

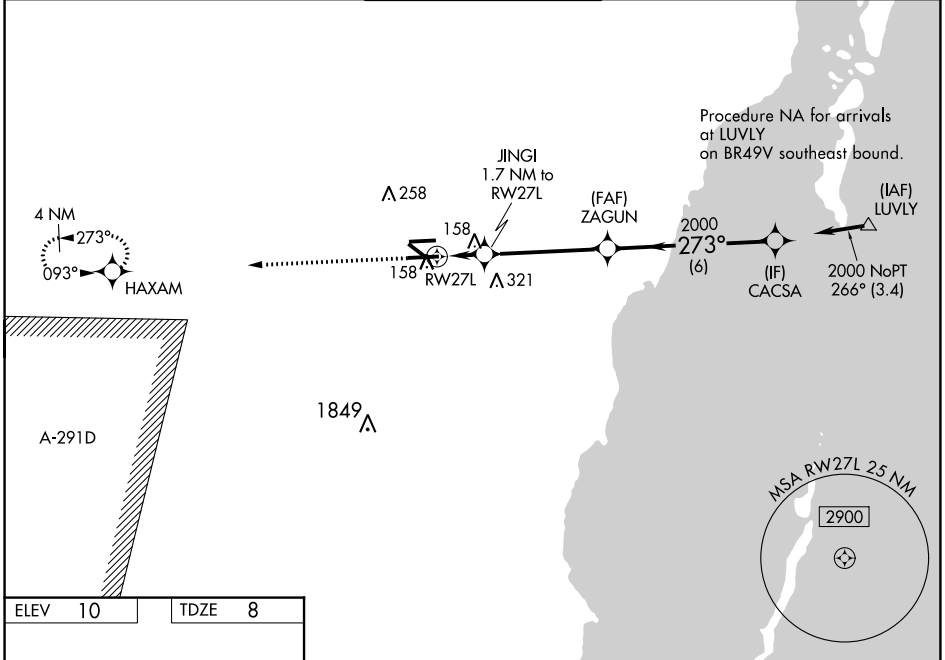
WAAS CH <b>56400</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg <b>6000</b> TDZE <b>8</b> Apt Elev <b>10</b>
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# RNAV (GPS) RWY 27L

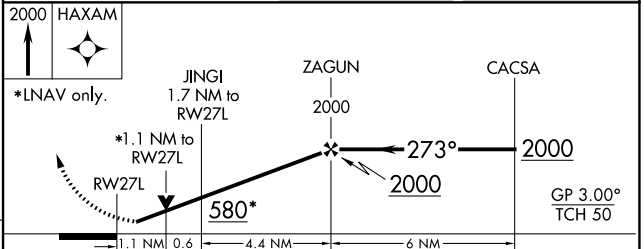
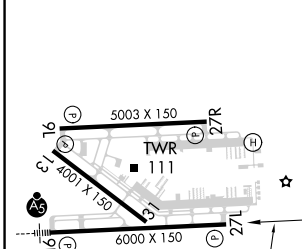
MIAMI EXEC (TMB)

RNP APCH.		<p>⚠ Circling Rwy 13, 31 NA at night. Rwy 27L helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below <math>-15^{\circ}\text{C}</math> or above <math>43^{\circ}\text{C}</math>. VDP and Baro-VNAV NA when using Miami Intl altimeter setting. When local altimeter setting not received, use Miami Intl altimeter setting and increase LPV DA to 235 feet, LNAV/VNAV DA to 368 feet and all MDA 40 feet, increase LNAV Cats C/D visibility <math>\frac{1}{4}</math> SM.</p>		<p>MISSED APPROACH: Climb to 2000 direct HAXAM and hold.</p>	
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ATIS <b>124.0</b>	MIAMI APP CON <b>125.5 354.1</b>	MIAMI EXEC TOWER* <b>118.9 (CTAF)</b>	GND CON <b>121.7</b>	CLNC DEL <b>133.0</b>
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ELEV 10	TDZE 8
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CATEGORY	A	B	C	D
LPV DA		208- $\frac{3}{4}$	200 (200- $\frac{3}{4}$ )	
LNAV/VNAV DA		341-1 $\frac{1}{8}$	333 (400-1 $\frac{1}{8}$ )	
LNAV MDA	420-1	412 (500-1)	420-1 $\frac{1}{8}$	412 (500-1 $\frac{1}{8}$ )
CIRCLING	460-1 450 (500-1)	560-1 550 (600-1)	640-1 $\frac{3}{4}$ 630 (700-1 $\frac{3}{4}$ )	640-2 630 (700-2)

- REIL Rwy 13
- HIRL Rwy 9R-27L
- MIRL Rwy 9L-27R
- MIRL Rwy 13-31