FLIGHT PROCEDURES

1. Arriving aircraft shall contact Miami Approach Control on specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B airspace should give this information to ATC on the appropriate frequencies.

3. Aircraft desiring to transit the Class B airspace must obtain an ATC clearance to enter the Class B airspace and will be handled on an ATC workload permitting basis.

CHANGES: Airport elevations.
BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

Not to Scale

Direct distance from KAINS to:
- Miami Intl 15 NM
- Homestead General Aviation 37 NM

Direct distance from VKZ to:
- Miami Intl 8 NM
- Homestead General Aviation 26 NM

Airports Served:
- BLUFI, Miami
- APT ELEV
- HOMESTEAD ARB FLA
- MIAMI INTL
- NORTH PERRY
- OPA-LOCKA EXECUTIVE
- SOUTH POMPANO BEACH FLA
- NORTH POMPANO BEACH FLA
- PALM BEACH FLA
- WEST PALM BEACH FLA

Not to Scale

Changels:
- From over BLUFI via VKZ R-018 to VKZ. EXPECT RADAR vectors to final approach course after KAINS.

Routing:
- From over BLUFI via VKZ R-018 to VKZ. EXPECT RADAR vectors to final approach course after KAINS.

Changes:
- LEBRI hold, Opa-Locka airport name, airport elevations.
- None.
CYPRESS FIVE ARRIVAL (CYY.CYYS)

From over CYY via CYY R-113 to WORPP, then via DHP R-284 to DHP. EXPECT RADAR vectors to final approach course.

Changess: 1) SRQ frequency.

ROUTEING

From over DHP via DHP R-248 to DHP. EXPECT RADAR vectors to final approach course after FAMIN.
Aircraft equipped with RNAV or other certified equipment may expect clearance to cross at 250 KT 10000' prior to JODPO. Expect direct JUMUR.

3. RADAR required. Battery required. 4. Turboprop aircraft only.

MIAMI INTL LANDING EAST: Continue intercept Rwy 9 final approach course, conduct approach. MIAMI INTL LANDING WEST: Continue intercept Rwy 30 final approach course, conduct approach.

From over FOWEE via 318° track to FLIPR, then as depicted to JODPO. Expect RADAR vectors.

Expect clearance to cross at 250 KT 12000' prior to FLIPR. Proceed direct to ZUMGO, then intercept Rwy 30 final approach course, conduct approach.

From over FOWEE via 358° track to FLIPR, then as depicted to JODPO. Expect RADAR vectors to final approach course after LUVLY.

Direct distance from FLIPR to:
- Homestead General Aviation:
  - 25 NM

Direct distance from LUVLY to:
- Homestead General Aviation:
  - 25 NM
  - 8 NM

Direct distance from DHP to:
- Kendall-Tamiami Executive:
  - 5 NM

Direct distance from ZUMGO to:
- Kendall-Tamiami Executive:
  - 357° at 250 KT 12000'

Direct distance from LUVLY to:
- Executive:
  - 8 NM

MIAMI INTL LANDING EAST: Continue intercept Rwy 9 final approach course, conduct approach.

Expect RADAR vectors to final approach course after LUVLY.
HILEY TWO RNAV ARRIVAL (HILEY.HILEY2)

1. DME/DME/IRU or GPS required.
2. RNAV
3. RADAR required.
4. Turbojet and Turboprop aircraft only.
5. Primary landing runways 8L, 12, 26R.
6. ORMOND BEACH Transition: DME must be operational for non-GPS equipped aircraft. 7. FREEPORT Transition: FMU and FPUT must be operational for non-GPS equipped aircraft.
8. Also Serves

ORMOND BEACH

DOLPHIN

MIAMI INTL

LANDING EAST

EXPECT to cross at

250 KT and 13000'

LANDING WEST

EXPECT to cross at

250 KT and 11000'

MIAMI INFL

LANDING EAST

EXPECT to cross at

250 KT and 13000'

HEADS ONE STAR cancelled.

NOT TO SCALE

MIAMI, FLA

RNAV STAR

CHANGES: Chart reindexed (DEEDS ONE STAR cancelled).
**SSCOT ONE RNAV ARRIVAL (SSCOT.SCCOT1)**

**MIA/MIA MIAMI INTL**

<table>
<thead>
<tr>
<th>Airports Served</th>
<th>Direct Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miami Intl</td>
<td>5 NM</td>
</tr>
<tr>
<td>Homestead General Aviation</td>
<td>26 NM</td>
</tr>
<tr>
<td>Ocean Reef Club</td>
<td>44 NM</td>
</tr>
</tbody>
</table>

**Routing**

From over BAARY via 141° track to CYY, then as depicted to LECIT. Expect Radar vectors prior to RUBOE.

**Changes**

New procedure at this airport.
For non-GPS equipped aircraft: DHP must be operational for take-off Rwys 8L/R, 9, 12; FLL, VKZ, and ZBV must be operational for take-off Rwys 26L/R, 27, 30. Turboprop aircraft maintain maximum forward airspeed and climb rate.

This SID requires take-off minimums (for standard minimums, refer to airport chart):

- Rw 8L: 300' 1/4 with minimum obstacle climb of 221' per NM to 1200', or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520', minimum ATC climb of 520' per NM to 520'.
- Rw 8R: Standard (or lower than standard, if authorized) with minimum obstacle climb of 233' per NM to 1200', minimum ATC climb of 500' per NM to 520', minimum ATC climb of 520' per NM to 520'.
- Rw 9: Standard (or lower than standard, if authorized) with minimum obstacle climb of 226' per NM to 1200', minimum ATC climb of 500' per NM to 520', minimum ATC climb of 520' per NM to 520'.

Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum obstacle climb of 226' per NM to 1200', minimum ATC climb of 500' per NM to 520', minimum ATC climb of 520' per NM to 520'.

Direct distance from Miami Intl (Rwys BL/R, 9) to VKZ: 8 NM

At 090°, climb heading 092° to 520', then RIGHT turn direct VKZ, then via depicted route to EONNS.

At 124°, climb heading 124° to 520', then RIGHT turn direct SABRA, then via depicted route to EONNS.

At 272°, climb heading 272° to 520', then LEFT turn direct JADAK, then via depicted route to EONNS.

At 272°, climb heading 272° to 520', then LEFT turn direct GRITT, then LEFT turn via track 179° to CULBY, then via depicted route to EONNS.

At 304°, climb heading 304° to 520', then LEFT turn direct LICEY, then via depicted route to EONNS.

At 304°, climb heading 304° to 520', then LEFT turn direct LICEY, then via depicted route to EONNS.

At 520', expect further clearance to filed altitude within 10 minutes after departure.

Challenges: Equipment notes.
This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L: 300-1 1/4, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'. Rwys 8R, 9: Standard (or lower than standard, if authorized) with minimum ATC climb of 500' per NM to 520'. Rwys 12, 26L/R: Standard (or lower than standard, if authorized) with minimum obstacle climb of 342' per NM to 777', minimum ATC climb of 500' per NM to 520'. Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300' per NM to 520'.

**OBSERVATIONS**

Rwy 8L: Building 339' from DER, 1024' LEFT of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 959' RIGHT of centerline, up to 1200' MSL. 
Rwy 8R, 9: Tree 4084' from DER, 959' RIGHT of centerline, up to 1200' MSL. 
Rwy 12: Railroad beginning 4' from DER, 356' RIGHT of centerline, up to 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' RIGHT of centerline, up to 94' MSL. Windsock 681' from DER, 345' LEFT of centerline, 21' AGL/30' MSL. 
Rwy 26L/R: Tower, building, multiple light poles and trees beginning 741' from DER, 1' RIGHT of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from DER, 5' LEFT of centerline, up to 34' AGL/48' MSL. 
Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 94' LEFT of centerline, up to 62' AGL/76' MSL. 
Rwy 30: Pole, multiple towers and trees beginning 1414' from DER, 189' RIGHT of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' LEFT of centerline, 52' AGL/66' MSL.

**ROUTE**

**INITIAL CLIMB**

**BLK:**
- 8' MSL: Climb heading 092° to 520', then LEFT turn direct SENYO, then via depicted route to HEDLY.
- 12° MSL: Climb heading 124° to 520', then LEFT turn direct SENYO, then via depicted route to HEDLY.
- 26L/R, 27° MSL: Climb heading 272° to 520', then RIGHT turn direct METTS, then via depicted route to HEDLY.
- 30° MSL: Climb heading 304° to 520', then LEFT turn direct METTS, then via depicted route to HEDLY.

**MAINTAIN**

**ALTITUDE**

At 520°

**NOT TO SCALE**

**CHANGES:** Equipment notes.

**NOTICE:** PRINTED FROM AN EXPIRED REVISION. Disc 23-2009.

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**RCN:**

JEPPESEN JeppView 3.6.3.1
### MIAMI NINE DEPARTURE (MIA9.MIA)

#### AIRPORTS SERVED
- **KENDALL-TAMIAMI EXECUTIVE**
- **NORTH PERRY**
- **OPA LOCKA**

### OBSTACLES
- **KENDALL-TAMIAMI EXECUTIVE**
  - Rwy 9R: Tree 1475' from DER, 700' LEFT of centerline, 14' AGL/80' MSL.
  - Rwy 27R: Tower 600' from DER, 450' RIGHT of centerline, 10' AGL/64' MSL.
- **ALL RWYS**
  - Building 3400' from DER, 1050' LEFT of centerline, 149' AGL/159' MSL.

### AIRPORT

<table>
<thead>
<tr>
<th>AIRPORT</th>
<th>INITIAL CLIMB</th>
<th>ALTITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIAMI INTL</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ALL RWYS</strong></td>
<td>Climb on heading as assigned by ATC.</td>
<td><strong>MAINTAIN 5000' or assigned lower altitude</strong></td>
</tr>
<tr>
<td><strong>KENDALL-TAMIAMI EXECUTIVE</strong></td>
<td>Climb on runway heading as assigned.</td>
<td><strong>MAINTAIN 2000' or assigned higher altitude</strong></td>
</tr>
<tr>
<td><strong>ALL RWYS</strong></td>
<td>Climb on runway heading as assigned.</td>
<td><strong>MAINTAIN 113.9 DHP</strong></td>
</tr>
<tr>
<td><strong>Opa Locka</strong></td>
<td>Climb on runway heading as assigned.</td>
<td><strong>MAINTAIN 48.0 W080 09.9</strong></td>
</tr>
</tbody>
</table>

### ROUTING

- **EXPECT further clearance to filed altitude 10 minutes after departure.**

### CLIMB ON HEADING

- **KENDALL-TAMIAMI EXECUTIVE**
  - Rwy 9L/R, 13, 27L/R, 31: Standard (or lower than standard, if authorized).

### CLIMB ON RUNWAY HEADING

- **ALL RWYS**
  - Rwy 26L/R, 3D: If assigned LEFT turn, climb runway heading to 600' before LEFT turn.
  - Rwy 27: If assigned RIGHT turn, climb runway heading to 600' before RIGHT turn.

### CLIMB ON RUNWAY HEADERS

- **ALL RWYS**
  - Rwy 9L/R, 13: If assigned RIGHT turn, climb runway heading to 1400' before turning to assigned heading.

### CLIMB ON ALTITUDE

- **ALL RWYS**
  - Rwy 27L/R, 31: If assigned LEFT turn, climb runway heading to 1400' before turning to assigned heading.

### CLIMB ON RUNWAY HEADERS

- **ALL RWYS**
  - Climb on runway heading as assigned.

### CLIMB ON ALTITUDE

- **ALL RWYS**
  - Climb on runway heading as assigned to 5000' or assigned lower altitude.
**MIAMI Departure (R)**

<table>
<thead>
<tr>
<th>Apt Elev</th>
<th>Trans alt: FL180</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.5</td>
<td>8°</td>
</tr>
</tbody>
</table>

**Trans level: FL180**

<table>
<thead>
<tr>
<th>RWY</th>
<th>Climb heading 092° to 520°, then RIGHT turn direct VKZ, then via depicted route to MNATE.</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>12</td>
</tr>
<tr>
<td>12</td>
<td>Climb heading 124° to 520°, then direct SABRA, then via depicted route to MNATE.</td>
</tr>
<tr>
<td>26L</td>
<td>Climb heading 272° to 520°, then LEFT turn direct JADAK, then via depicted route to MNATE.</td>
</tr>
<tr>
<td>26R</td>
<td>Climb heading 272° to 520°, then direct LICEY, then via depicted route to MNATE.</td>
</tr>
<tr>
<td>27</td>
<td>Climb heading 272° to 520°, then LEFT turn direct GRITT, then via depicted route to MNATE.</td>
</tr>
<tr>
<td>30</td>
<td>Climb heading 304° to 520°, then LEFT turn direct LICEY, then via depicted route to MNATE.</td>
</tr>
</tbody>
</table>

**MNATE ONE RNAV DEPARTURE (MNATE1.MNATE)**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
- Rwy 8L: 300-1 1/4 with minimum obstacle climb of 221° per NM to 1200°, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382° per NM to 300°, minimum ATC climb of 500' per NM to 520°.
- Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 233° per NM to 1200°, minimum ATC climb of 500' per NM to 520°.
- Rwy 26L: Standard (or lower than standard, if authorized) with minimum obstacle climb of 226° per NM to 1200°, minimum ATC climb of 500' per NM to 520°.

**Direct distance from Miami Intl**

<table>
<thead>
<tr>
<th>RWY</th>
<th>Initial climb</th>
<th>Altitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>BL/R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOT TO SCALE**
MIAMI Departure (R)

1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. RADAR required.
4. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC.
5. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.

Direct distance from Miami Intl
(Rwy 8L) to: HINKU 10 NM
(Rwy 8R) to: GOZZO 6 NM
(Rwys 26L/R, 27, 30) to: METTS 7 NM

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**Rwy BL:** Building 3391' from DER, 1024' LEFT of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' RIGHT of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from DER, 691' LEFT of centerline, up to 150' AGL/164' MSL.

**Rwy BR:** Tree 4064' from DER, 959' RIGHT of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' LEFT of centerline, up to 85' AGL/88' MSL.

**Rwy 9:** Light 1232' from DER, 785' LEFT of centerline, 159' AGL/172' MSL. Windsock 22' from DER, 438' RIGHT of centerline, 21' AGL/30' MSL.

**Rwy 12:** Railroad beginning 4' from DER, 356' RIGHT of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' RIGHT of centerline, up to 94' AGL/108' MSL.

**Rwy 26L:** Tower and multiple trees beginning 1306' from DER, 638' RIGHT of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.

**Rwy 26R:** Tower, building, multiple light poles and trees beginning 741' from DER, 1' RIGHT of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from DER, 5' LEFT of centerline, up to 34' AGL/48' MSL.

**Rwy 8L:** Standard (or lower than standard, if authorized) with minimum ATC climb of 233' per NM to 1200', minimum ATC climb of 500' per NM to 520', minimum obstacle climb of 500' per NM to 520'.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwy 8L: 300-1 1/4, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.

Rwy 8R: Standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to 1200', minimum ATC climb of 500' per NM to 520', minimum ATC climb of 500' per NM to 520', minimum obstacle climb of 382' per NM to 1200', minimum ATC climb of 500' per NM to 520', minimum obstacle climb of 382' per NM to 1200', minimum ATC climb of 500' per NM to 520'.

Rwy 9: Standard (or lower than standard, if authorized) with minimum obstacle climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520', minimum obstacle climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520', minimum obstacle climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520', minimum obstacle climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520'.

Rwy 9: Standard (or lower than standard, if authorized) with minimum obstacle climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520', minimum obstacle climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520', minimum obstacle climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520'.

Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520', minimum obstacle climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520'.

Rwy 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300' per NM to 520', minimum ATC climb of 300' per NM to 520', minimum ATC climb of 300' per NM to 520'.

Gnd speed-KT 75 100 150 200 250 300
229 per NM 291 386 583 777 971 1165
233 per NM 291 386 583 777 971 1165
300 per NM 375 500 750 1000 1250 1500
382 per NM 476 637 955 1273 1592 1910
500 per NM 625 833 1200 1667 2083 2500

**RWY INITIAL CLIMB ALTITUDE**

**Rwy 8L:** Climb heading 092° to 520°, then RIGHT turn direct HINKU, then via depicted route to PADUS.

**Rwy 8R:** Climb heading 092° to 520°, then RIGHT turn direct GOZZO, then via depicted route to PADUS.

**Rwy 9:** Climb heading 092° to 520°, then RIGHT turn direct RIKEE, then via depicted route to PADUS.

**Rwy 12:** Climb heading 124° to 520°, then LEFT turn direct RIKEE, then via depicted route to PADUS.

**Rwy 26L/R, 27:** Climb heading 272° to 520°, then RIGHT turn direct METTS, then via depicted route to PADUS.

**Rwy 30:** Climb heading 304° to 520°, then LEFT turn direct METTS, then via depicted route to PADUS.

**ROUTING:**

**MAINTAIN 5000' or ATC assigned altitude**

**EXPECT further clearance to filed altitude within 10 minutes after departure.**
This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy's 8R, 9: Standard (or lower than standard, if authorized).
Rwy 12: Standard (or lower than standard, if authorized) with a minimum climb of 370' per NM to 1800'.

Gnd speed-KT

<table>
<thead>
<tr>
<th>Rwy</th>
<th>INITIAL CLimb</th>
<th>MAINTAIN 5000'</th>
<th>ALTIMETER</th>
</tr>
</thead>
<tbody>
<tr>
<td>8R</td>
<td>Intercept DHP R-091 to POTTR.</td>
<td>Maintain 5000' or assigned lower altitude</td>
<td></td>
</tr>
<tr>
<td>9, 12</td>
<td>Turn LEFT to intercept DHP R-091 to POTTR</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

ROUTING

Turn LEFT heading 060°. EXPECT RADAR vectors to appropriate transition. EXPECT further clearance to filed altitude 10 minutes after departure.

CHANGES: OBSTACLE removed from title.
This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwy 8L: 300-1/1 4/4 with minimum obstacle climb of 223’ per NM to 1200’, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382’ per NM to 300’, minimum ATC climb of 500’ per NM to 520’. Rwy 8R: Standard (or lower than standard, if authorized) with minimum obstacle climb of 233’ per NM to 1200’, minimum ATC climb of 500’ per NM to 520’. Rwy 9: Standard (or lower than standard, if authorized) with minimum obstacle climb of 233’ per NM to 1200’, minimum ATC climb of 500’ per NM to 520’. Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 229’ per NM to 1200’, minimum ATC climb of 500’ per NM to 520’. Rwy 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum obstacle climb of 382’ per NM to 300’, minimum ATC climb of 500’ per NM to 520’.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
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</thead>
<tbody>
<tr>
<td>221’ per NM</td>
<td>276</td>
<td>368</td>
<td>553</td>
<td>737</td>
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<td>1105</td>
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<tr>
<td>229’ per NM</td>
<td>286</td>
<td>382</td>
<td>573</td>
<td>763</td>
<td>954</td>
<td>1145</td>
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<tr>
<td>233’ per NM</td>
<td>291</td>
<td>388</td>
<td>583</td>
<td>777</td>
<td>971</td>
<td>1165</td>
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<td>237’ per NM</td>
<td>296</td>
<td>395</td>
<td>593</td>
<td>780</td>
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<td>300’ per NM</td>
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<td>700</td>
<td>900</td>
<td>1100</td>
<td>1300</td>
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<tr>
<td>382’ per NM</td>
<td>478</td>
<td>637</td>
<td>959</td>
<td>1273</td>
<td>1592</td>
<td>1910</td>
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<tr>
<td>500’ per NM</td>
<td>625</td>
<td>833</td>
<td>1250</td>
<td>1667</td>
<td>2083</td>
<td>2500</td>
</tr>
</tbody>
</table>

**SKIPS ONE RNAV DEPARTURE (SKIPS1.SKIPS)**

Rwy 8L: Building 3391’ from DER, 1024’ LEFT of centerline, 160’ AGL/172’ MSL. Glideslope antenna 804’ from DER, 501’ RIGHT of centerline, 32 AGL/46’ MSL. Multiple towers and buildings beginning 1350’ from DER, 891’ LEFT of centerline, up to 150’ AGL/164’ MSL.

Rwy 8R: Tree 4064’ from DER, 959’ RIGHT of centerline, 98’ AGL/113’ MSL. Antenna and multiple trees beginning 2719’ from DER, 194’ LEFT of centerline, up to 85’ AGL/98’ MSL.

Rwy 9: Light 1323’ from DER, 785’ LEFT of centerline, 39’ AGL/48’ MSL. Windsock 22’ from DER, 438’ RIGHT of centerline, 21’ AGL/30’ MSL.

Rwy 12: Railroad beginning 4’ from DER, 356’ RIGHT of centerline, 23’ AGL/28’ MSL. Building and tree beginning 1064’ from DER, 118’ RIGHT of centerline, up to 94’ AGL/108’ MSL. Windsock 681’ from DER, 345’ LEFT of centerline, 21’ AGL/30’ MSL.

Rwy 26L: Tower and multiple trees beginning 1306’ from DER, 638’ RIGHT of centerline, up to 63’ AGL/77’ MSL. Tree and light pole beginning 1773’ from DER, 568’ LEFT of centerline, up to 61’ AGL/75’ MSL.

Rwy 26R: Tower, building, multiple light poles and trees beginning 741’ from DER, 1’ RIGHT of centerline, up to 66’ AGL/80’ MSL. Pole, building, and tower beginning 255’ from DER, 5’ LEFT of centerline, up to 34’ AGL/48’ MSL.

Rwy 27: Railroad, tree, and multiple light poles beginning 750’ from DER, 94’ LEFT of centerline, up to 62’ AGL/76’ MSL.

Rwy 30: Pole, multiple towers and trees beginning 1414’ from DER, 189’ RIGHT of centerline, up to 120’ AGL/125’ MSL. Tree 2058’ from DER, 785’ LEFT of centerline, 52’ AGL/66’ MSL.
**SOUBY FOUR DEPARTURE (SOUBY4.SOUBY)**

**TRANSACTIONS:**
- FL180
- 18000'

**NOTE:**
- DT: 2300LT
- HT: 2300LT
- MSA: 2900'
- 2100'

**ROUTE:**
- Rwy 8R, 9, 12
  - STANDARD (or lower than standard, if authorized) with a minimum climb gradient of 370' per NM to 1800'.
- Rwys 26L, 27, 30: Not Authorized - noise abatement.
- Intercept DHP R-103 to SOUBY/D9 DHP, then turn RIGHT via VKZ R-315 to VKZ, EXPECT further clearance to filed altitude 10 minutes after departure.
- Unless otherwise instructed, continue heading 135° after VKZ until ATC issues vectors to appropriate transition.

**SPECIAL INSTRUCTIONS:**
- Turbojets accelerate to 250 KT as rapidly as feasible until reaching 10000' unless requested by ATC to do otherwise.
- Night use for noise abatement (2300LT-0600LT).

**ROUTE CHANGES:**
- 3000' or assigned lower altitude.
- Trans level: FL180
- Trans alt: 18000'

**DISTANCE:**
- Direct distance from Miami Intl to:
  - SOUBY: 6 NM

**AIRPORT ELEVATION:**
- Miami Intl: 125.5'
- Apt Elev: 8'

**备忘录:**
1. File DP in remarks section of flight plan.
2. DME required.
3. Turbojets only: Night use for noise abatement (2300LT-0600LT).
4. SPECIAL INSTRUCTION: Turbojets accelerate to 250 KT as rapidly as feasible until reaching 10000' unless requested by ATC to do otherwise.
MIAMI Departure (R)

Apt Elev 8'

Trans level: FL180

Trans alt: 18000'

1. DME/DME/IRU or GPS required.

2. RNAV 1.

3. Radar required.

4. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC.

5. Turboprop aircraft maintain maximum forward airspeed and climb rate.

VALLY ONE RNAV DEPARTURE
(VALLY1.VALLY)

This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwy 8L: 300' 1/4, or standard (or lower if authorized) with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.

Rwy 8R: Standard (or lower than standard, if authorized) with minimum obstacle climb of 500' per NM to 520'.

Rwy 9: Standard (or lower than standard, if authorized) with minimum obstacle climb of 233' per NM to 1200', minimum ATC climb of 500' per NM to 520'.

Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520'.

Rwy 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300' per NM to 520'.

Gnd speed-KT 75 100 150 200 250 300

233 per NM 268 282 573 763 954 1145

229 per NM 291 298 583 777 971 1165

300 per NM 375 500 750 1000 1250 1500

382 per NM 478 637 955 1273 1592 1910

500 per NM 625 835 1250 1677 2083 2500

This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwy 8L: 300' 1/4, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.

Rwy 8R: Standard (or lower than standard, if authorized) with minimum obstacle climb of 500' per NM to 520'.

Rwy 9: Standard (or lower than standard, if authorized) with minimum obstacle climb of 233' per NM to 1200', minimum ATC climb of 500' per NM to 520'.

Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520'.

Rwy 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300' per NM to 520'.

Gnd speed-KT 75 100 150 200 250 300

233 per NM 268 282 573 763 954 1145

229 per NM 291 298 583 777 971 1165

300 per NM 375 500 750 1000 1250 1500

382 per NM 478 637 955 1273 1592 1910

500 per NM 625 835 1250 1677 2083 2500

Rwy 8L: Building 339' from DER, 1024' LEFT of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' RIGHT of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from DER, 691' LEFT of centerline, up to 150' AGL/164' MSL.

Rwy 8R: Tree 406' from DER, 899' RIGHT of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 271' from DER, 194' LEFT of centerline, up to 85' AGL/88' MSL.

Rwy 9: Light 1232' from DER, 785' LEFT of centerline, 64' AGL/77' MSL. Tree and light pole beginning 1213' from DER, 633' LEFT of centerline, up to 61' AGL/75' MSL.

Rwy 12: Railroad beginning 206' from DER, 520' LEFT of centerline, 23' AGL/30' MSL. Tower beginning 255' from DER, 5' LEFT of centerline, up to 34' AGL/48' MSL.

Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 520' LEFT of centerline, up to 66' AGL/80' MSL.

Rwy 8L: 300-1 1/4, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.

Rwy 26L: Tower and multiple trees beginning 1350' from DER, 638' RIGHT of centerline, up to 83' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.

Rwy 8L: Standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.

Rwy 27: Railroad, tree, and multiple light poles beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.

Rwy 8L: 300-1 1/4, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.

Rwy 26L: Tower and multiple trees beginning 1350' from DER, 638' RIGHT of centerline, up to 83' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.

Rwy 8L: 300-1 1/4, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.

Rwy 26L: Tower and multiple trees beginning 1350' from DER, 638' RIGHT of centerline, up to 83' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.

Rwy 8L: 300-1 1/4, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.

Rwy 26L: Tower and multiple trees beginning 1350' from DER, 638' RIGHT of centerline, up to 83' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.

Rwy 8L: 300-1 1/4, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.

Rwy 26L: Tower and multiple trees beginning 1350' from DER, 638' RIGHT of centerline, up to 83' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.

Rwy 8L: 300-1 1/4, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.

Rwy 26L: Tower and multiple trees beginning 1350' from DER, 638' RIGHT of centerline, up to 83' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.
This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwy 8L: 300'-1 1/4, or standard (or lower than standard, if authorized) with minimum ATC climb of 500' per NM to 300', minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.
Rwys 8R, 9: Standard (or lower than standard, if authorized) with minimum ATC climb of 229' per NM to 520', minimum ATC climb of 500' per NM to 520'.
Rwy 12: Standard (or lower than standard, if authorized) with minimum ATC climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520'.
Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 500' per NM to 520'.

Gnd speed-KT
229' per NM  75  100  150  200  250  300
300' per NM  286  382  573  763  954 1145
382' per NM  375  500  750 1000 1250 1500
478  637  955 1273 1592 1910
500' per NM  625  833 1250 1667 2083 2500

520'
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KMIA/MIA
Apt Elev 8'
N25 47.7 W80 17.4

JEPPESEN
Apt Elev 8'
80-18

POSITIVE APRON CONTROL AND PUSHBACKS

Miami Dade Aviation Department (MDAD) has implemented mandatory positive Apron and Pushback Control at the non-movement (non-FAA controlled) apron areas in the terminal area. MDAD Pushback Control has positive control of the following aircraft gates, hardstands and spots as indicated:

- Central Base-
- South side of Concourse "D".
- All gates located between Concourses "E" and "F".
- All gates located between Concourses "F1" and "G1".
- All gates located between Concourses "G1" and "H1".

Spots 0 and 1: Apron Control and pushback request will be made using ARINC frequency 128.02 (call sign "Miami Gates").
Spots 11 through 13: Apron Control and pushback request will be made using ARINC frequency 130.50 (call sign "Miami Gates").
Spots 14 and 15: Apron Control and pushback request will be made using ARINC frequency 132.375 (call sign "Miami Gates").
Spots 3, 5, 6, 7, 9 & 10: American Apron Control and pushback request will be made using ARINC frequency 130.95.
Spots 25 & 26: Pushback will be made via MIAMI ATCT on frequency 121.8 or 127.5.

All aircraft requiring engine start prior to pushback must contact ARINC frequency 130.5 (call sign "Miami Gates") for startup clearance.

Aircraft with a wingspan greater than 143' (44m) are prohibited from using Taxiway AA.

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

- Multiple Intersections Closely Spaced
- Departure taxi out of Spots 15, 14 and 13, misidentification of Taxiways P and Q at Taxiway T has lead to runway incursions onto 12-30.
- Two Runway Ends In Close Proximity
- See Inset

LEGEND

Hold bars
Spot

Changes: Airport revised.

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CAUTION: Be alert to runway crossing clearances. Readback of all runway holding instructions is required.

ASDE-X Surveillance System in use: Pilots should operate transponders with mode C on all runways and aprons.

Birds in vicinity of airport.

Terminal Doppler Weather Radar.

### Takeoff and Obstacle Departure Procedure

**Rwy 12, 27**

3 operating RVRs are required. All operating RVRs are controlling.

<table>
<thead>
<tr>
<th>Rwy 12, 27</th>
<th>Adequate Vis Ref</th>
<th>STD</th>
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</thead>
<tbody>
<tr>
<td>Cl &amp; HIRL</td>
<td>Cl or RCLM &amp; HIRL</td>
<td>3 &amp; 4 Eng, 1 &amp; 2 Eng</td>
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<tr>
<td>TDZ RVR 5</td>
<td>TDZ RVR 10</td>
<td>RVR 16 or 1/4</td>
</tr>
<tr>
<td>Mid RVR 5</td>
<td>Mid RVR 10</td>
<td>RVR 24 or 1/2</td>
</tr>
<tr>
<td>Rollout RVR 5</td>
<td>Rollout RVR 10</td>
<td>RVR 50 or 1</td>
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**Rwy 8R, 26L, 30**

Both RVRs are required and controlling.

<table>
<thead>
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<th>Rwy 8R, 26L, 30</th>
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<tr>
<td>Rollout RVR 5</td>
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**Rwy 9**

With Mim climb of 233’/NM to 1200’

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<td>RVR 50 or 1</td>
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**Rwy 26R**

With Mim climb of 382’/NM to 300’

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<td>3 &amp; 4 Eng, 1 &amp; 2 Eng</td>
</tr>
<tr>
<td>TDZ RVR 5</td>
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**Rwy 8L**

With Mim climb of 233’/NM to 1200’

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<td>Rollout RVR 10</td>
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</tr>
</tbody>
</table>

**Obstacle DP**

Rwy 8L: Climbing heading 092° to 1000’ before turning right.

Rwy 26R: Climbing 092° to 1000’ before turning right.

Rwy 12: Climbing right turn to intercept DHP VOR R-125 to 1100’ before turning left.

### Changes

- Rwy 8R lighting.

### Obstacle DP

- Rwy 12: Climbing right turn to intercept DHP VOR R-125 to 1100’ before turning left.
### WEST CARGO PARKING BAY COORDINATES

<table>
<thead>
<tr>
<th>BAY No.</th>
<th>COORDINATES</th>
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<th>COORDINATES</th>
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<td><strong>CARGO CITY</strong></td>
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<td><strong>EASTERN U CARGO AREA</strong></td>
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<tr>
<td>W11A, W11B</td>
<td>N25 47.4 W080 17.4</td>
<td>W40</td>
<td>N25 47.4 W080 18.0</td>
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<tr>
<td>W12, W12A, W12B</td>
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<td>W42 thru W44</td>
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<td>W14 thru W16C</td>
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<td>W45 thru W47</td>
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<td>W50</td>
<td>N25 47.5 W080 18.1</td>
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<td>W51 thru W54</td>
<td>N25 47.5 W080 18.1</td>
<td>W55 thru W57</td>
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<td>W58, W59</td>
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<td><strong>WESTERN U CARGO AREA</strong></td>
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<td>W67 thru W70</td>
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<td>W77 thru W79</td>
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<td>W80 thru W83</td>
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<td></td>
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</tbody>
</table>
**JeppView 3.6.3.1**

**BRIEFING STRIP**

1. **DME** required.
2. **Radar** required.
3. **Simultaneous approach authorized with Rwy 27.**
4. LOC procedure authorized below 385'.
5. **VGSI** and ILS glidepath not coincident.

**NOTICE:** PRINTED FROM AN EXPIRED REVISION. Disc 23-2009
MIAMI, FLA
RNAV (GPS) Rwy 9

MIAMI Approach (R)

Final Apch Crs: 092°
Minimum Alt: 1500' (DA/H: 1493')
Apt Elev: 10°

Missed Apch: Climb to 3000' direct OPVAQ and 117° track to VKZ VOR and hold.

Vehicle: Climb to 3000' direct VAYQO and via 109° track to VKZ VOR and hold.

VNAV: Climb to 3000' direct VAYQO and via 109° track to VKZ VOR and hold, continue climb-in-hold to 3000'.

\[ 1049' \]

\[ 117° \]

\[ 124° \]

\[ 092° \]

\[ 272° \]

\[ 600' \]

\[ 120° \]

\[ 124° \]

\[ 120° \]

\[ 272° \]

\[ 092° \]
**JeppView 3.6.3.1**

**NOTICE:** PRINTED FROM AN EXPIRED REVISION. Disc 23-2009

**JEPPESEN**

**MIAMI, FLA**

**RNAV (RNP) Y Rwy 8R**

**15 MAY 09 12-20**

- **RNAV**
  - **Final Apch Crs** 092°
  - **Minimum Alt** 1500' (1492')
  - **RNP 0.11** 354' (346')
  - **Apt Elev** 8'

**Missed Apch:** Climb to 3000' direct EFWK and via 127° track to VKZ VOR and hold, continue climb-in-hold to 3000'.

- **Alt Set:** INCHES
- **Trans level:** FL 180
- 1. **SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED.**
- 2. **GPS required.**
- 3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 49°C (120°F).
- 4. **VGSI and RNAV glidepath not coincident.**

**RNAV (RNP) Y Rwy 12**

**15 MAY 09 12-21**

- **RNAV**
  - **Final Apch Crs** 124°
  - **Minimum Alt** 2000' (1992')
  - **RNP 0.30** 461' (455')
  - **Apt Elev** 8'

**Missed Apch:** Climb to 3000' direct VAYQO and via 109° track to VKZ VOR and hold, continue climb-in-hold to 3000'.

- **Alt Set:** INCHES
- **Trans level:** FL 180
- 1. **SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED.**
- 2. **GPS required.**
- 3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 49°C (120°F).
- 4. **VGSI and RNAV glidepath not coincident.**

**Procedure not authorized for arrivals at WORPP via V529 north-westbound and via V35 westbound.**

- **Procedure not authorized for arrivals at FOGSO via V157 westbound.**

**Opa Locka (Can be mistaken for Miami Int'l)**

**TDZE**

**MALSR**

**Descent angle:** 4°

**MAP at DA**

**C**

**MISSED APCH FIX**

**VERGINIA KEY**

**Implementation of Automatic Dependent Surveillance-Broadcast (ADS-B) required in area covered by this chart.**

**TERPS CHANGES:**
