9: Climb heading 092° to 520, then direct POTTR, then on depicted route to HITAG. Thence . . .

TAKEOFF RUNWAY 12: Climb heading 124° to 520, then turn left direct POTTR, then on depicted route to HITAG. Thence . . . Via transition or assigned route, maintain 5000 or as assigned by ATC, expect climb to filed altitude/flight level within 10 minutes after departure.

HEDLY TRANSITION (HITAG2, HEDLY);
PADUS TRANSITION (HITAG2, PADUS);
VALLY TRANSITION (HITAG2, VALLY);
WINCO TRANSITION (HITAG2, WINCO);

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K, if unable advise ATC.
NOTE: Turbojets only, night use for noise abatement (2300 LCL-0600 LCL)

TOP ALTITUDE: 5000
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R, 9, 12: Climb heading 092° to 520, then direct JONZI, then on depicted route to VKZ VOR/DME. Thence. . . .

TAKEOFF RUNWAY 12: Climb heading 124° to intercept course 091° to JONZI, then on depicted route to VKZ VOR/DME. Thence. . . .

. . .via transition or assigned route, maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

FONNS TRANSITION (JONZI2.FONNS):
MNATE TRANSITION (JONZI2.MNATE):
SKIPS TRANSITION (JONZI2.SKIPS):

NOTE: Chart not to scale.
NOTE: RADAR required.
NOTE: DME required.
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.

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

TAKEOFF MINIMUMS
Rwy 26L/R: Standard. Standard with minimum climb of 383' per NM to 1800.
Rwy 8L: Standard with minimum climb of 326' per NM to 1400.
Rwy 9: Standard with minimum climb of 312' per NM to 1400.
Rwy 12: Standard with minimum climb of 242' per NM to 1200.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RWYS: Climb on assigned heading for RADAR vectors to assigned transition. Climb and maintain 5000 or assigned lower altitude. Expect filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA6.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH INT.
EONNS TRANSITION (MIA6.EONNS): From over DHP VORTAC on DHP R-151 to EONNS INT.
HEDLY TRANSITION (MIA6.HEDLY): From over DRUUM DME FIX on PHK R-157 to HEDLY INT.
MNATE TRANSITION (MIA6.MNATE): From over DHP VORTAC on DHP R-195 to MNATE DME FIX.
PADUS TRANSITION (MIA6.PADUS): From over VKZ VOR/DME on VKZ R-058 to JANUS INT and ZFP R-245 to PADUS INT.
SKIPS TRANSITION (MIA6.SKIPS): From over VKZ VOR/DME on VKZ R-108 to SKIPS INT.
WINCO TRANSITION (MIA6.WINCO): From over DHP VORTAC on DHP R-322 to WINCO INT.
NOTE: Chart not to scale.

TOP ALTITUDE: 5000

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft:
DHP VORTAC must be operational for Takeoff Rwys 8R, 8L, 9, 12;
FLL VOR/DME, VKZ VOR/DME, EYW VORTAC and DHP VORTAC must be operational for Takeoff Rwys 26R, 26L, 27, 30.

TAKING MINIMUMS
Rwy 8L: 300-1/4 with minimum obstacle climb of 221 feet per NM to 1200 or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.
Rwy 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
Rwy 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
Rwy 12: Standard with minimum obstacle climb of 226 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

(NARRATIVE CONTINUED ON NEXT PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8L/R, 9: Climb heading 092° to 520’, then right turn direct VKZ VOR/DME, then via depicted route to MNATE, thence. . . .

TAKEOFF RUNWAY 12: Climb heading 124° to 520’, then direct SABRA, then via depicted route to MNATE, thence. . . .

TAKEOFF RUNWAY 26R: Climb heading 272° to 520’, then direct LICEY, then via depicted route to MNATE, thence. . . .

TAKEOFF RUNWAY 26L: Climb heading 272° to 520’, then left turn direct JADAK, then via depicted route to MNATE, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 272° to 520’, then left turn direct GRITT, then via depicted route to MNATE, thence. . . .

TAKEOFF RUNWAY 30: Climb heading 304° to 520’, then left turn direct LICEY, then via depicted route to MNATE, thence. . . .

. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.
**TAKEOFF MINIMUMS**

- **Rwy 8L:** Standard with minimum obstacle climb of 382’ per NM to 300’, minimum ATC climb of 500’ per NM to 520’.
- **Rwy 8R:** Standard with minimum ATC climb of 500’ per NM to 520’.
- **Rwy 9:** Standard with minimum obstacle climb of 233’ per NM to 1200’, minimum ATC climb of 500’ per NM to 520’.
- **Rwy 12:** Standard with minimum obstacle climb of 229’ per NM to 1200’, minimum ATC climb of 500’ per NM to 520’.
- **Rwy 26L/R, 27, 30:** Standard with minimum ATC climb of 500’ per NM to 520’.

**NOTE:**
- DME/DME/IRU or GPS required.
- RADAR required.
- Turbojet aircraft accelerate to 250K, if unable, advise ATC.
- Turboprop aircraft maintain maximum forward airspeed and climb rate.
- RNAV 1.

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8L: Climb heading 092° to 520’, then right turn direct HINKU, then via depicted route to PADUS, thence. . . .
TAKEOFF RUNWAY 8R: Climb heading 092° to 520’, then right turn direct GOZZO, then via depicted route to PADUS, thence. . . .
TAKEOFF RUNWAY 9: Climb heading 092° to 520’, then right turn direct RIKEE, then via depicted route to PADUS, thence. . . .
TAKEOFF RUNWAY 12: Climb heading 124° to 520’, then left turn direct RIKEE, then via depicted route to PADUS, thence. . . .
TAKEOFF RUNWAY 26L/R, 27: Climb heading 272° to 520’, then right turn direct METTS, then via depicted route to PADUS, thence. . . .
TAKEOFF RUNWAY 30: Climb heading 304° to 520’, then left turn direct METTS, then via depicted route to PADUS, thence. . . .

. . . . maintain 5000’ or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.
NOTE: Chart not to scale.

TOP ALTITUDE: 5000
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8R: Climb to intercept DHP VORTAC R-091 to POTTR INT. Thence ...
TAKEOFF RWYS 9, 12: Climbing left turn to intercept DHP VORTAC R-091 to POTTR INT. Thence ...

... turn left heading 060°. Expect radar vectors to appropriate transition. All aircraft maintain 5000 or assigned lower altitude. Expect clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (POTTR6.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH INT. Thence as filed.
HEDLY TRANSITION (POTTR6.HEDLY): From over DRUUM DME FIX on PHK VOR/DME R-157 to HEDLY INT. Thence as filed.
PADUS TRANSITION (POTTR6.PADUS): From over VKZ VOR/DME on VKZ R-058 to JANUS INT and ZFP VOR/DME R-245 to PADUS INT. Thence as filed.
WINCO TRANSITION (POTTR6.WINCO): From over DHP VORTAC on DHP R-322 to WINCO INT. Thence as filed.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojet aircraft accelerate to 250K, if unable, advise ATC.
NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
NOTE: RNAV 1.
NOTE: For Non-GPS equipped aircraft: FLL VOR/DME must be operational for takeoff Rwys 8R, 8L, 9, 12; FLL VOR/DME and VKZ VOR/DME must be operational for takeoff Rwys 26R, 26L, 27, 30.

TAKEN MINIMUMS
Rwy 8L: 300-1 with minimum obstacle climb of 221 feet per NM to 1200 or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.
Rwy 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
Rwy 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
 Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

107° (17)
109° (24)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8L/R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to SKIPS, thence . . . .

TAKEOFF RUNWAY 12: Climb heading 124° to 520, then direct SABRA, then via depicted route to SKIPS, thence . . . .

TAKEOFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence . . . .

TAKEOFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to SKIPS, thence . . . .

TAKEOFF RUNWAY 27: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to SKIPS, thence . . . .

TAKEOFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence . . . .

. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.
TOP ALTITUDE: 5000

NOTE: File DP in remarks section of flight plan.

NOTE: DME required.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8R, 9: Turn right. Thence. . . .
TAKEOFF RUNWAY 12: Turn left. Thence. . . .

. . . . . . intercept DHP R-103 to SOUBY INT/DHP 9 DME, then turn right to VKZ
R-315 to VKZ VOR/DME. Thence to heading 135°. Expect radar vectors to
appropriate transition. All aircraft maintain 5000’ or assigned lower
altitude. Expect further clearance to filed altitude ten minutes after departure.
Unless otherwise assigned, departure frequency for SKIPS, EONNS, and
MNATE transitions use 125.5.

EONNS TRANSITION (SOUBY5.EONNS): Intercept the DHP VORTAC
R-151 to EONNS INT. Thence as filed.

MNATE TRANSITION (SOUBY5.MNATE): Intercept the DHP VORTAC
R-195 to MNATE DME FIX. Thence as filed.

SKIPS TRANSITION (SOUBY5.SKIPS): Intercept the VKZ VOR/DME R-108
to SKIPS INT. Thence as filed.
NOTE: Chart not to scale.

**TAKEOFF MINIMUMS**

Rwy 8L: 300-1/4 or Standard with minimum obstacle climb of 382’ per NM to 300’, minimum ATC climb of 500’ per NM to 520’.

Rwy 8R: Standard with minimum ATC climb of 500’ per NM to 520’.

Rwy 9: Standard with minimum obstacle climb of 233’ per NM to 1200’, minimum ATC climb of 500’ per NM to 520’.

Rwy 12: Standard with minimum obstacle climb of 229’ per NM to 1200’, minimum ATC climb of 500’ per NM to 520’.

Rwy 26L/R, 27, 30: Standard with minimum ATC climb of 300’ per NM to 520’.

NOTE: Turbojet aircraft accelerate to 250K, if unable, advise ATC.

NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required

NOTE: RNAV 1.

**TOP ALTITUDE:**

5000

(SE-3, 10 SEP 2020 to 08 OCT 2020)
TAKEOFF RUNWAY 8L: Climb heading 092° to 520, then right turn direct
HINKU, then via depicted route to VALLY, thence . . . .
TAKEOFF RUNWAY 8R: Climb heading 092° to 520, then right turn direct
GOZZO, then via depicted route to VALLY, thence . . . .
TAKEOFF RUNWAY 9: Climb heading 092° to 520, then right turn direct
RIKKE, then via depicted route to VALLY, thence . . . .
TAKEOFF RUNWAY 12: Climb heading 124° to 520, then left turn direct
RIKKE, then via depicted route to VALLY, thence . . . .
TAKEOFF RUNWAY 26L/R, 27: Climb heading 272° to 520, then right turn direct
METTS, then via depicted route to VALLY, thence . . . .
TAKEOFF RUNWAY 30: Climb heading 304° to 520, then left turn direct
METTS, then via depicted route to VALLY, thence . . . .
. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed
altitude within 10 minutes after departure.
**WINCO TWO DEPARTURE (RNAV)**

**NOTE:** Chart not to scale.

**D-ATIS** 133.675
**CLNC DEL** 135.35
**CPDLC**
**GND CON**
121.8  348.6(8L/8R/12/26L/26R)
127.5  348.6(9/27/30)
**MIAMI TOWER**
118.3  256.9
**MIAMI DEP CON**
119.45  290.325

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**TOP ALTITUDE:**

5000

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**TAKEOFF MINIMUMS**

Rwy 8L: 300-1 1/4 or Standard with minimum obstacle climb of 382’ per NM to 300, minimum ATC climb of 500’ per NM to 520.

Rwys 8R, 9: Standard with minimum ATC climb of 500’ per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 229’ per NM to 1200, minimum ATC climb of 500’ per NM to 520.

Rwys 26L/R, 27, 30: Standard with minimum ATC climb of 300’ per NM to 520.

**NOTE:** Turbojet aircraft accelerate to 250K, if unable, advise ATC.

**NOTE:** Turboprop aircraft maintain maximum forward airspeed and climb rate.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RADAR required.

**NOTE:** RNAV 1.

**NOTE:** For non-GPS equipped aircraft, FLL VOR/DME must be operational for takeoff Rwys 26R, 26L, 27, 30.

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**AL-257 (FAA)**

MIAMI INTL (MIA)
MIAMI, FLORIDA

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**WINCO TWO DEPARTURE (RNAV)**

(WINCO2.WINCO)  30APR15

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**SE-3, 10 SEP 2020 to 08 OCT 2020**

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**WINCO TWO DEPARTURE (RNAV)**

(WINCO2.WINCO)  30APR15

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**SE-3, 10 SEP 2020 to 08 OCT 2020**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 8L/R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .
TAKEOFF Rwy 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .
TAKEOFF RWYS 26L/R, 27: Climb heading 272° to 520, then right turn direct OHOFO, then via depicted route to WINCO, thence. . . .
TAKEOFF Rwy 30: Climb heading 304° to 520, then left turn direct OHOFO, then via depicted route to WINCO, thence. . . .

. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.