

| | | |
|---------------------------|------------------------|--|
| LOC I-MIA 109.5 | APP CRS 272° | Rwy ldg 12755 TDZE 9 Apt Elev 9 |
|---------------------------|------------------------|--|

ILS or LOC RWY 27

MIAMI INTL (MIA)

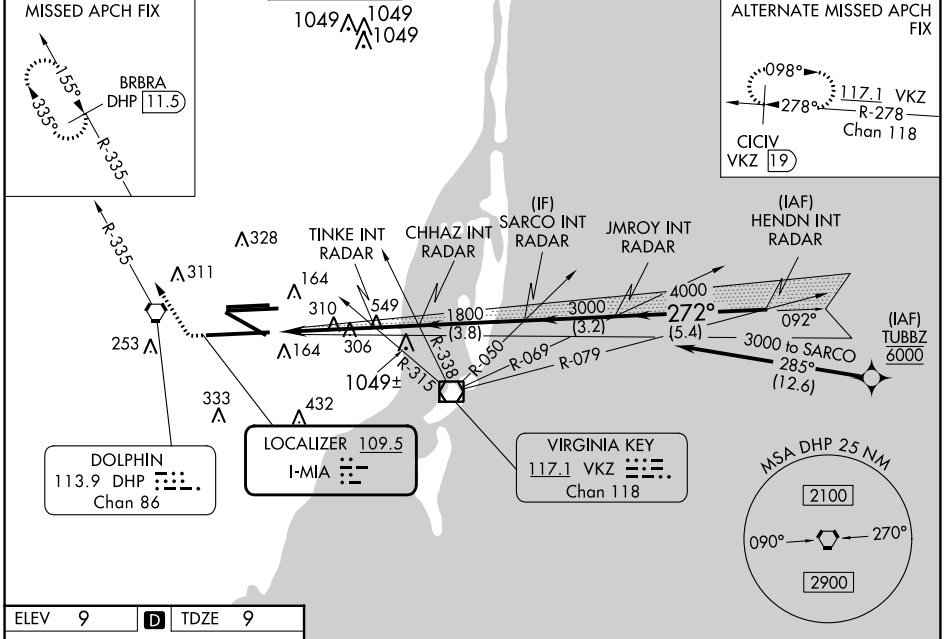
DME required. RNP APCH-GPS. From TUBBZ.

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 119.15 DEP 133.675 | MIAMI APP CON 124.85 322.3 | MIAMI TOWER 118.3 256.9 | GND CON 121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) | 348.6 | CLNC DEL 135.35 | CPDLC |
|---|--------------------------------------|-----------------------------------|--|--------------|---------------------------|-------|



| | | | | | |
|--|----------|--------|------|------|------|
| ELEV 9 | D | 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

JMROY INT RADAR

SARCO INT RADAR

CHHAZ INT RADAR

TINKE INT RADAR

1300 1800 3000 4000 5000

3.9 NM 1.6 NM 3.8 NM 3.2 NM 5.4 NM

| | | | | |
|---|----------------------------|--------------------------|----------------------|---------------|
| 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) | |

GS 3.00° TCH 55

SE-3, 26 DEC 2024 to 23 JAN 2025

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