


LOC I-MIA <b>109.5</b>	APP CRS <b>272°</b>	Rwy Idg <b>12755</b> TDZE <b>8</b> Apt Elev <b>9</b>
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# ILS or LOC RWY 27

MIAMI INTL (MIA)

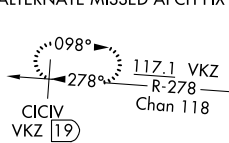
**Simultaneous approach authorized.**  
 For inop ALS, increase S-ILS 27 Cat E visibility to RVR 4000 and TINKE Fix Minimums S-LOC 27 Cat E visibility to 1 $\frac{1}{2}$  SM.  
 Inop table does not apply to S-LOC 27 Cats C/D/E.  
 \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALSR**  


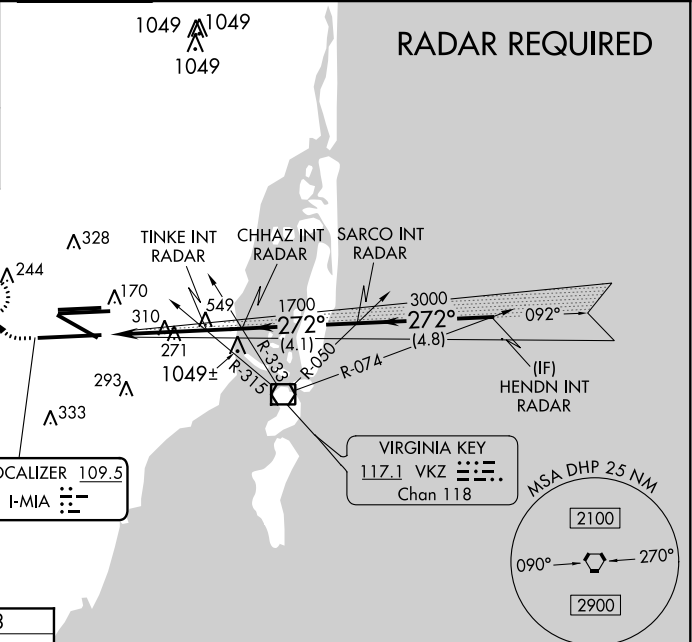
**MISSED APPROACH:** Climb to 600 then climbing right turn to 3000 direct DHP VORTAC and hold, continue climb-in-hold to 3000.

D-ATIS ARR <b>119.15</b> DEP <b>133.675</b>	MIAMI APP CON <b>124.85 322.3</b>	MIAMI TOWER <b>118.3 256.9</b>	GND CON <b>121.8</b> (8L/8R/12/26L/26R) <b>127.5</b> (9/27/30)	<b>348.6</b>	CLNC DEL <b>135.35</b>	CPDLC
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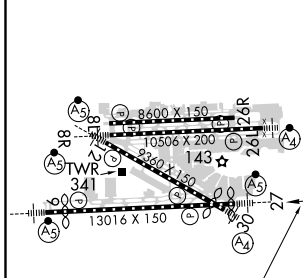
ALTERNATE MISSED APCH FIX



CICIV  
VKZ **19**



ELEV 9	<b>D</b>	TDZE 8
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272° 5.1 NM from FAF

TDZ/CL Rwy 8R  
REIL Rwys 8L and 26R  
HIRL all Rwys

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

600 3000 DHP

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

\*LOC only.

CHHAZ INT RADAR SARCO INT RADAR HENDN INT RADAR

TINKE INT RADAR 1700

272° 3000 272° 3000

\*1300 1700

3.9 NM 1.2 NM 4.1 NM 4.8 NM

CATEGORY	A	B	C	D	E
S-ILS 27**	208/24 200 (200- $\frac{1}{2}$ )				
S-LOC 27	1300/40 1292 (1300- $\frac{3}{4}$ )	1300/55 1292 (1300-1)	1300-3	1292 (1300-3)	
TINKE FIX MINIMUMS					
S-LOC 27	560/24	552 (600- $\frac{1}{2}$ )	560/60	552 (600- $\frac{1}{4}$ )	

GS 3.00°  
TCH 55

SE-3, 15 JUL 2021 to 12 AUG 2021

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