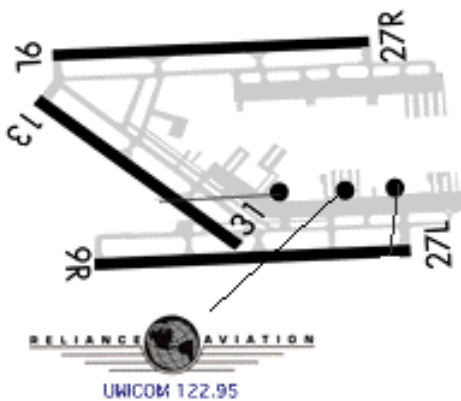


FBO Information

Reliance Aviation
ARINC: 122.95
14532 SW 129th St
Miami, FL 33186-5397
Tel: 305-233-0310
Fax: 305-233-7504

Open 6:00 AM - 9:30 PM

<http://www.reliance-aviation.com/>



PLEASE :

- 1 Clean up after yourself and replace cowl plugs, pitot tube covers, and aircraft cover, if applicable.
- 2 Verify that the brake overtemp indicators are not black before AND after your flight. If they are, you must notify AirShares Elite at 800-482-5411.
- 3 Have the customer service reps fax completed flight detail sheets as soon as possible. Remain with them long enough to receive fax confirmation.
- 4 Telephone AirShares Elite to report any serious or airworthiness related squawks.
- 5 Be sure to sign and fax the AirShares international flight release form prior to departing on a Bahamas or Caribbean bound trip.

Dispatch Procedures

Out

The binder and keys will be held for you at the check-in counter at Reliance Aviation. The aircraft will be pulled up in front of the door or parked nearby on the ramp.

Fuel orders should be called in an hour in advance of your flight, and they will not fuel unless there is a credit card on file. We recommend not calling the night before in case unexpected circumstances force your cancellation. (The aircraft would then be left topped off for another owner who may have weight and balance issues to contend with.)

In

Usually, you can simply taxi back to the area where the airplane was picked upon departure. Return the aircraft keys and flight binder to the front desk. Please ensure that the Flight Detail Sheet has been properly filled out and then promptly faxed by the customer service rep. *Grounding squawks must be reported immediately by calling AirShares Elite at 800-482-5411.*

Customs

Customs is available at Kendall-Tamiami Executive airport. They are located to the west of the control tower. If you are returning from the Bahamas or Caribbean, please remember that you must clear customs.

Kendall-Tamiami Airport Web Site:
www.miami-airport.com/html/kendall_tamiami.html



Local ATC Procedures

VFR

We strongly recommend that you obtain a Miami Terminal Area Chart (TAC) and study it. Arrivals will benefit by obtaining a squawk code from Miami Approach. The Miami Class B airspace exists directly above the Kendall-Tamiami Executive Class D airspace between 2000, 3000 or 5000 feet depending on where you are located. Arrivals and departures should expect to fly below the TCA at 2000 ft or less. For taxiing, Ground Control uses a special naming of ramp entrance/exit locations at TMB. On the airport diagram the joining of ramps and taxiways are notated with numbers. ATC will refer to these locations as "Spot 1, 2, etc." By referring to your location in this manner, ATC will assume you are familiar with the airport. Departing VFR get a squawk code for flight following from Ground Control prior to or during your taxi. As you climbout be aware that with the brisk climb performance of your Cirrus, it is very easy to bust into this Class B airspace if you are not careful.

There is a high amount of flight training activity in a large area to the southwest and glider activity at Lindbergh Landing and Homestead General (X51) airports.

IFR

While the phrase Tower Enroute Clearance (TEC) is not used here, for short IFR flights filing your route in this manner makes transitioning the Miami airspace simpler. Once you are airborne and established with Miami Approach you can expect radar vectors.

Noise Abatement

This is a good neighbor airport and all operations must reflect consideration for adjacent residential communities. When the tower is closed, the north runway (9R-27L) is also usually NOTAM'd closed for noise abatement. Please exercise common courtesy to avoid any noise complaints. There is no curfew at TMB.

After Hours Procedures

When the tower is closed departures and arrivals should expect to use the south runway (9L-27R), which is lit all night. Runway 13-31 is used only as needed for wind conditions and not simultaneously with either of runways 9-27. Use the tower frequency to talk to the FSS located on the field. There are no special security procedures at TMB.

Hazards

Wake Turbulence

Miami International (MIA) is just to the northeast of TMB. Airline traffic from the west traveling to and from MIA create wake turbulence that the Cirrus pilot should be vigilant to avoid. Also be alert for larger heavy and fast military aircraft from Homestead ARB to the south as well as civilian aircraft.

Weather

While TMB is situated a few miles west of the Atlantic, it is not commonly IMC. However, in the Summer plan to fly early in the day as it usually rains at about 3 PM. If it is below IFR minimums at TMB, Opa-Locka Executive (KOPF) is an oft-used alternate. As you might expect, thunderstorms in Florida are a frequent threat.

Terrain

The Miami area is surrounded by swamps to the west that present an obvious emergency landing hazard at night and in IMC. Most approaches are from the west and over alligator territory.

Wildlife

The airport is known to have a population of coyotes and wild dogs in the vicinity. Be extra careful arriving after dusk.

Limited Off-airport Landing Sites

Study the Miami TAC and, if possible, a Google Earth layout of the area immediately surrounding Kendall-Tamiami Executive. Despite the congested areas to the north and east, there is a private glider field just 5 miles southwest and other potential emergency sites in the area – of course the Atlantic coast beach is ten miles east.

AirShares Elite Contact

AirShares Elite Mid-Atlantic

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