

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

MIAMI INTL (MIA)

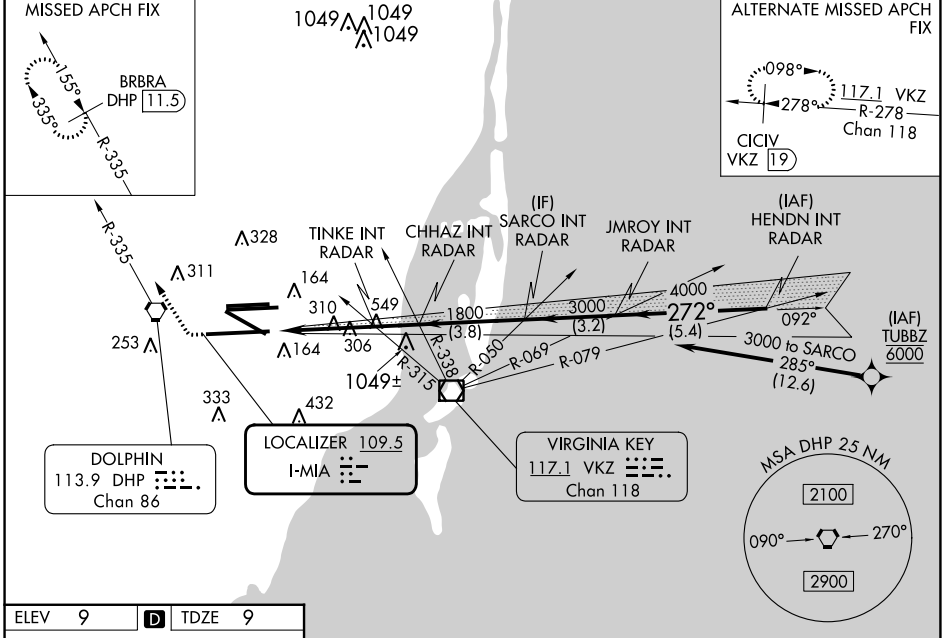
DME required. RNP APCH-GPS. From TUBBZ.

**Simultaneous approach authorized.**  
Inop table does not apply to S-LOC 27 Cats C/D.  
\* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 on heading 290° and DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold, continue climb-in-hold to 4000.

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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ELEV 9	<b>D</b>	TDZE 9			
TDZ/CL Rwy 8R REIL Rwys 8L and 26R HIRL all Rwys					
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

800	4000	DHP R-335	BRBRA DHP 11.5	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	HENDN INT RADAR
CATEGORY		A	B	C	D
S-ILS 27 *		209/24 200 (200-1/2)			
S-LOC 27		1300/40 1291 (1300-3/4)	1300/55 1291 (1300-1)	1300-3	1291 (1300-3)
TINKE FIX MINIMUMS (DUAL VOR RECEIVERS OR RADAR REQUIRED)					
S-LOC 27		560/24 551 (600-1/2)		560/60 551 (600-1/4)	

SE-3, 31 OCT 2024 to 28 NOV 2024

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