

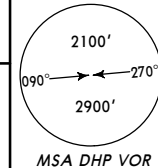
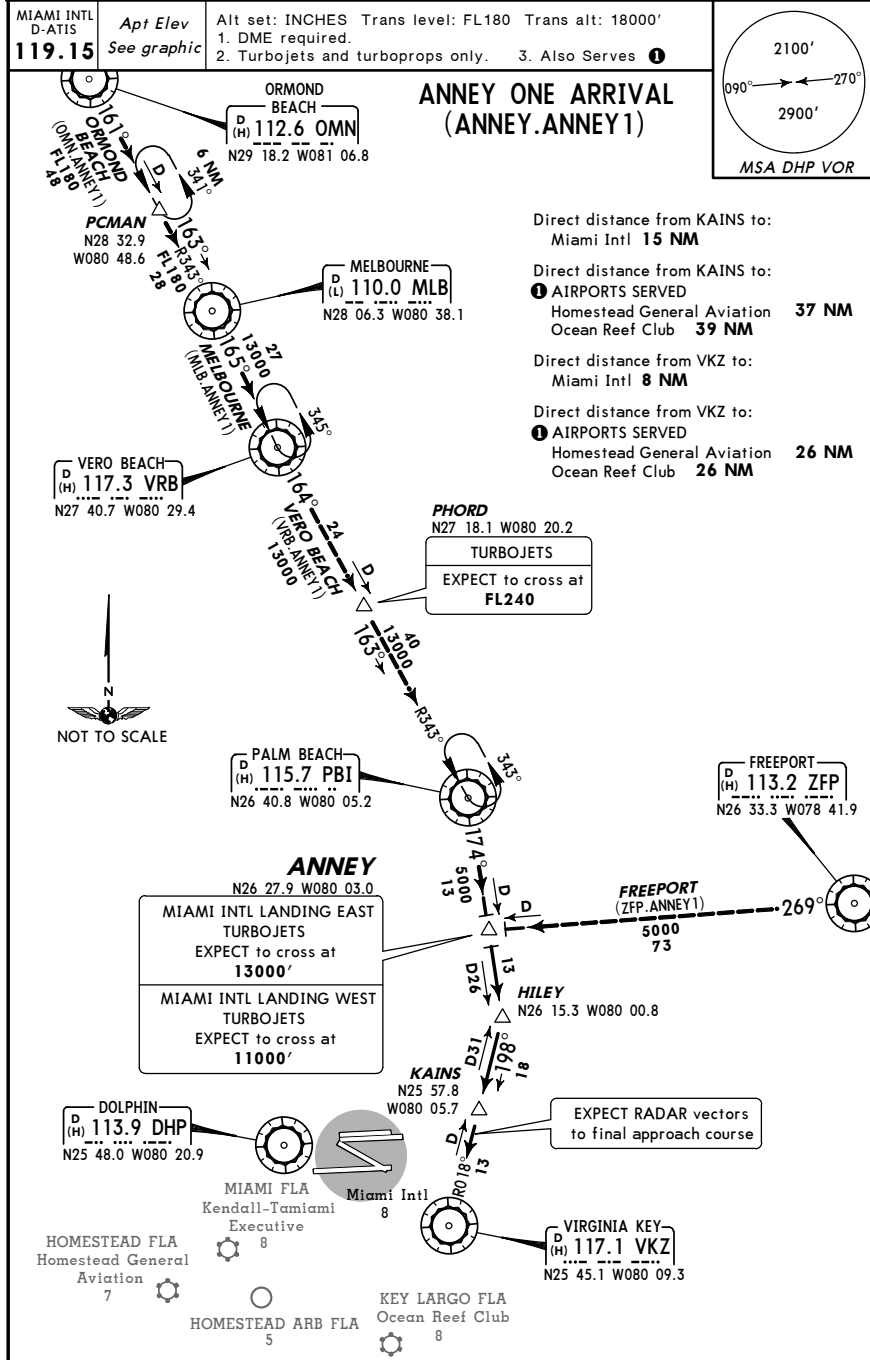
FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS SEE FAR 91.131, 91.117 AND 91.215

**FLIGHT PROCEDURES**

IFR Flights-Aircraft within the Class B airspace are required to operate in accordance with ATC clearances and instructions.

VFR Flights-

1. Arriving aircraft should 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.



Direct distance from KAINS to:  
Miami Intl 15 NM

Direct distance from KAINS to:  
 1 AIRPORTS SERVED  
 Homestead General Aviation 37 NM  
 Ocean Reef Club 39 NM

Direct distance from VKZ to:  
Miami Intl 8 NM

Direct distance from VKZ to:  
 1 AIRPORTS SERVED  
 Homestead General Aviation 26 NM  
 Ocean Reef Club 26 NM

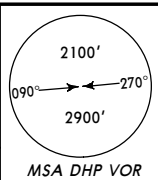


**ROUTING**

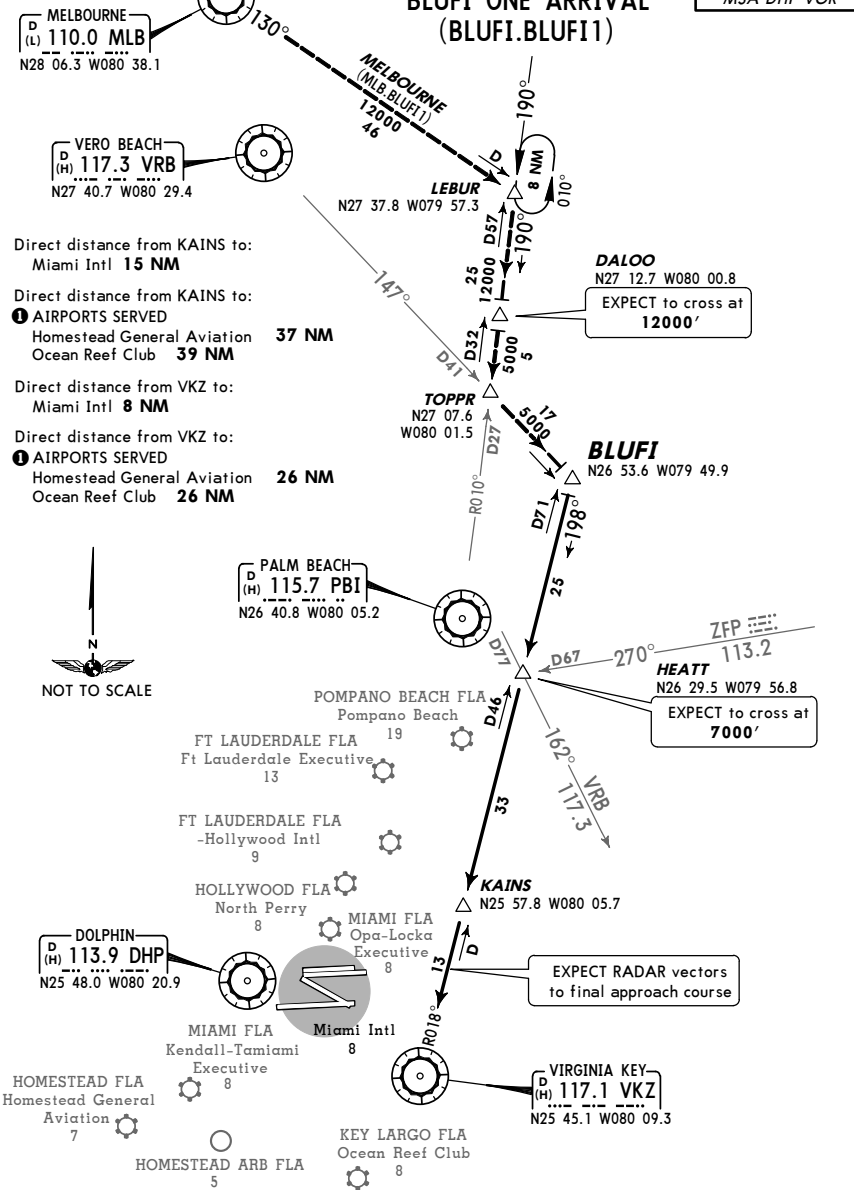
From over ANNEY via PBI R-174 to HILEY, then via VKZ R-018 to VKZ. EXPECT RADAR vectors to final approach course after KAINS.

MIAMI INTL D-ATIS **119.15**  
Apt Elev See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
1. MELBOURNE transition available to Miami Intl, Homestead ARB, Homestead General Aviation, Ocean Reef Club and Kendall-Tamiami Executive only when Miami Intl is landing WEST.  
2. DME required.  
3. Turboprops only. 4. Also Serves ①



**BLUFI ONE ARRIVAL (BLUFI.BLUFI1)**



Direct distance from KAINS to:  
Miami Intl **15 NM**

Direct distance from KAINS to:  
① AIRPORTS SERVED  
Homestead General Aviation **37 NM**  
Ocean Reef Club **39 NM**

Direct distance from VKZ to:  
Miami Intl **8 NM**

Direct distance from VKZ to:  
① AIRPORTS SERVED  
Homestead General Aviation **26 NM**  
Ocean Reef Club **26 NM**

**ROUTING**

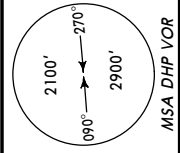
From over BLUFI via VKZ R-018 to VKZ. EXPECT RADAR vectors to final approach course after KAINS.

CHANGES: LEBUR hold, Opa-Locka airport name, airport elevations.

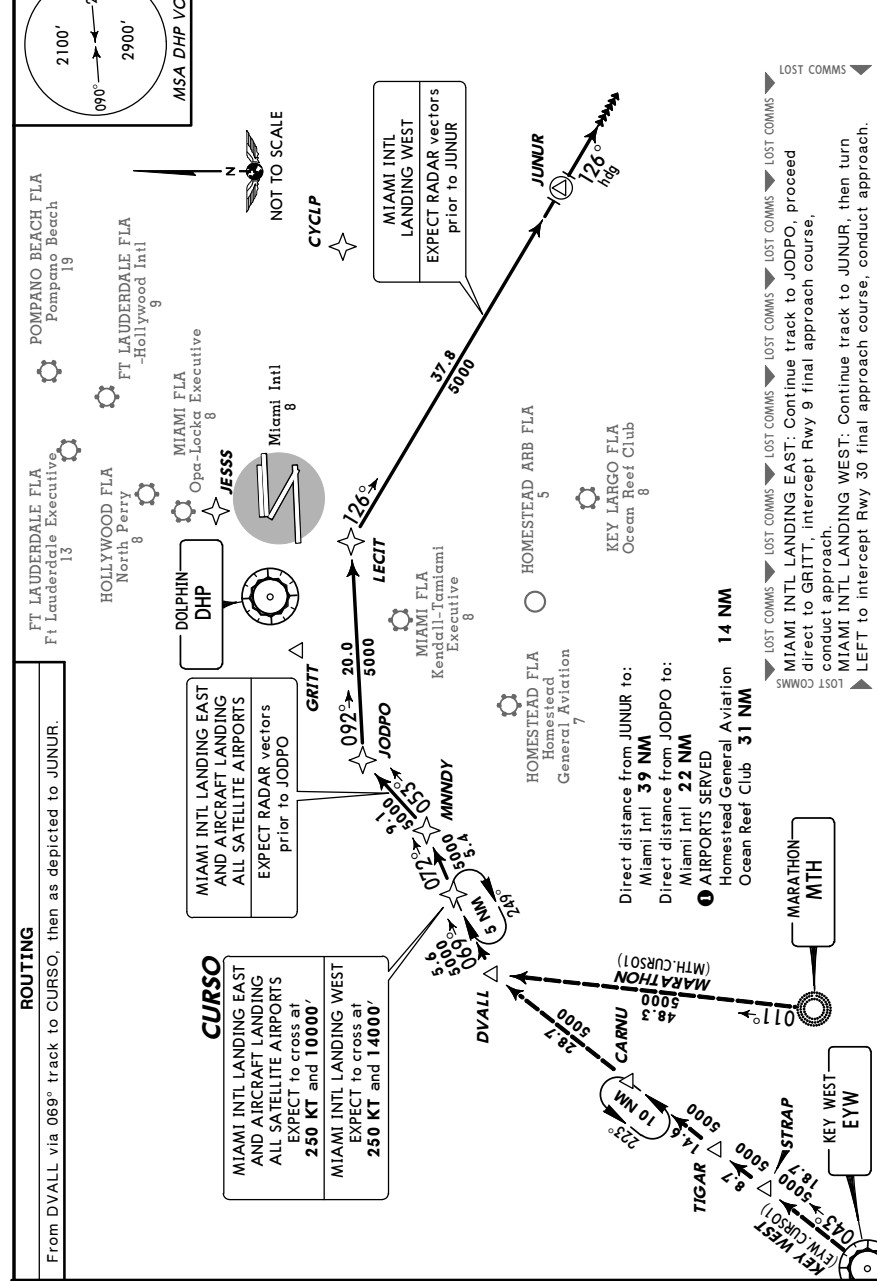
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MIAMI INTL D-ATIS **119.15**  
Apt Elev See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required. 2. RNAV 1.  
3. RADAR required. 4. Turbojet and Turboprop aircraft only.  
5. Primary landing runways 9 and 30.  
6. KEY WEST Transition: VKZ must be operational for non-GPS equipped aircraft. 7. Also Serves ①



**CURSO ONE RNAV ARRIVAL (CURSO.CURSO1)**



**ROUTING**

From DVALL via 069° track to CURSO, then as depicted to JUNUR.

**CURSO**  
MIAMI INTL LANDING EAST AND AIRCRAFT LANDING ALL SATELLITE AIRPORTS  
EXPECT TO CROSS AT 250 KT and 10000'  
MIAMI INTL LANDING WEST  
EXPECT TO CROSS AT 250 KT and 14000'

MIAMI INTL LANDING EAST AND AIRCRAFT LANDING ALL SATELLITE AIRPORTS  
EXPECT RADAR VECTORS prior to JODPO

MIAMI INTL LANDING WEST  
EXPECT RADAR VECTORS prior to JUNUR

Direct distance from JUNUR to:  
Miami Intl **39 NM**  
Miami Intl **22 NM**  
① AIRPORTS SERVED  
Homestead General Aviation **14 NM**  
Ocean Reef Club **31 NM**

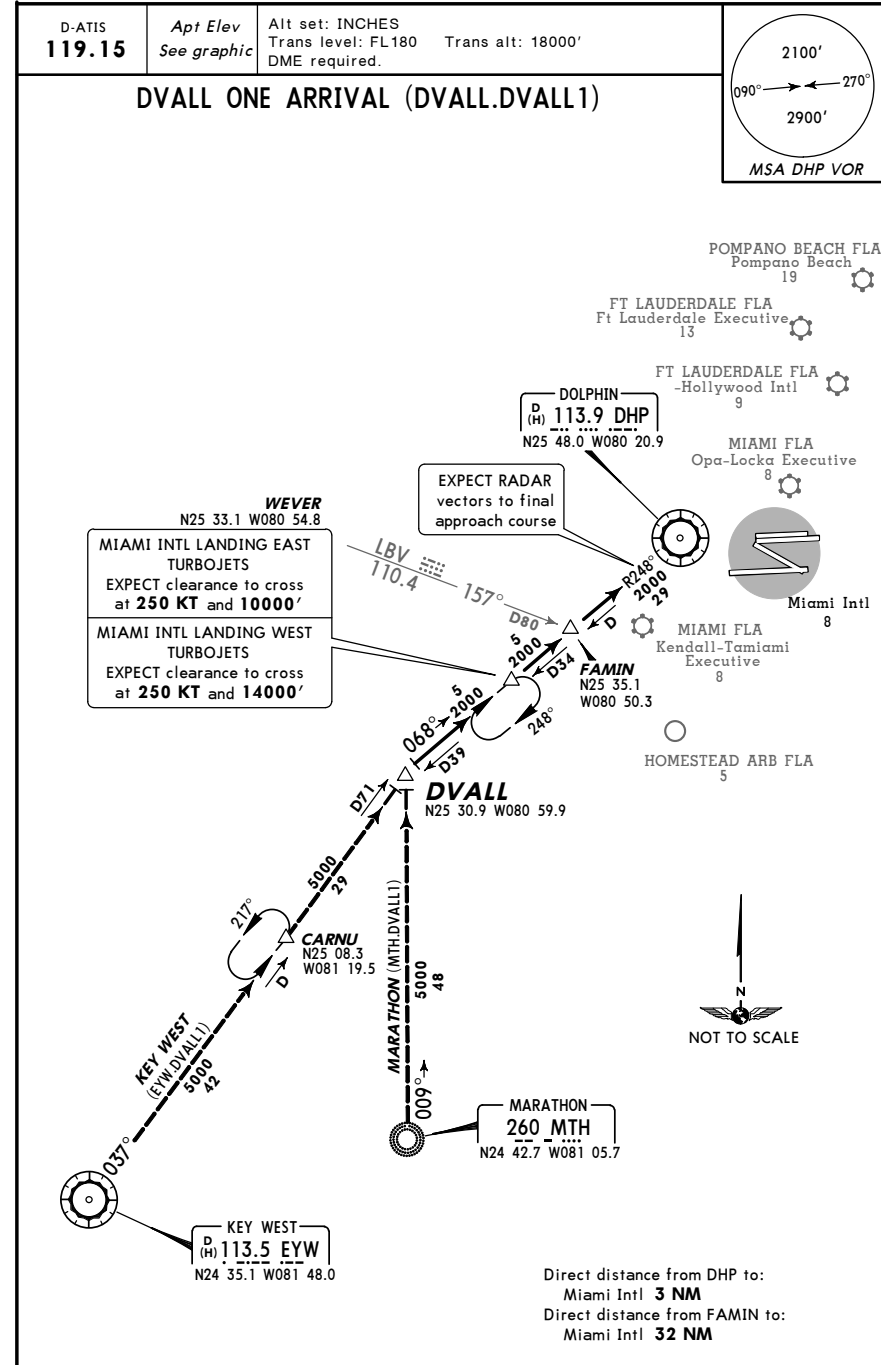
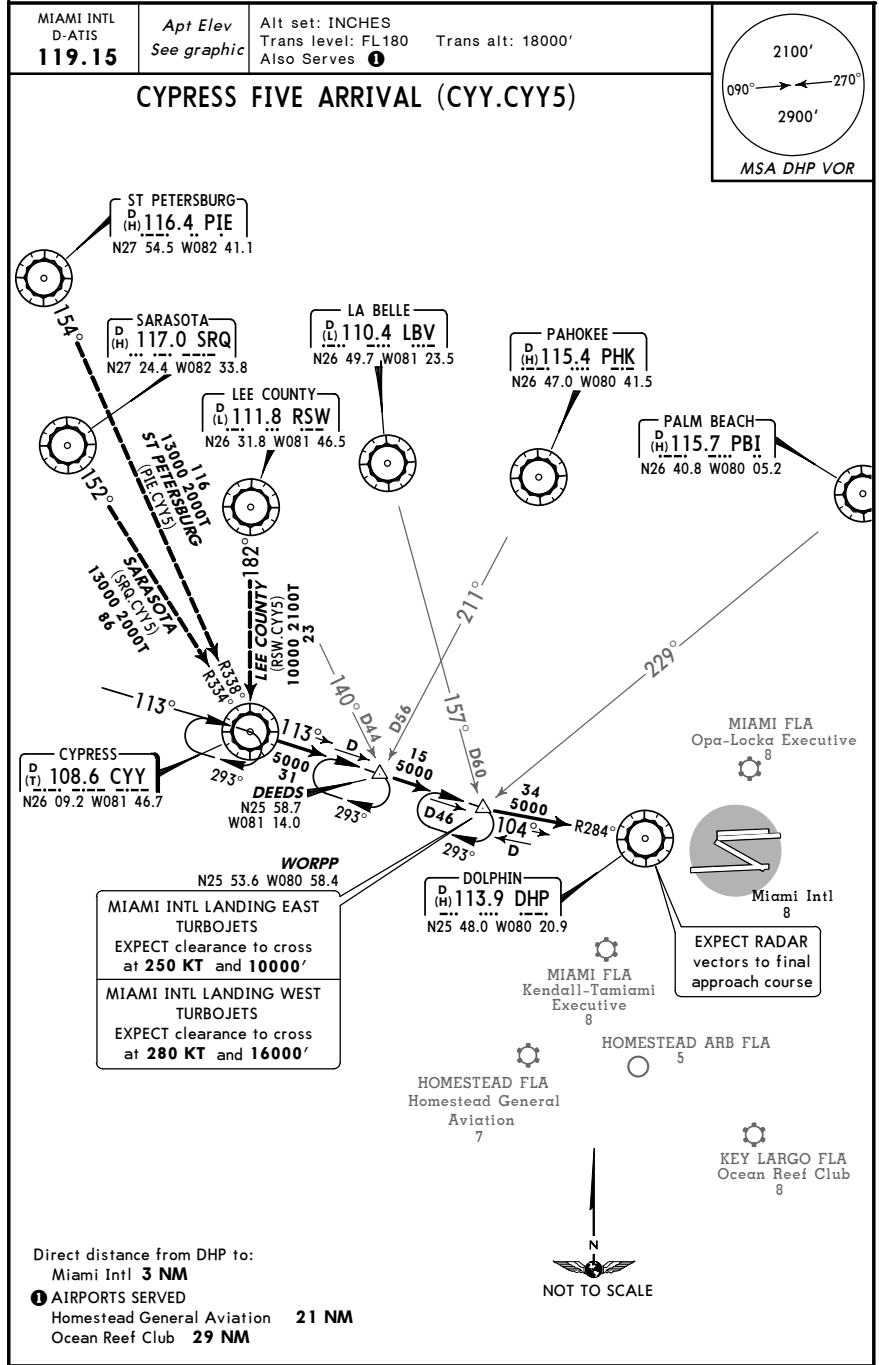
MIAMI INTL LANDING WEST  
EXPECT RADAR VECTORS prior to JUNUR

MIAMI INTL LANDING EAST: Continue track to JODPO, proceed direct to GRIT, intercept Rwy 9 final approach course, conduct approach.

MIAMI INTL LANDING WEST: Continue track to JUNUR, then turn LEFT to intercept Rwy 30 final approach course, conduct approach.

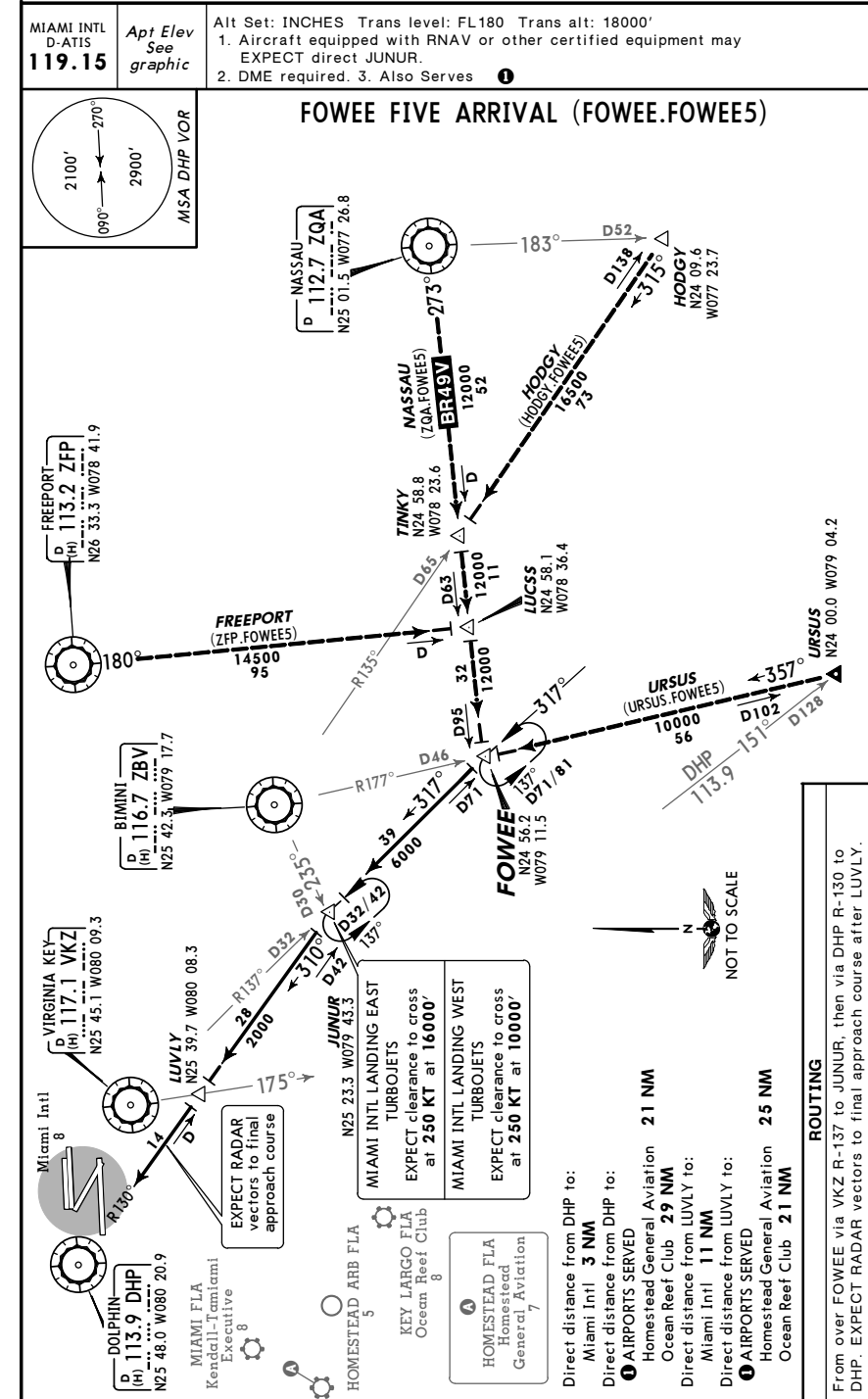
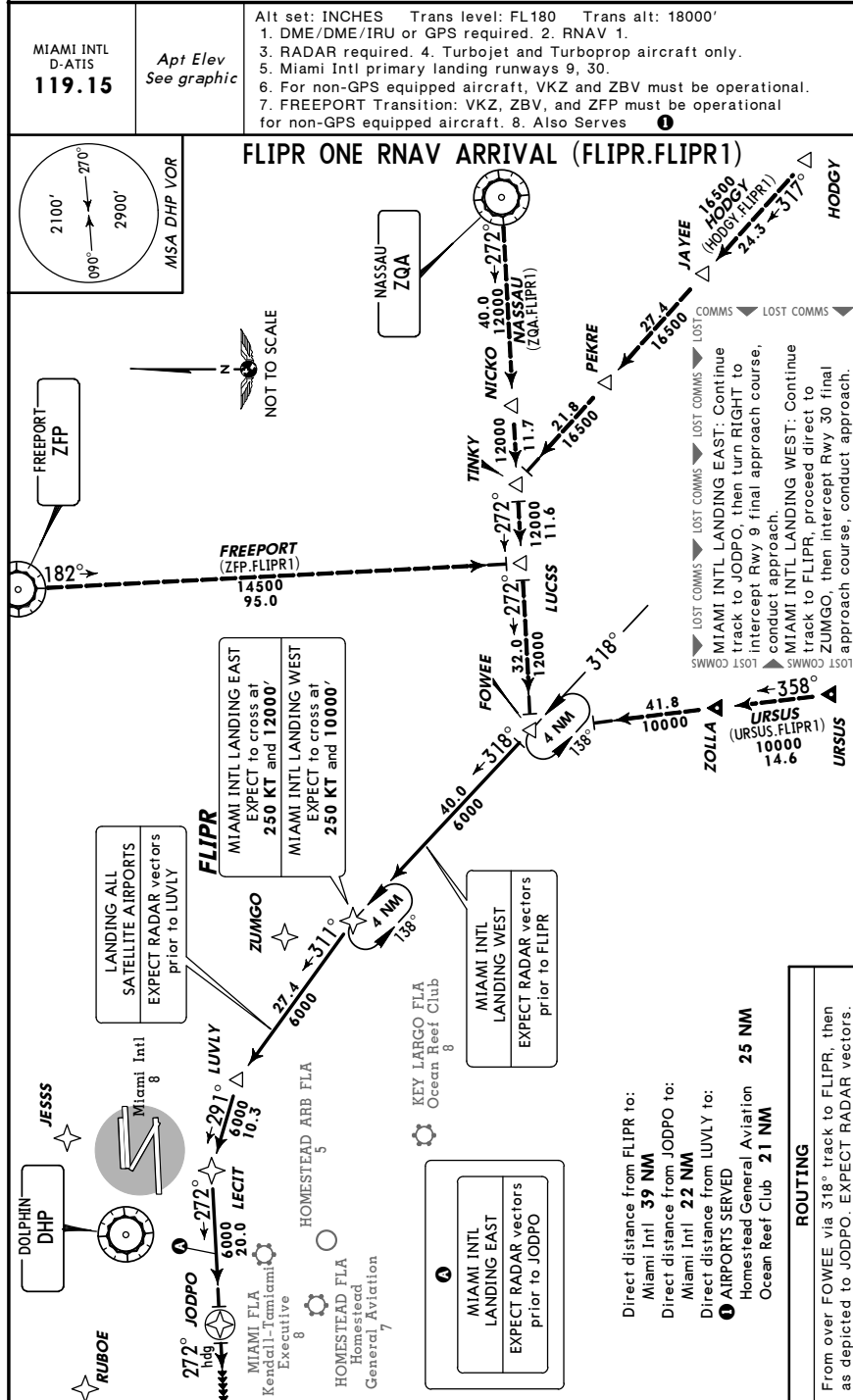
CHANGES: None.

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

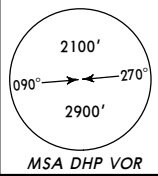
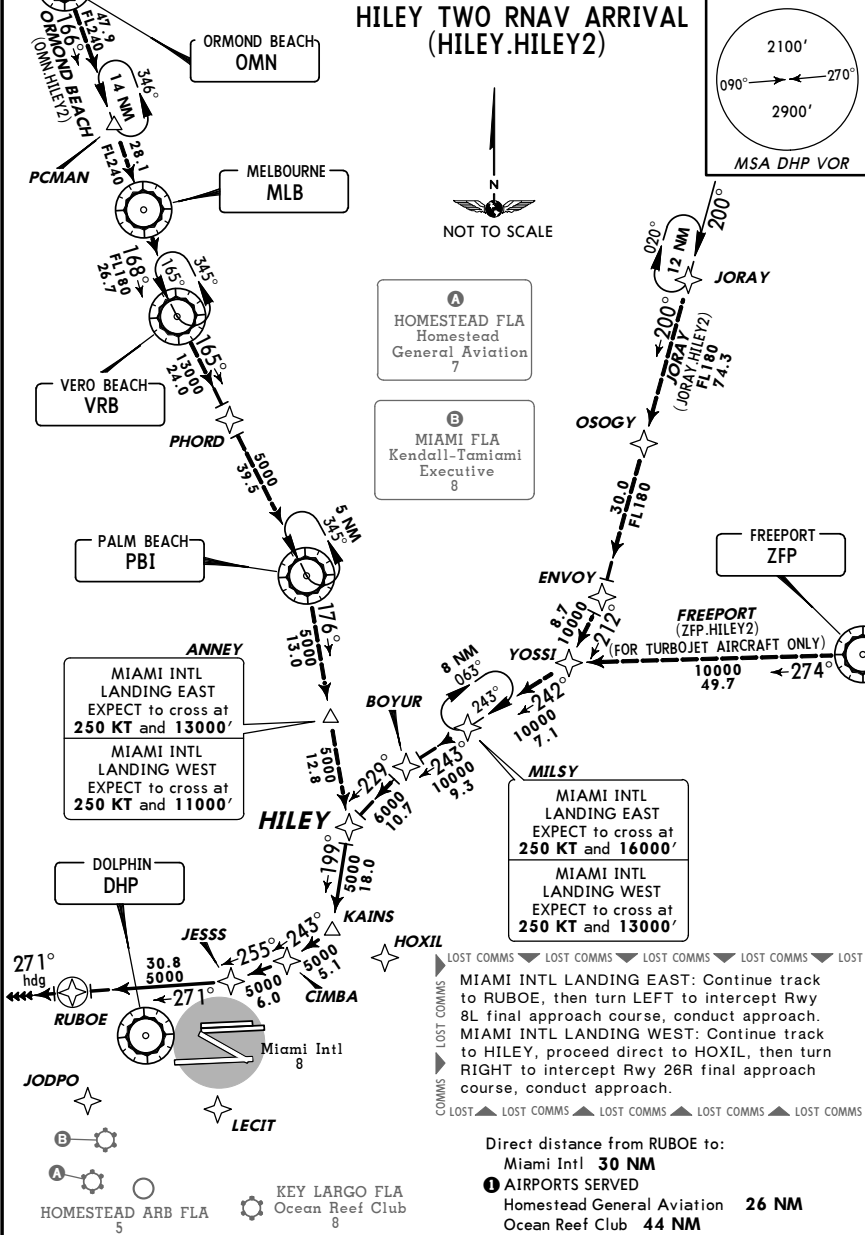
**ROUTING**  
From over DVALL via DHP R-248 to DHP. EXPECT RADAR vectors to final approach course after FAMIN.



MIAMI INTL D-ATIS **119.15**  
Apt Elev See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required. 2. RNAV 1.  
3. RADAR required. 4. Turbojet and Turboprop aircraft only.  
5. Primary landing runways 8L, 12, 26R. 6. ORMOND BEACH Transition: DHP must be operational for non-GPS equipped aircraft. 7. FREEPORT Transition: FLL and PBI must be operational for non-GPS equipped aircraft.  
8. Also Serves **1**

**HILEY TWO RNAV ARRIVAL (HILEY.HILEY2)**



**A**  
HOMESTEAD FLA  
Homestead  
General Aviation  
7

**B**  
MIAMI FLA  
Kendall-Tamiami  
Executive  
8

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

MIAMI INTL LANDING EAST: Continue track to RUBOE, then turn LEFT to intercept Rwy 8L final approach course, conduct approach.  
MIAMI INTL LANDING WEST: Continue track to HILEY, proceed direct to HOXIL, then turn RIGHT to intercept Rwy 26R final approach course, conduct approach.

COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Direct distance from RUBOE to:  
Miami Intl **30 NM**  
**1** AIRPORTS SERVED  
Homestead General Aviation **26 NM**  
Ocean Reef Club **44 NM**

**ROUTING**

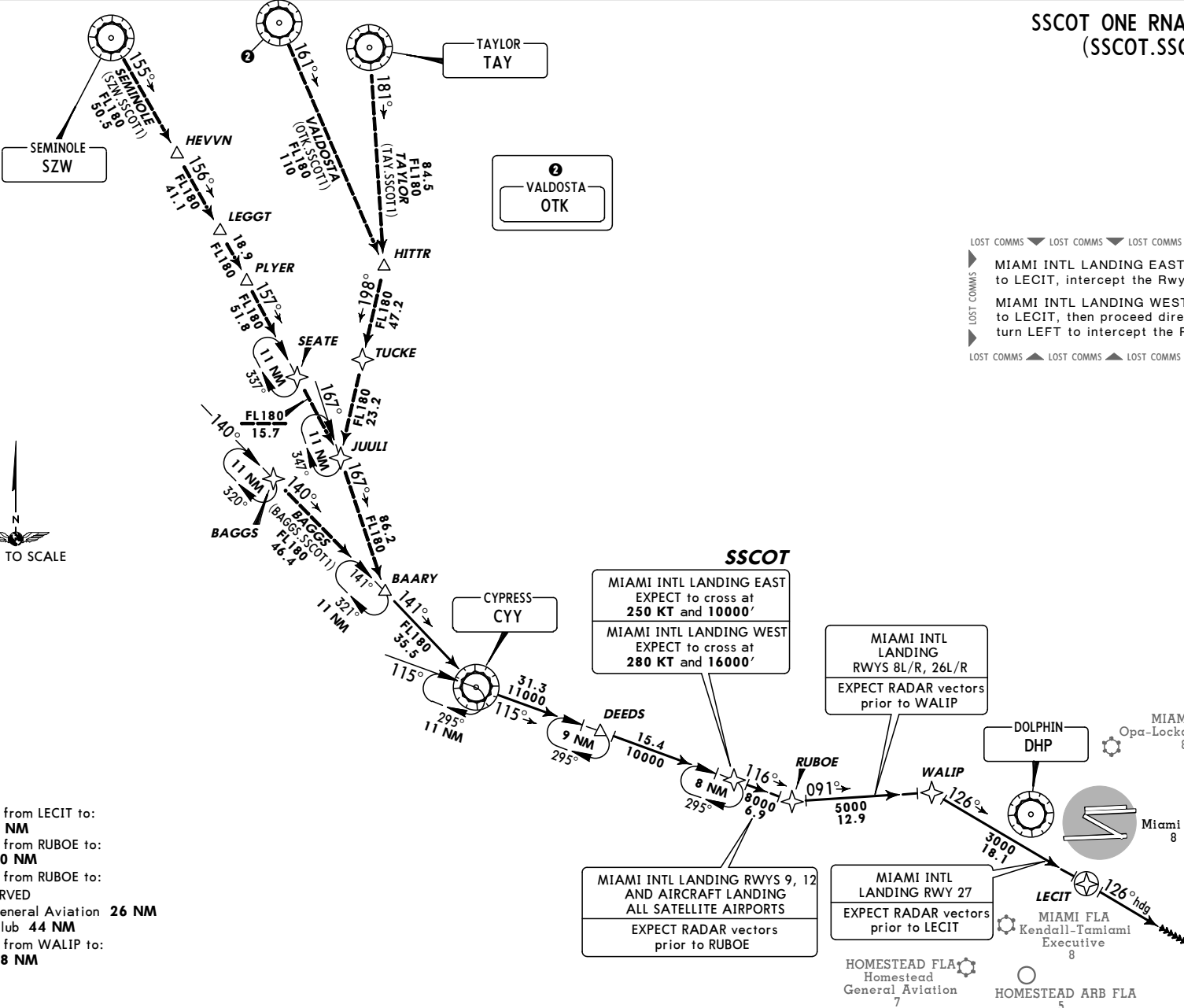
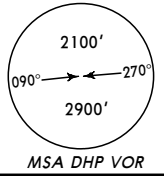
From HILEY via 199° track to KAINS, then as depicted to RUBOE.

MIAMI INTL  
D-ATIS  
**119.15**

Apt Elev  
See graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required. 2. RNAV 1.  
3. RADAR required. 4. Turbojet and Turboprop aircraft only.

5. For non-GPS equipped aircraft, PHK must be operational.  
6. Also Serves **1**



**SSCOT ONE RNAV ARRIVAL (SSCOT.SSCOT1)**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
 ▼ MIAMI INTL LANDING EAST: Continue track to LECIT, intercept the Rwy 8L approach.  
 ▼ MIAMI INTL LANDING WEST: Continue track to LECIT, then proceed direct to JUNUR, then turn LEFT to intercept the Rwy 30 approach.  
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

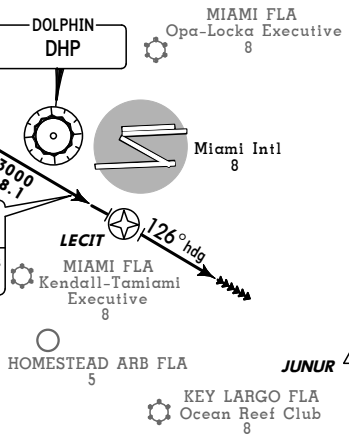
Direct distance from LECIT to:  
Miami Intl **5 NM**  
 Direct distance from RUBOE to:  
Miami Intl **30 NM**  
 Direct distance from RUBOE to:  
**1** AIRPORTS SERVED  
 Homestead General Aviation **26 NM**  
 Ocean Reef Club **44 NM**  
 Direct distance from WALIP to:  
Miami Intl **18 NM**

**SSCOT**  
 MIAMI INTL LANDING EAST  
 EXPECT to cross at  
**250 KT and 10000'**  
 MIAMI INTL LANDING WEST  
 EXPECT to cross at  
**280 KT and 16000'**

MIAMI INTL LANDING  
 RWYS 8L/R, 26L/R  
 EXPECT RADAR vectors  
 prior to WALIP

MIAMI INTL LANDING RWYS 9, 12  
 AND AIRCRAFT LANDING  
 ALL SATELLITE AIRPORTS  
 EXPECT RADAR vectors  
 prior to RUBOE

MIAMI INTL LANDING Rwy 27  
 EXPECT RADAR vectors  
 prior to LECIT

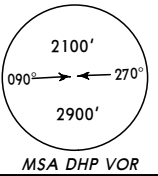


**ROUTING**

From over BAARY via 141° track to CYY, then as depicted to LECIT, then via 126° heading. EXPECT RADAR vectors.

CHANGES: New procedure at this airport.

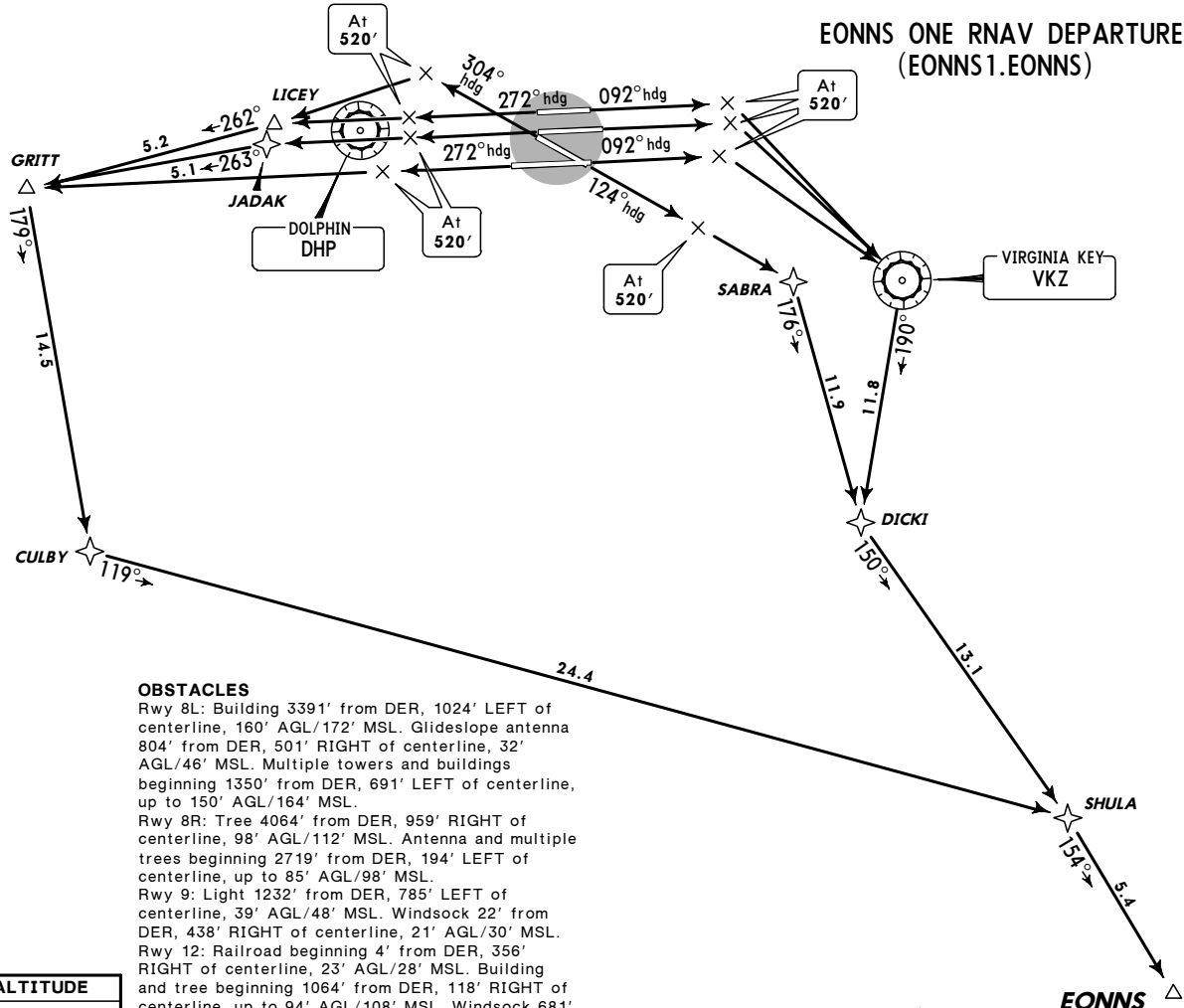
|                                     |                       |   |   |   |
|-------------------------------------|-----------------------|---|---|---|
| MIAMI Departure (R)<br><b>125.5</b> | Apt Elev<br><b>8'</b> | Trans level: FL180    Trans alt: 18000' | 1. DME/DME/IRU or GPS required.<br>2. RNAV 1.<br>3. RADAR required. | 4. For non-GPS equipped aircraft: DHP must be operational for take-off Rwsy 8L/R, 9, 12; FLL, VKZ, and ZBV must be operational for take-off Rwsy 26L/R, 27, 30.<br>5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC.<br>6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate. |
|-------------------------------------|-----------------------|---|---|---|



Direct distance from Miami Intl  
(Rwsy 8L/R, 9) to VKZ **8 NM**  
(Rwy 12) to: SABRA **5 NM**  
(Rwy 27) to: GRITT **10 NM**  
(Rwy 26L) to: JADAK **5 NM**  
(Rwsy 26R, 30) to: LICEY **5 NM**

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 8R: Standard (or lower than standard, if authorized) with minimum obstacle climb of 237' 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 226' per NM to **1200'**, minimum ATC climb of 500' per NM to **520'**.  
Rwsy 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  |
|--------------|-----|-----|------|------|------|------|
| 221' per NM  | 276 | 368 | 553  | 737  | 921  | 1105 |
| 226' per NM  | 283 | 377 | 565  | 753  | 942  | 1130 |
| 233' per NM  | 291 | 388 | 583  | 777  | 971  | 1165 |
| 237' per NM  | 296 | 395 | 593  | 790  | 988  | 1185 |
| 300' per NM  | 375 | 500 | 750  | 1000 | 1250 | 1500 |
| 382' per NM  | 478 | 637 | 955  | 1273 | 1592 | 1910 |
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |



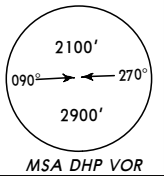
**OBSTACLES**  
Rwy 8L: Building 3391' from DER, 1024' LEFT of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' RIGHT of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from DER, 691' LEFT of centerline, up to 150' AGL/164' MSL.  
Rwy 8R: Tree 4064' from 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/98' MSL.  
Rwy 9: Light 1232' 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.



| RWY   | INITIAL CLIMB  | ALTITUDE  |
|---|--|---|
| 8L/R, 9   | Climb heading 092° to <b>520'</b> , then RIGHT turn direct VKZ, then via depicted route to EONNS.  | <b>MAINTAIN 5000'</b><br>or ATC assigned altitude |
| 12  | Climb heading 124° to <b>520'</b> , then RIGHT turn direct SABRA, then via depicted route to EONNS.  |   |
| 26L   | Climb heading 272° to <b>520'</b> , then LEFT turn direct JADAK, then via depicted route to EONNS.   |   |
| 26R   | Climb heading 272° to <b>520'</b> , then LEFT turn direct GRITT, then LEFT turn via track 179° to CULBY, then via depicted route to EONNS. |   |
| 27  | Climb heading 272° to <b>520'</b> , then LEFT turn direct GRITT, then LEFT turn via track 179° to CULBY, then via depicted route to EONNS. |   |
| 30  | Climb heading 304° to <b>520'</b> , then LEFT turn direct LICEY, then via depicted route to EONNS.   |   |
| <b>ROUTING</b>  |  |   |
| EXPECT further clearance to filed altitude within 10 minutes after departure. |  |   |

CHANGES: Equipment notes.

|                                      |                              |   |   |   |
|--------------------------------------|------------------------------|---|---|---|
| MIAMI Departure (R)<br><b>119.45</b> | <i>Apt Elev</i><br><b>8'</b> | Trans level: FL180    Trans alt: 18000' | 1. DME/DME/IRU or GPS required.<br>2. RNAV 1.<br>3. RADAR required. | 4. For non-GPS equipped aircraft: FLL must be operational for take-off Rws 26L/R, 27, 30.<br>5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC.<br>6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate. |
|--------------------------------------|------------------------------|---|---|---|



**HEDLY ONE RNAV DEPARTURE  
(HEDLY1.HEDLY)**

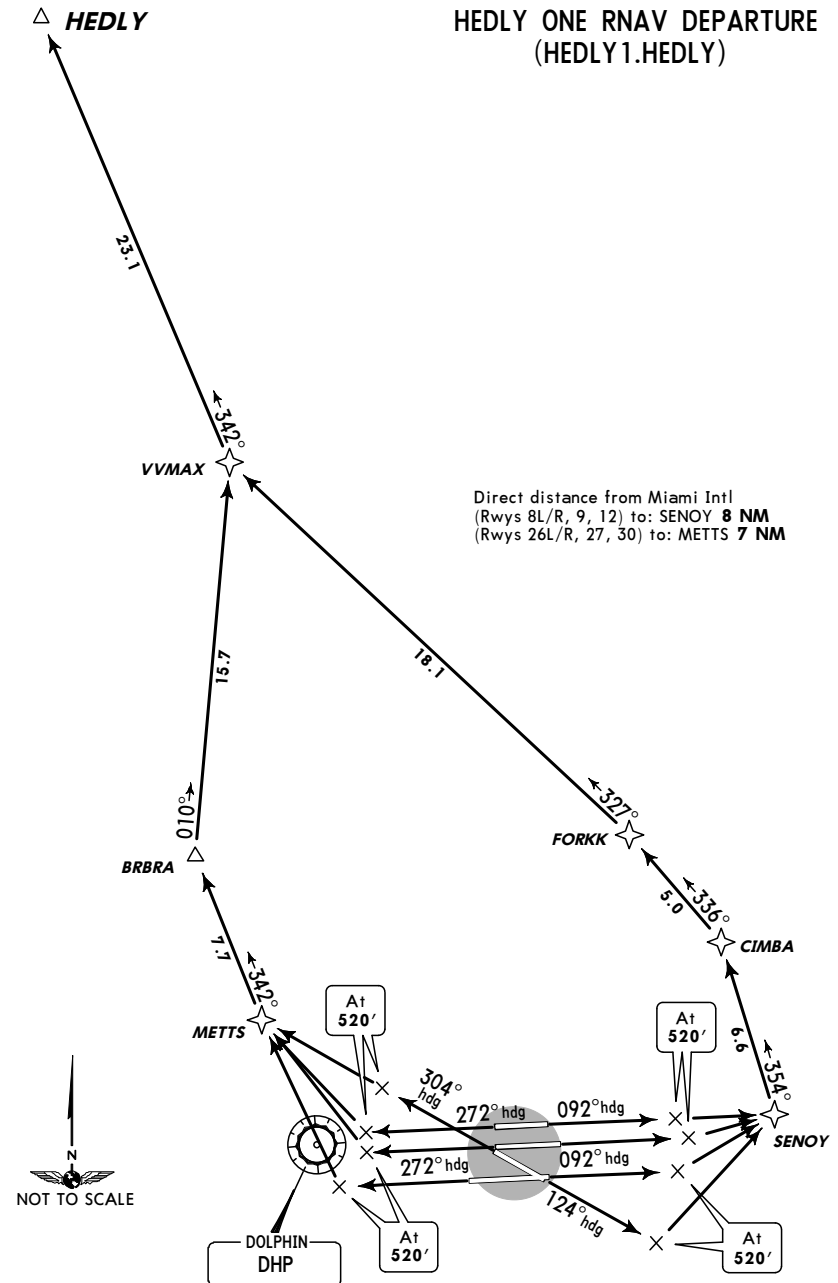
**OBSTACLES**

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, 691' LEFT of centerline, up to 150' AGL/164' MSL.  
Rwy 8R: 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/98' MSL.  
Rwy 9: Light 1232' 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.

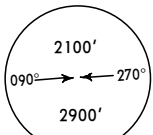
This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwy 8L: 300-1 1/4, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to **300'**, minimum ATC climb of 500' per NM to **520'**.  
Rws 8R, 9: Standard (or lower than standard, if authorized) with 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'**.  
Rws 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  |
| 229' per NM  | 286 | 382 | 573  | 763  | 954  | 1145 |
| 300' per NM  | 375 | 500 | 750  | 1000 | 1250 | 1500 |
| 382' per NM  | 478 | 637 | 955  | 1273 | 1592 | 1910 |
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

| RWY   | INITIAL CLIMB   | ALTITUDE  |
|---|---|---|
| 8L/R, 9   | Climb heading 092° to <b>520'</b> , then LEFT turn direct SENOY, then via depicted route to HEDLY.  | <b>MAINTAIN 5000'</b><br>or ATC assigned altitude |
| 12  | Climb heading 124° to <b>520'</b> , then LEFT turn direct SENOY, then via depicted route to HEDLY.  |   |
| 26L/R, 27   | Climb heading 272° to <b>520'</b> , then RIGHT turn direct METTS, then via depicted route to HEDLY. |   |
| 30  | Climb heading 304° to <b>520'</b> , then LEFT turn direct METTS, then via depicted route to HEDLY.  |   |
| ROUTING   |   |   |
| EXPECT further clearance to filed altitude within 10 minutes after departure. |   |   |







FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC

Apt Elev See Graphic

Trans level: FL180  
Trans alt: 18000'

1. File DP in remarks section of flight plan.
2. DME required.
3. Also serves ①
4. SPECIAL INSTRUCTIONS: Unless otherwise assigned, use departure frequency depicted associated with the transition in clearance.
5. Turbojets: Accelerate to 250 KT as rapidly as feasible until reaching 10000', unless requested by ATC to do otherwise.
6. Turboprops: Operate in a manner that will result in best forward speed and climb rate.

MSA DHP VOR

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

**KENDALL-TAMIAMI EXECUTIVE:**

Rwys 9L/R, 13, 27L/R, 31: Standard (or lower than standard, if authorized).

**MIAMI INTL:**

Rwys 8L/R, 9, 12: Standard (or lower than standard, if authorized) with a minimum climb of 370' per NM to 1800'.

Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized).

**NORTH PERRY:**

Rwys 9L/R, 18L/R, 36L/R: Not Authorized - Obstacles.

Rwys 27L/R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 370' per NM to 400'.

**OPA LOCKA:**

Rwys 9L, 12, 27L/R: Standard (or lower than standard, if authorized).

Rwy 9R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 270' per NM to 400'.

Rwy 18: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 380' per NM to 400'.

Rwy 36: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 420' per NM to 500'.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 270' per NM  | 338 | 450 | 675  | 900  | 1125 | 1350 |
| 370' per NM  | 463 | 617 | 925  | 1233 | 1542 | 1850 |
| 380' per NM  | 475 | 633 | 950  | 1267 | 1583 | 1900 |
| 420' per NM  | 525 | 700 | 1050 | 1400 | 1750 | 2100 |

**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.

**MIAMI INTL:**

Rwy 8L: Building 3400' from DER, 1050' LEFT of centerline, 149' AGL/159' MSL.

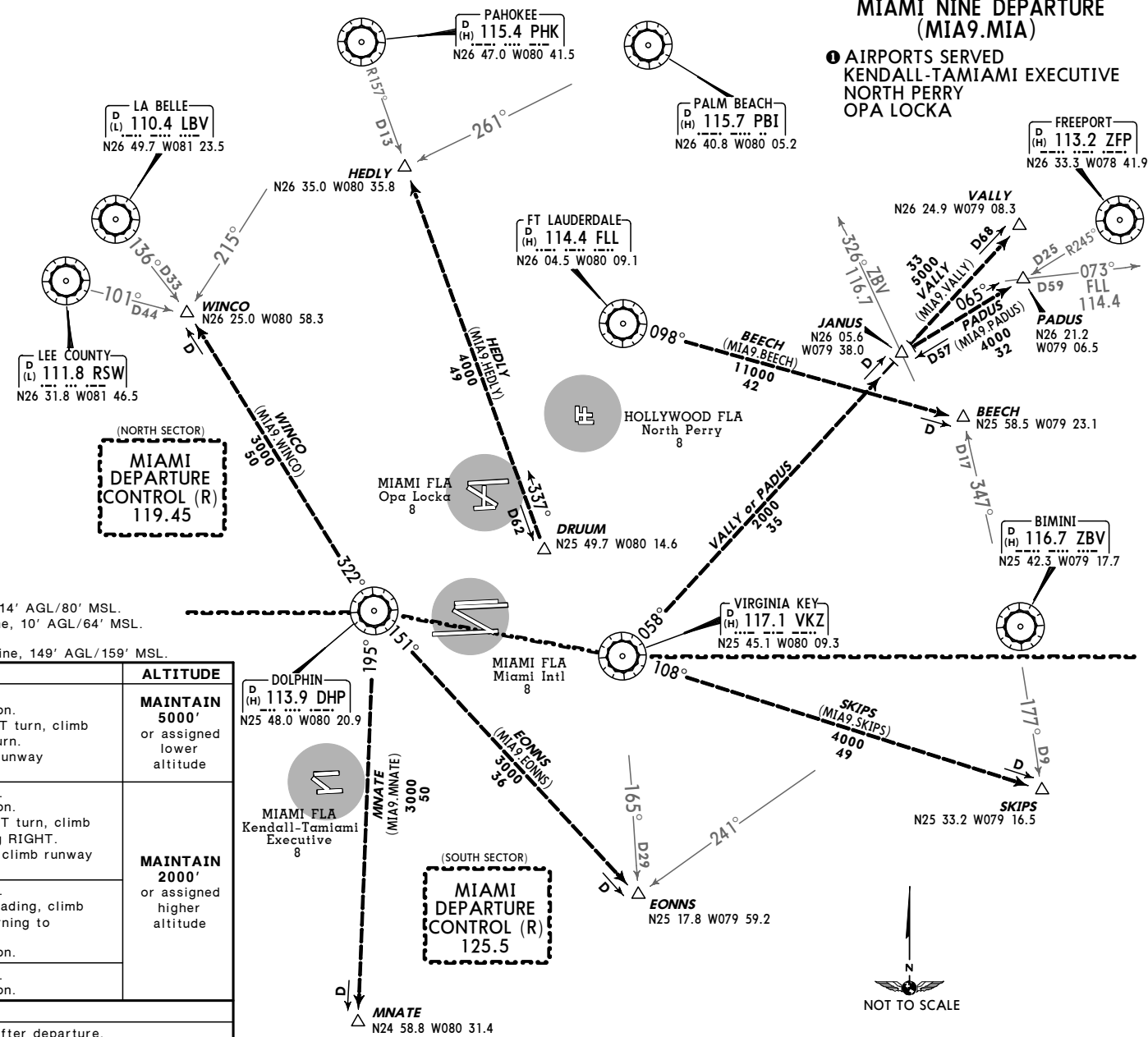
| AIRPORT                                   | INITIAL CLIMB  | ALTITUDE                                   |
|---|--|--|
| <b>MIAMI INTL ALL RWYS</b>                | Climb on heading as assigned by ATC. EXPECT vectors to appropriate transition. NOTE: Rwys 26L/R, 30: If assigned LEFT turn, climb runway heading to 600' before LEFT turn. Rwy 27: If assigned RIGHT turn, climb runway heading to 600' before RIGHT turn.                   | MAINTAIN 5000' or assigned lower altitude  |
| <b>KENDALL-TAMIAMI EXECUTIVE ALL RWYS</b> | Climb on runway heading or as assigned. EXPECT vectors to appropriate transition. NOTE: Rwys 9L/R, 13: If assigned RIGHT turn, climb runway heading to 1400' before turning RIGHT. Rwys 27L/R, 31: If assigned LEFT turn, climb runway heading to 1400' before turning LEFT. | MAINTAIN 2000' or assigned higher altitude |
| <b>NORTH PERRY RWYS 27L, 27R</b>          | Climb on runway heading or as assigned. NOTE: If assigned other than runway heading, climb on runway heading to 1100' before turning to assigned heading. EXPECT vectors to appropriate transition.  |  |
| <b>OPA LOCKA ALL RWYS</b>                 | Climb on runway heading or as assigned. EXPECT vectors to appropriate transition.  |  |

**ROUTING**

EXPECT further clearance to filed altitude 10 minutes after departure.

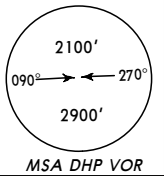
**MIAMI NINE DEPARTURE (MIA9.MIA)**

- ① AIRPORTS SERVED  
KENDALL-TAMIAMI EXECUTIVE  
NORTH PERRY  
OPA LOCKA



CHANGES: OBSTACLE removed from title.

|                                     |                       |   |   |   |
|-------------------------------------|-----------------------|---|---|---|
| MIAMI Departure (R)<br><b>125.5</b> | Apt Elev<br><b>8'</b> | Trans level: FL180<br>Trans alt: 18000' | 1. DME/DME/IRU or GPS required.<br>2. RNAV 1.<br>3. RADAR required. | 4. For non-GPS equipped aircraft: DHP must be operational for take-off Rwy 8L/R, 9, 12; FLL, VKZ, EYW and DHP must be operational for take-off Rwy 26L/R, 27, 30.<br>5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC.<br>6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate. |
|-------------------------------------|-----------------------|---|---|---|

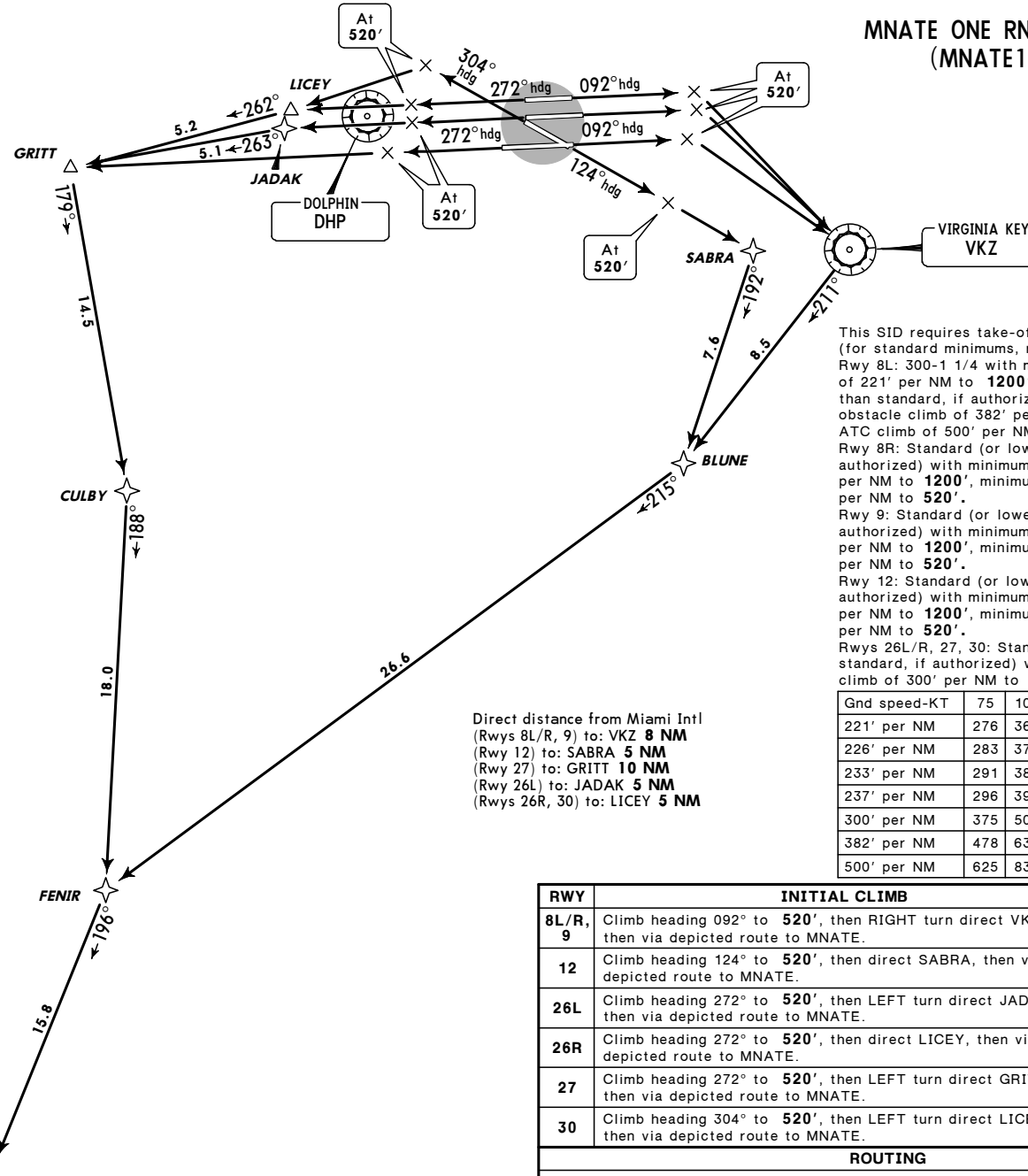


**OBSTACLES**

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, 691' LEFT of centerline, up to 150' AGL/164' MSL.  
Rwy 8R: 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/98' MSL.  
Rwy 9: Light 1232' 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.



**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 8R: Standard (or lower than standard, if authorized) with minimum obstacle climb of 237' 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 226' 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 300' per NM to **520'**.

Direct distance from Miami Intl  
(Rwys 8L/R, 9) to: VKZ **8 NM**  
(Rwy 12) to: SABRA **5 NM**  
(Rwy 27) to: GRITT **10 NM**  
(Rwy 26L) to: JADAK **5 NM**  
(Rwys 26R, 30) to: LICEY **5 NM**

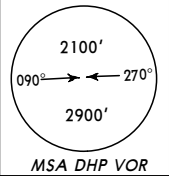
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 221' per NM  | 276 | 368 | 553  | 737  | 921  | 1105 |
| 226' per NM  | 283 | 377 | 565  | 753  | 942  | 1130 |
| 233' per NM  | 291 | 388 | 583  | 777  | 971  | 1165 |
| 237' per NM  | 296 | 395 | 593  | 790  | 988  | 1185 |
| 300' per NM  | 375 | 500 | 750  | 1000 | 1250 | 1500 |
| 382' per NM  | 478 | 637 | 955  | 1273 | 1592 | 1910 |
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

| RWY     | INITIAL CLIMB  | ALTITUDE  |
|---------|--|---|
| 8L/R, 9 | Climb heading 092° to <b>520'</b> , then RIGHT turn direct VKZ, then via depicted route to MNATE.  | <b>MAINTAIN 5000'</b><br>or ATC assigned altitude |
| 12      | Climb heading 124° to <b>520'</b> , then direct SABRA, then via depicted route to MNATE.           |   |
| 26L     | Climb heading 272° to <b>520'</b> , then LEFT turn direct JADAK, then via depicted route to MNATE. |   |
| 26R     | Climb heading 272° to <b>520'</b> , then direct LICEY, then via depicted route to MNATE.           |   |
| 27      | Climb heading 272° to <b>520'</b> , then LEFT turn direct GRITT, then via depicted route to MNATE. |   |
| 30      | Climb heading 304° to <b>520'</b> , then LEFT turn direct LICEY, then via depicted route to MNATE. |   |

**ROUTING**

EXPECT further clearance to filed altitude within 10 minutes after departure.

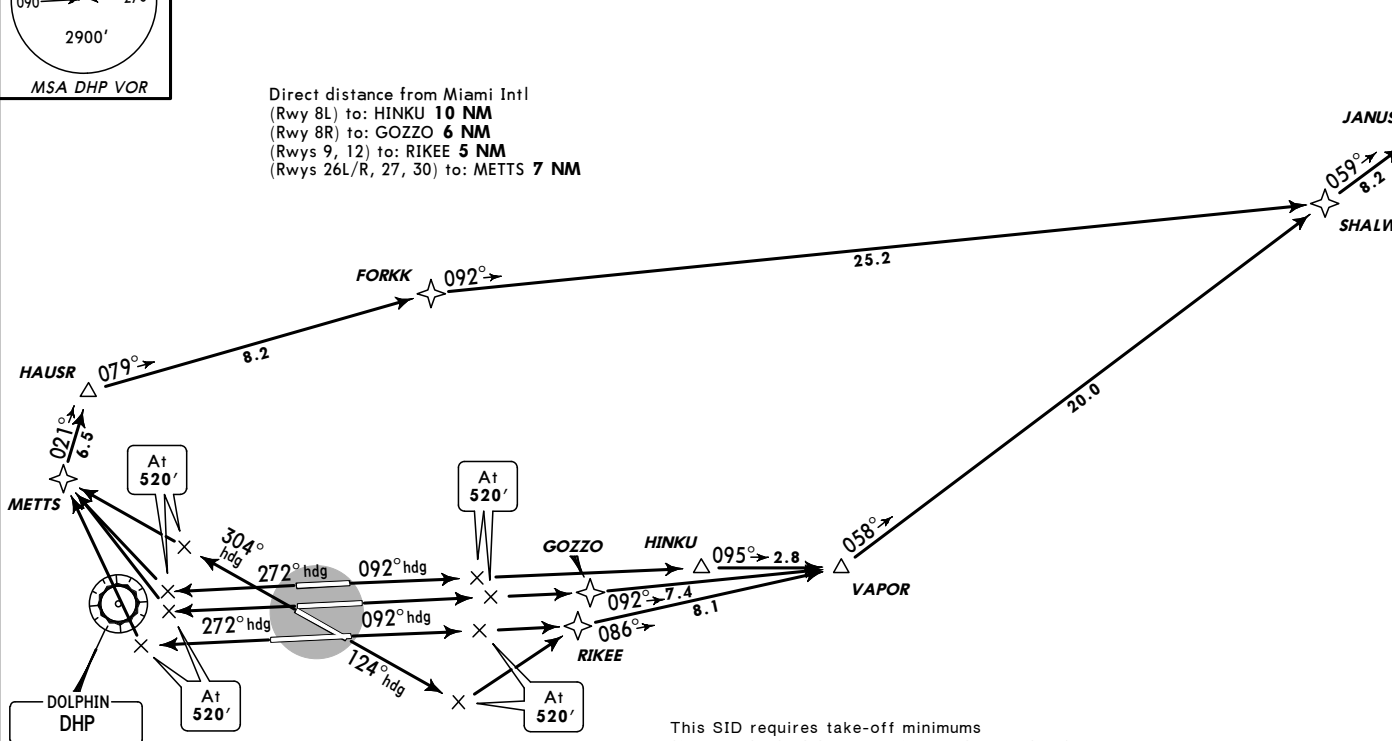
|                                      |                       |   |   |  |
|--------------------------------------|-----------------------|---|---|--|
| MIAMI Departure (R)<br><b>119.45</b> | Apt Elev<br><b>8'</b> | Trans level: FL180    Trans alt: 18000' | 1. DME/DME/IRU or GPS required.<br>2. RNAV 1.<br>3. RADAR required. | 4. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC.<br>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 9, 12) to: RIKEE **5 NM**  
(Rwys 26L/R, 27, 30) to: METTS **7 NM**

**PADUS ONE RNAV DEPARTURE  
(PADUS1.PADUS)**

**PADUS**



**OBSTACLES**

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, 691' LEFT of centerline, up to 150' AGL/164' MSL.  
Rwy 8R: 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/98' MSL.  
Rwy 9: Light 1232' from DER, 785' LEFT of centerline, 39' AGL/48' MSL. Windssock 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. Windssock 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.

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 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'**.  
Rwys 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  |
| 229' per NM  | 286 | 382 | 573  | 763  | 954  | 1145 |
| 233' per NM  | 291 | 388 | 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 | 833 | 1250 | 1667 | 2083 | 2500 |

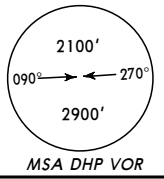


| RWY       | INITIAL CLIMB   | ALTITUDE  |
|-----------|---|---|
| 8L        | Climb heading 092° to <b>520'</b> , then RIGHT turn direct HINKU, then via depicted route to PADUS. | <b>MAINTAIN 5000'</b><br>or ATC assigned altitude |
| 8R        | Climb heading 092° to <b>520'</b> , then RIGHT turn direct GOZZO, then via depicted route to PADUS. |   |
| 9         | Climb heading 092° to <b>520'</b> , then RIGHT turn direct RIKEE, then via depicted route to PADUS. |   |
| 12        | Climb heading 124° to <b>520'</b> , then LEFT turn direct RIKEE, then via depicted route to PADUS.  |   |
| 26L/R, 27 | Climb heading 272° to <b>520'</b> , then RIGHT turn direct METTS, then via depicted route to PADUS. |   |
| 30        | Climb heading 304° to <b>520'</b> , then LEFT turn direct METTS, then via depicted route to PADUS.  |   |

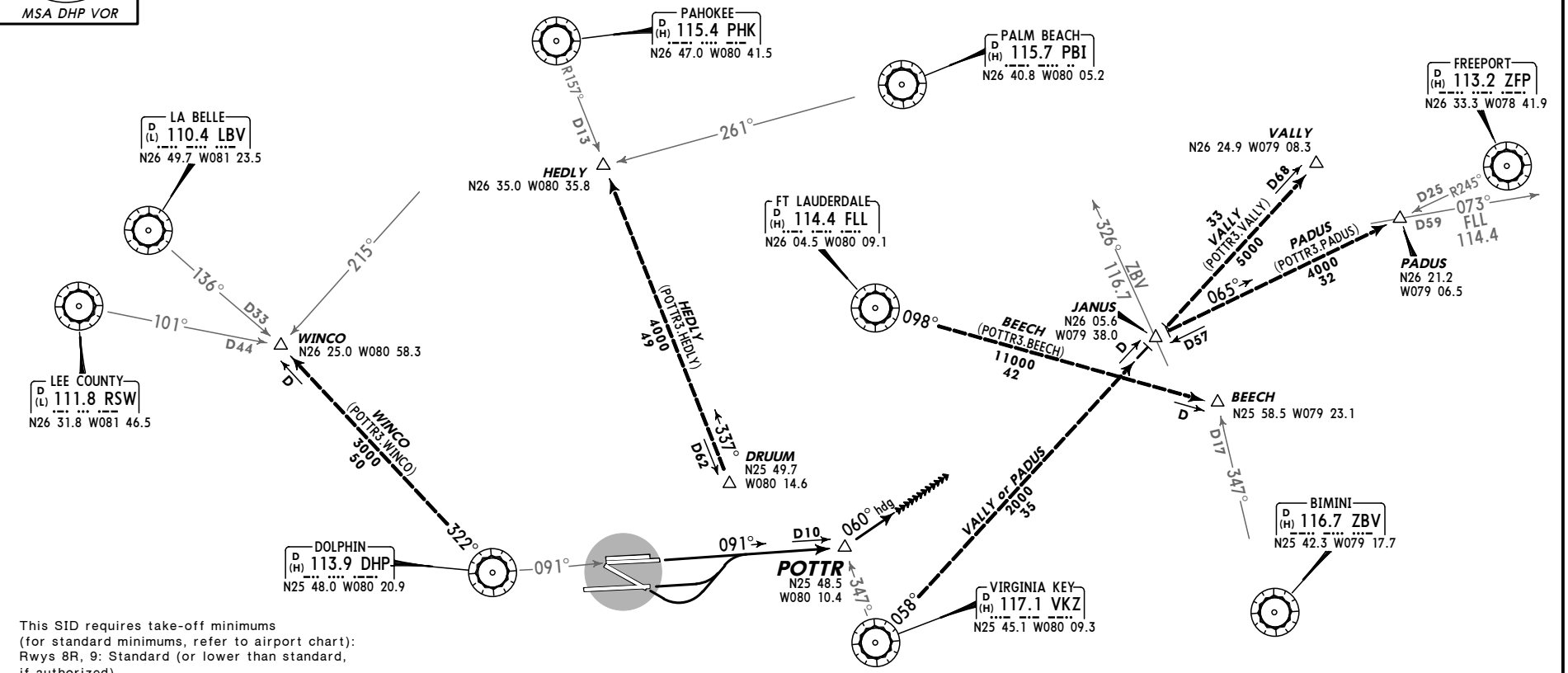
**ROUTING**

EXPECT further clearance to filed altitude within 10 minutes after departure.

|                                      |                       |   |   |
|--------------------------------------|-----------------------|---|---|
| MIAMI Departure (R)<br><b>119.45</b> | Apt Elev<br><b>8'</b> | Trans level: FL180    Trans alt: 18000' | 1. File DP in remarks section of flight plan.<br>2. DME required.<br>3. Turbojets only: Night use for noise abatement (2300LT-0600LT).<br>4. SPECIAL INSTRUCTION: Turbojets accelerate to 250 KT as rapidly as feasible until reaching <b>10000'</b> , unless requested by ATC to do otherwise. |
|--------------------------------------|-----------------------|---|---|



**POTTR THREE DEPARTURE  
(POTTR3.POTTR)**



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rws 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'**.  
 Rws 26L, 27 & 30: Not Authorized - Noise abatement.

|              |     |     |     |      |      |      |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
| 370' per NM  | 463 | 617 | 925 | 1233 | 1542 | 1850 |

Direct distance from Miami Intl to:  
**POTTR 6 NM**

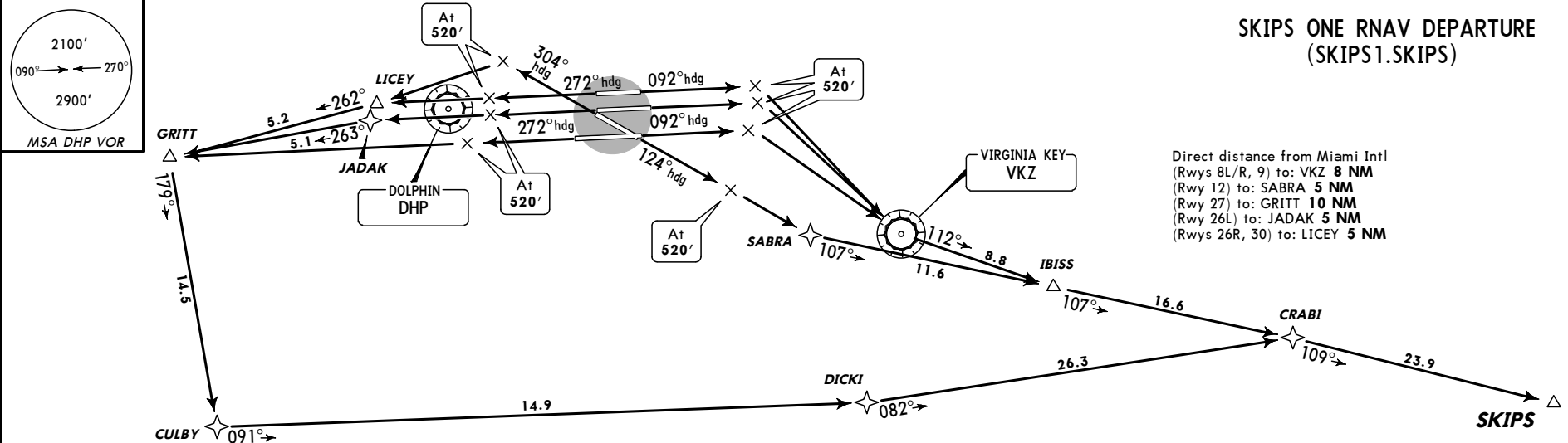


| RWY   | INITIAL CLIMB                              | ALTITUDE                                  |
|-------|--|---|
| 8R    | Intercept DHP R-091 to POTTR.              | MAINTAIN 5000' or assigned lower altitude |
| 9, 12 | Turn LEFT to intercept DHP R-091 to POTTR. |   |

**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.

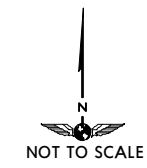
|                                     |                       |                                      |   |   |
|-------------------------------------|-----------------------|--------------------------------------|---|---|
| MIAMI Departure (R)<br><b>125.5</b> | Apt Elev<br><b>8'</b> | Trans level: FL180 Trans alt: 18000' | 1. DME/DME/IRU or GPS required.<br>2. RNAV 1.<br>3. RADAR required. | 4. For non-GPS equipped aircraft: FLL must be operational for take-off Rwy 8L/R, 9, 12; FLL and VKZ must be operational for take-off Rwy 26L/R, 27, 30.<br>5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC.<br>6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate. |
|-------------------------------------|-----------------------|--------------------------------------|---|---|



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 8R: Standard (or lower than standard, if authorized) with minimum obstacle climb of 237' 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'**.  
 Rwys 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  |
|--------------|-----|-----|------|------|------|------|
| 221' per NM  | 276 | 368 | 553  | 737  | 921  | 1105 |
| 229' per NM  | 286 | 382 | 573  | 763  | 954  | 1145 |
| 233' per NM  | 291 | 388 | 583  | 777  | 971  | 1165 |
| 237' per NM  | 296 | 395 | 593  | 790  | 988  | 1185 |
| 300' per NM  | 375 | 500 | 750  | 1000 | 1250 | 1500 |
| 382' per NM  | 478 | 637 | 955  | 1273 | 1592 | 1910 |
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

**OBSTACLES**  
 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, 691' LEFT of centerline, up to 150' AGL/164' MSL.  
 Rwy 8R: 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/98' MSL.  
 Rwy 9: Light 1232' 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.



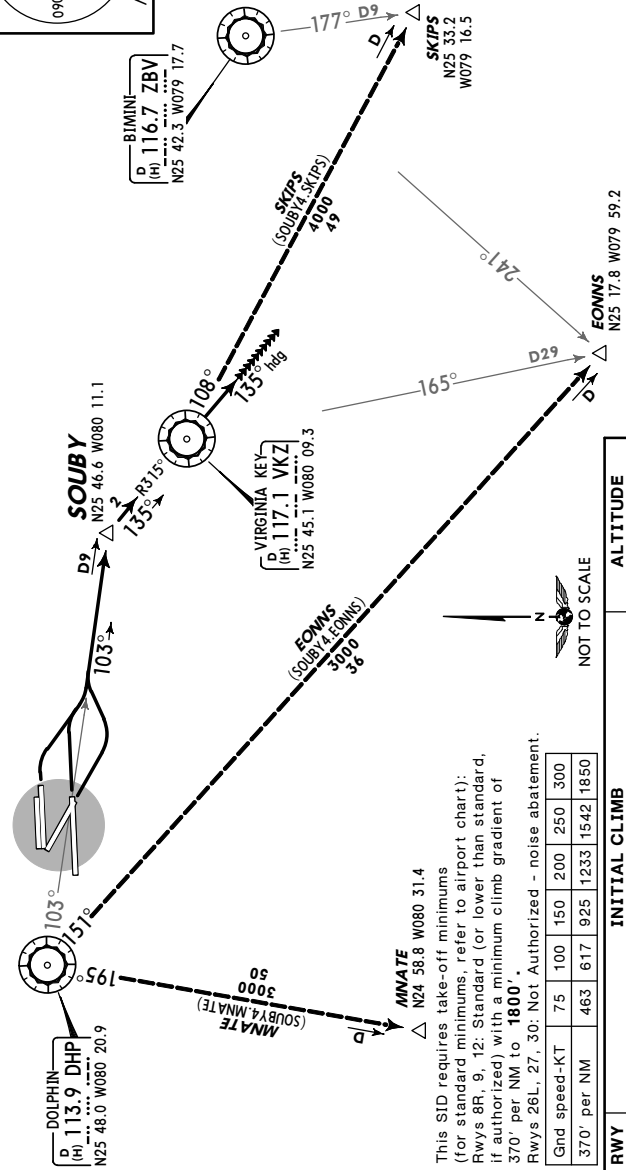
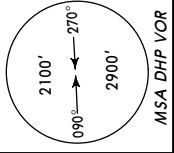
| RWY   | INITIAL CLIMB  | ALTITUDE  |
|---|--|---|
| 8L/R, 9   | Climb heading 092° to <b>520'</b> , then RIGHT turn direct VKZ, then via depicted route to SKIPS.  | <b>MAINTAIN 5000'</b><br>or ATC assigned altitude |
| 12  | Climb heading 124° to <b>520'</b> , then direct SABRA, then via depicted route to SKIPS.   |   |
| 26L   | Climb heading 272° to <b>520'</b> , then LEFT turn direct JADAK, then via depicted route to SKIPS.   |   |
| 26R   | Climb heading 272° to <b>520'</b> , then LEFT turn direct LICEY, then via depicted route to SKIPS.   |   |
| 27  | Climb heading 272° to <b>520'</b> , then LEFT turn direct GRITT, then LEFT turn via track 179° to CULBY, then via depicted route to SKIPS. |   |
| 30  | Climb heading 304° to <b>520'</b> , then LEFT turn direct LICEY, then via depicted route to SKIPS.   |   |
| <b>ROUTING</b>  |  |   |
| EXPECT further clearance to filed altitude within 10 minutes after departure. |  |   |

MIAMI Departure (R) **125.5** Apt Elev **8'**

Trans level: FL180 Trans alt: 18000'

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.

**SOUBY FOUR DEPARTURE (SOUBY4.SOUBY)**



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

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

|              |     |     |     |      |      |      |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
| 370' per NM  | 463 | 617 | 925 | 1233 | 1542 | 1850 |



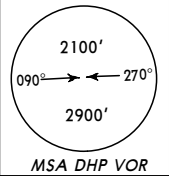
NOT TO SCALE

| RWY   | INITIAL CLIMB | ALTITUDE                                  |
|-------|---------------|---|
| 8R, 9 | Turn RIGHT.   | MAINTAIN 5000' or assigned lower altitude |
| 12    | Turn LEFT.    |   |

**ROUTING**

Intercept DHP R-103 to SOUBY/D9 DHP, then turn RIGHT via VKZ R-315 to VKZ, then via heading 135°. EXPECT RADAR vectors to appropriate transition.  
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.

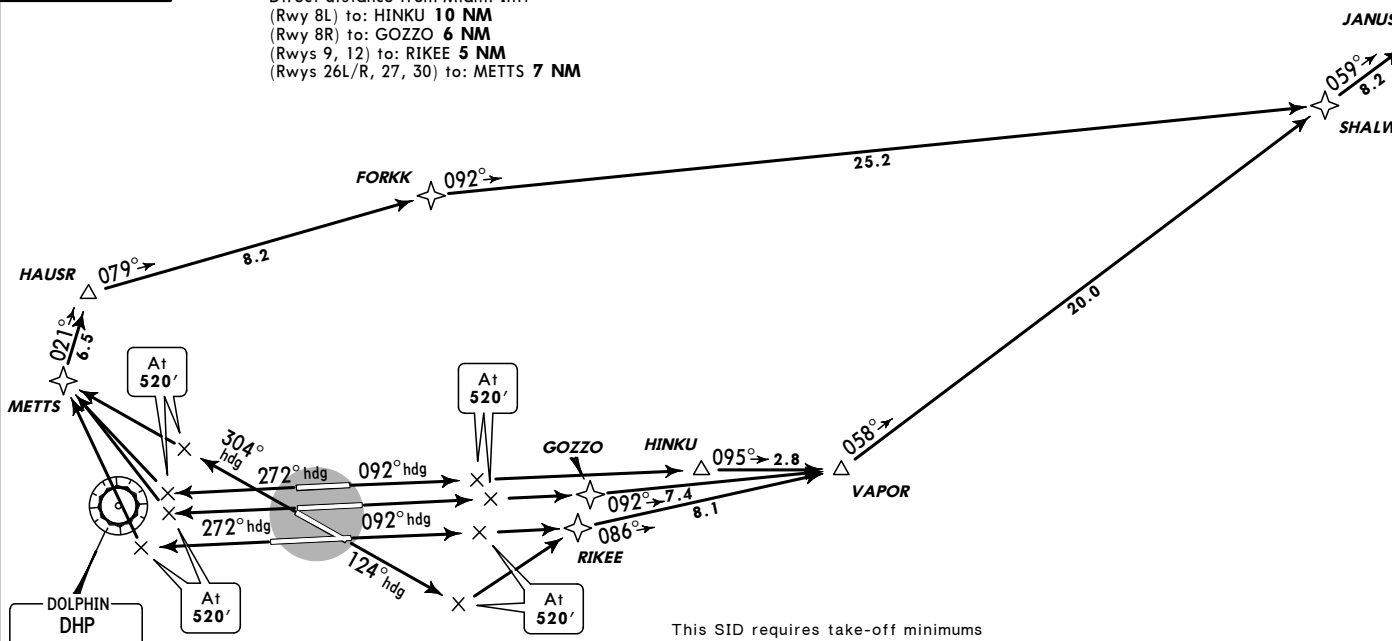
|                                      |                       |   |   |  |
|--------------------------------------|-----------------------|---|---|--|
| MIAMI Departure (R)<br><b>119.45</b> | Apt Elev<br><b>8'</b> | Trans level: FL180    Trans alt: 18000' | 1. DME/DME/IRU or GPS required.<br>2. RNAV 1.<br>3. RADAR required. | 4. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC.<br>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 9, 12) to: RIKEE **5 NM**  
(Rwys 26L/R, 27, 30) to: METTS **7 NM**

**VALLY ONE RNAV DEPARTURE  
(VALLY1.VALLY)**

**VALLY**



**OBSTACLES**

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, 691' LEFT of centerline, up to 150' AGL/164' MSL.  
Rwy 8R: 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/98' MSL.  
Rwy 9: Light 1232' from DER, 785' LEFT of centerline, 39' AGL/48' MSL. Windssock 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. Windssock 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.

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



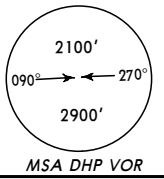
|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 229' per NM  | 286 | 382 | 573  | 763  | 954  | 1145 |
| 233' per NM  | 291 | 388 | 583  | 777  | 971  | 1165 |
| 300' per NM  | 375 | 500 | 750  | 1000 | 1250 | 1500 |
| 382' per NM  | 478 | 637 | 955  | 1273 | 1592 | 1910 |
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

| RWY       | INITIAL CLIMB   | ALTITUDE  |
|-----------|---|---|
| 8L        | Climb heading 092° to <b>520'</b> , then RIGHT turn direct HINKU, then via depicted route to VALLY. | <b>MAINTAIN<br/>5000'</b><br>or ATC assigned altitude |
| 8R        | Climb heading 092° to <b>520'</b> , then RIGHT turn direct GOZZO, then via depicted route to VALLY. |   |
| 9         | Climb heading 092° to <b>520'</b> , then RIGHT turn direct RIKEE, then via depicted route to VALLY. |   |
| 12        | Climb heading 124° to <b>520'</b> , then LEFT turn direct RIKEE, then via depicted route to VALLY.  |   |
| 26L/R, 27 | Climb heading 272° to <b>520'</b> , then RIGHT turn direct METTS, then via depicted route to VALLY. |   |
| 30        | Climb heading 304° to <b>520'</b> , then LEFT turn direct METTS, then via depicted route to VALLY.  |   |

**ROUTING**

EXPECT further clearance to filed altitude within 10 minutes after departure.

|                                      |                              |   |   |   |
|--------------------------------------|------------------------------|---|---|---|
| MIAMI Departure (R)<br><b>119.45</b> | <i>Apt Elev</i><br><b>8'</b> | Trans level: FL180    Trans alt: 18000' | 1. DME/DME/IRU or GPS required.<br>2. RNAV 1.<br>3. RADAR required. | 4. For non-GPS equipped aircraft: FLL must be operational for take-off Rwy 26L/R, 27, 30.<br>5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC.<br>6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate. |
|--------------------------------------|------------------------------|---|---|---|



**WINCO ONE RNAV DEPARTURE  
(WINCO1.WINCO)**

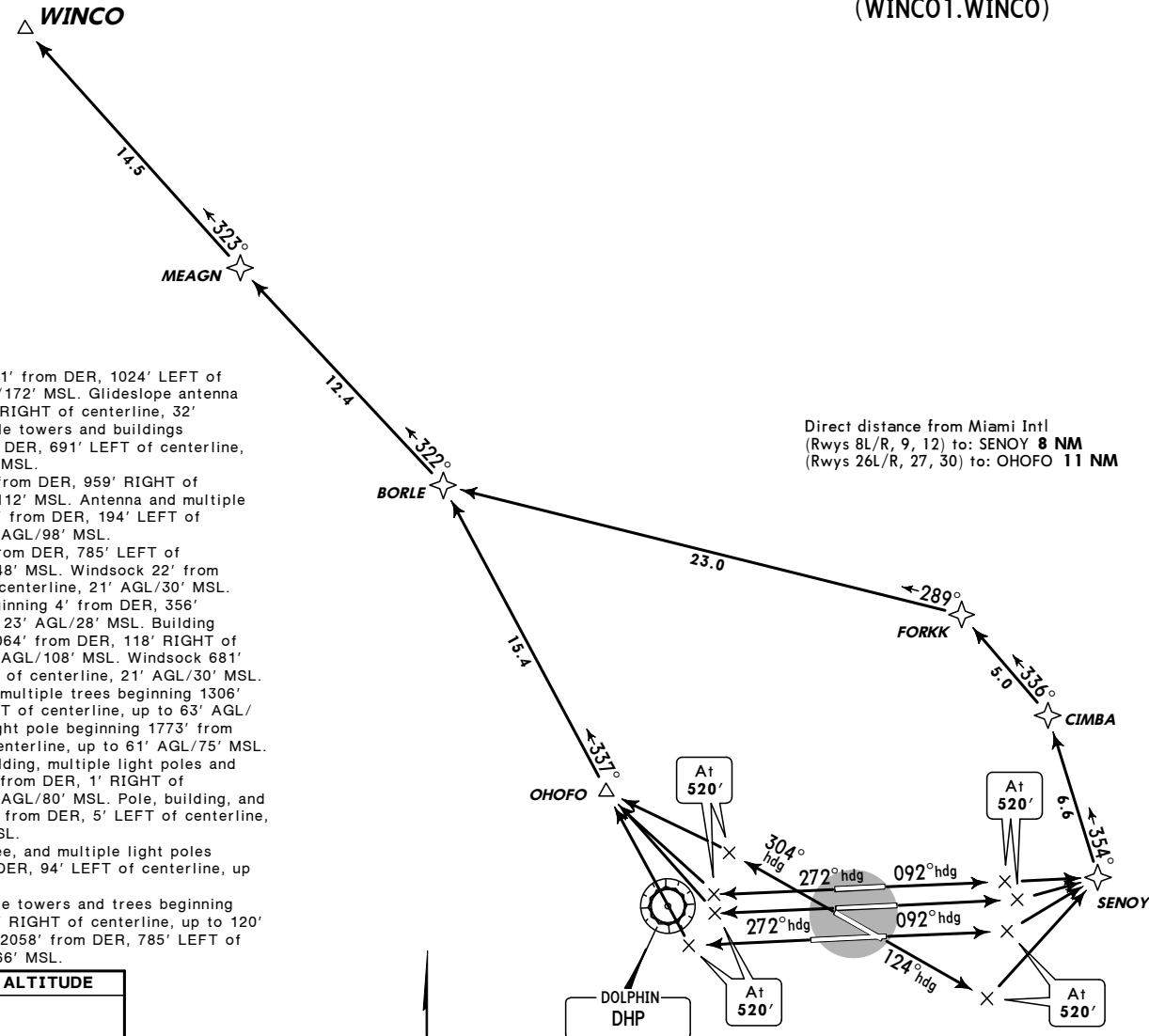
This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwy 8L: 300-1 1/4, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to **300'**, minimum ATC climb of 500' per NM to **520'**.  
 Rws 8R, 9: Standard (or lower than standard, if authorized) with 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'**.  
 Rws 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  |
| 229' per NM  | 286 | 382 | 573  | 763  | 954  | 1145 |
| 300' per NM  | 375 | 500 | 750  | 1000 | 1250 | 1500 |
| 382' per NM  | 478 | 637 | 955  | 1273 | 1592 | 1910 |
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

**OBSTACLES**

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, 691' LEFT of centerline, up to 150' AGL/164' MSL.  
 Rwy 8R: 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/98' MSL.  
 Rwy 9: Light 1232' 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.

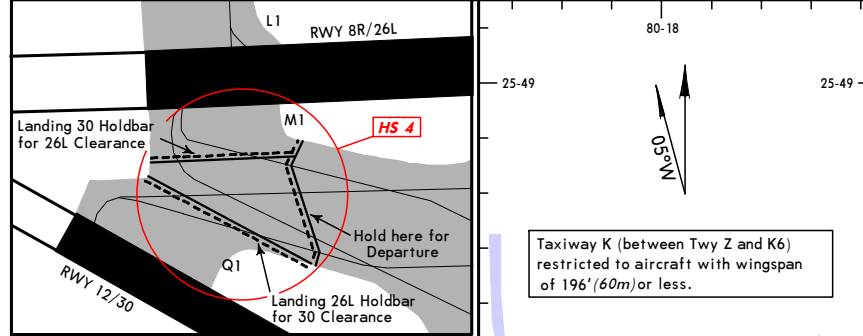
Direct distance from Miami Intl  
 (Rws 8L/R, 9, 12) to: SENOY **8 NM**  
 (Rws 26L/R, 27, 30) to: OHOFO **11 NM**



| RWY   | INITIAL CLIMB   | ALTITUDE  |
|---|---|---|
| 8L/R, 9   | Climb heading 092° to <b>520'</b> , then LEFT turn direct SENOY, then via depicted route to WINCO.  | <b>MAINTAIN 5000'</b><br>or ATC assigned altitude |
| 12  | Climb heading 124° to <b>520'</b> , then LEFT turn direct SENOY, then via depicted route to WINCO.  |   |
| 26L/R, 27   | Climb heading 272° to <b>520'</b> , then RIGHT turn direct OHOFO, then via depicted route to WINCO. |   |
| 30  | Climb heading 304° to <b>520'</b> , then LEFT turn direct OHOFO, then via depicted route to WINCO.  |   |
| ROUTING   |   |   |
| EXPECT further clearance to filed altitude within 10 minutes after departure. |   |   |



|                                |                  |                     |                                 |  |                               |                                   |
|--------------------------------|------------------|---------------------|---------------------------------|--|-------------------------------|-----------------------------------|
| Arrival<br>119.15<br>VOT 112.0 | D-ATIS<br>133.67 | Departure<br>133.67 | ACARS:<br>D-ATIS<br>PDC<br>TWIP | MIAMI Clearance<br>135.35                  | Rwys 8L/R, 12, 26L/R<br>121.8 | Ground<br>Rwys 9, 27, 30<br>127.5 |
| Tower<br>270°-089°<br>118.3    |                  | 090°-269°<br>123.9  |                                 | MIAMI Departure (R)<br>270°-089°<br>119.45 |                               |                                   |
| 270°-089°<br>118.3             |                  | 090°-269°<br>123.9  |                                 | 270°-089°<br>119.45                        |                               |                                   |



Taxiway K (between Twy Z and K6) restricted to aircraft with wingspan of 196'(60m) or less.

**POSITIVE APRON CONTROL AND PUSHBACKS**

Miami Dade Aviation Department (MDAD) has implemented mandatory positive Apron and Pushback Control of 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- Spot 0
- South side of Concourse "D"- Spot 1
- All gates located between Concourses "E" and "F"- Spots 11N, 11S
- All gates located between Concourses "F" and "G"- Spot 12
- All gates located between Concourses "G" and "H"- Spot 13
- All gates located between Concourses "H" and "J"- Spots 14W, 14C, 14E
- East gates located on Concourse "J" and adjacent remote parking area- Spot 15
- All gates located on Western U Cargo Area - Spot 73
- All gates located on Eastern U Cargo Area - Spot 75

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 73, 75: 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.

**RUNWAY INCURSION HOT SPOTS**

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

- HS1** Multiple Intersections Closely Spaced
- HS2** Departure taxi out of Spots 15, 14 and 13, misidentification of twys P and Q at twy T has lead to runway incursions onto 12-30.
- HS3** Two Runway Ends In Close Proximity
- HS4** See Inset

**LEGEND**

- Hold bars
- Spot



Aircraft with a wingspan greater than 170' (52m) are prohibited from taxiing on Twy P between Twys U and Q8.

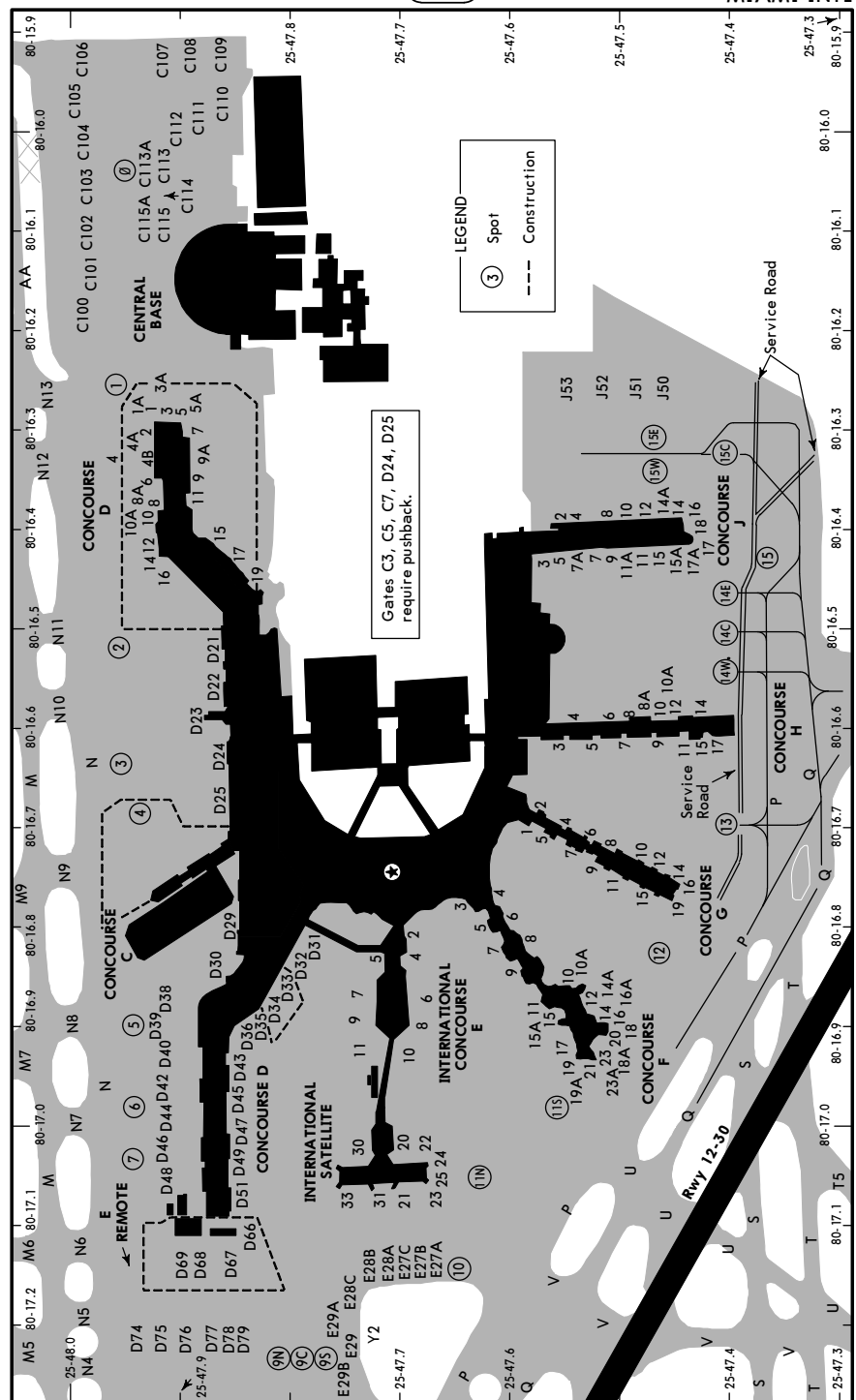
Aircraft with a wingspan greater than 143' (44m) are prohibited from using Twy AA.

| GENERAL   |                |    |       |                      |             |                   |                  |                     |           |             |
|---|----------------|----|-------|----------------------|-------------|-------------------|------------------|---------------------|-----------|-------------|
| 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 Twys and Rwys.   |                |    |       |                      |             |                   |                  |                     |           |             |
| Airport closed to non-engine acft.  |                |    |       |                      |             |                   |                  |                     |           |             |
| Birds in vicinity of airport.   |                |    |       |                      |             |                   |                  |                     |           |             |
| Terminal Doppler Weather Radar.   |                |    |       |                      |             |                   |                  |                     |           |             |
| ADDITIONAL RUNWAY INFORMATION   |                |    |       |                      |             |                   |                  |                     |           |             |
| RWY   | USABLE LENGTHS |    |       |                      |             | LAHSO Distance    | TAKE-OFF         | WIDTH               |           |             |
|   | HIRL           | CL | REIL  | PAPI-L (angle 3.00°) | RVR         |                   |                  |                     | Threshold | Glide Slope |
| 8L<br>①<br>26R  | HIRL           | CL | REIL  | PAPI-L (angle 3.00°) | RVR         |                   |                  |                     |           | 150'<br>46m |
|   | HIRL           | CL | REIL  | PAPI-L (angle 3.00°) | RVR         |                   |                  |                     |           |             |
| ① Grooved, Closed 2200-0700LT when Rws 8R-26L and 9-27 are in use.  |                |    |       |                      |             |                   |                  |                     |           |             |
| 8R<br>②<br>26L  | HIRL           | CL | MALSR | TDZ                  | ③ PAPI-L    | RVR               | 9545'<br>2909m   |                     |           | 200'<br>61m |
|   | HIRL           | CL | MALSF | PAPI-L (angle 3.00°) | RVR         | 9405'<br>2867m    |                  |                     |           |             |
| ② Grooved.<br>③ Angle 3.00°.  |                |    |       |                      |             |                   |                  |                     |           |             |
| 9<br>27   | HIRL           | CL | MALSR | ④ PAPI-L             | grooved RVR | 11,650'<br>3551m  | 10,578'<br>3224m | 12/30<br>9750/2972m |           | 150'<br>46m |
|   | HIRL           | CL | MALSR | PAPI-L (angle 3.00°) | grooved RVR | 12,747'<br>3885m  | 11,690'<br>3563m |                     |           |             |
| ④ Angle 3.00°.  |                |    |       |                      |             |                   |                  |                     |           |             |
| 12<br>⑤<br>30   | HIRL           | CL | MALSR | ⑥ PAPI-R             | grooved RVR | ⑦ 8,579'<br>2615m | 7514'<br>2290m   | 9/27<br>8100/2469m  |           | 150'<br>46m |
|   | HIRL           | CL | MALS  | PAPI-L (angle 3.00°) | grooved RVR | ⑧ 7911'<br>2411m  | 6936'<br>2114m   |                     |           |             |
| ⑤ Closed 2200-0700LT when Rws 8R-26L and 9-27 are in use.<br>⑥ Angle 3.00°.<br>⑦ Last 775' (236m) is unavailable for landing distance computations.<br>⑧ Last 504' (154m) is unavailable for landing distance computations. |                |    |       |                      |             |                   |                  |                     |           |             |

| TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE  |       |   |           |   |                                   |  |               |  |             |  |
|--|-------|---|-----------|---|-----------------------------------|--|---------------|--|-------------|--|
| Rwys 12, 27  |       |   |           |   |                                   |  |               |  |             |  |
| 2 operating RVRs are required.<br>All operating RVRs are controlling.                |       |   |           |   | Adequate Vis Ref                  |  | STD           |  |             |  |
| CL & HIRL  |       | CL, or RCLM & HIRL  |           |   | RVR 16 or 1/4                     |  | 3 & 4 Eng     |  | 1 & 2 Eng   |  |
| TDZ RVR 5<br>Mid RVR 5<br>Rollout RVR 5  |       | TDZ RVR 10<br>Mid RVR 10<br>Rollout RVR 10  |           |   | RVR 16 or 1/4                     |  | RVR 24 or 1/2 |  | RVR 50 or 1 |  |
| Rwys 8R, 26L, 30   |       |   |           |   |                                   |  |               |  |             |  |
| Both RVRs are required and controlling.  |       |   |           |   | Adequate Vis Ref                  |  | STD           |  |             |  |
| CL & HIRL  |       | CL, or RCLM & HIRL  |           |   | RVR 16 or 1/4                     |  | 3 & 4 Eng     |  | 1 & 2 Eng   |  |
| TDZ RVR 5<br>Rollout RVR 5   |       | TDZ RVR 10<br>Rollout RVR 10  |           |   | RVR 16 or 1/4                     |  | RVR 24 or 1/2 |  | RVR 50 or 1 |  |
| Rwy 9  |       |   |           |   |                                   |  |               |  |             |  |
| With Mim climb of 233'/NM to 1200'   |       |   |           |   |                                   |  |               |  |             |  |
| 2 operating RVRs are required.<br>All operating RVRs are controlling.                |       |   |           |   | Adequate Vis Ref                  |  | STD           |  |             |  |
| CL & HIRL  |       | CL, or RCLM & HIRL  |           |   | RVR 16 or 1/4                     |  | 3 & 4 Eng     |  | 1 & 2 Eng   |  |
| TDZ RVR 5<br>Mid RVR 5<br>Rollout RVR 5  |       | TDZ RVR 10<br>Mid RVR 10<br>Rollout RVR 10  |           |   | RVR 16 or 1/4                     |  | RVR 24 or 1/2 |  | RVR 50 or 1 |  |
| Rwy 26R  |       |   |           |   | Rwy 8L                            |  |               |  |             |  |
| Adequate Vis Ref   |       | STD   |           |   | With Mim climb of 382'/NM to 300' |  |               | Other                                  |             |  |
|  |       | 3 & 4 Eng   | 1 & 2 Eng |   | Adequate Vis Ref                  |  | STD           |  |             |  |
|  |       | 3 & 4 Eng   | 1 & 2 Eng |   | RVR 16 or 1/4                     |  | RVR 24 or 1/2 | RVR 50 or 1                            | 300-1 1/4   |  |
| OBSTACLE DP  |       |   |           |   |                                   |  |               |  |             |  |
| Rwy 8L- Climb heading 092° to 1000' before turning right.                            |       |   |           |   |                                   |  |               |  |             |  |
| Rwy 8R- Climb heading 092° to 1000' before turning right.                            |       |   |           |   |                                   |  |               |  |             |  |
| Rwy 12- Climbing right turn to intercept DHP VOR R-125 to 1100' before turning left. |       |   |           |   |                                   |  |               |  |             |  |
| FOR FILING AS ALTERNATE  |       |   |           |   |                                   |  |               |  |             |  |
| ILS Rwy 8R<br>ILS Rwy 9<br>ILS Rwy 12<br>ILS Rwy 26L<br>ILS Rwy 30                   |       | LOC/DME Rwy 8L<br>LOC Rwy 8R<br>LOC Rwy 9<br>LOC Rwy 12<br>LOC Rwy 26L<br>LOC/DME Rwy 26R |           | RNAV (GPS) Z Rwy 8R<br>RNAV (GPS) Z Rwy 12<br>RNAV (GPS) Z Rwy 26L<br>RNAV (GPS) Rwy 26R<br>RNAV (GPS) Z Rwy 27<br>RNAV (RNP) Y Rwy 27<br>RNAV (GPS) Z Rwy 30 |                                   | Authorized Only<br>When Local<br>Weather Available |               | ILS Rwy 27<br>LOC Rwy 27<br>LOC Rwy 30 |             | RNAV (GPS) Rwy 8L<br>RNAV (RNP) Y Rwy 8R<br>RNAV (GPS) Rwy 9<br>RNAV (RNP) Y Rwy 12<br>RNAV (RNP) Y Rwy 26L<br>RNAV (RNP) Y Rwy 30 |
| A  | 600-2 | 800-2   |           |   | 600-2                             | 800-2  | 900-2         |  | NA          |  |
| B  | 600-2 | 800-2   |           |   | 600-2                             | 800-2  | 900-2 1/2     |  | NA          |  |
| C  | 600-2 | 800-2   |           |   | 600-2                             | 800-2  | 900-2 3/4     |  | NA          |  |
| D  | 600-2 | 800-2   |           |   | 600-2                             | 800-2  | 900-2 3/4     |  | NA          |  |

CHANGES: Rwy 30 lighting.

A M E N D 16



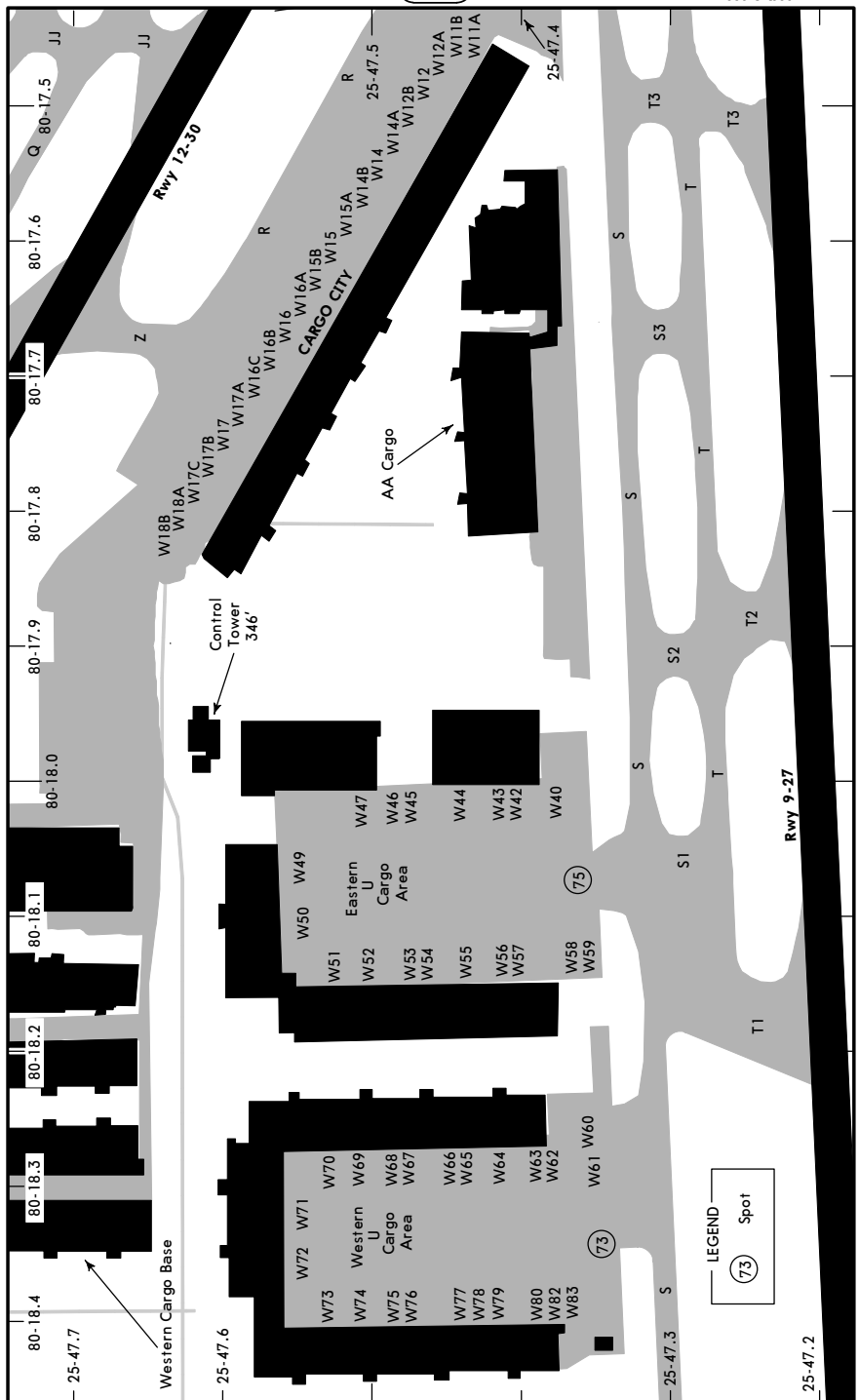
CHANGES: Airport revised.

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| PARKING BAY COORDINATES  |                    |                     |                    |
|--------------------------|--------------------|---------------------|--------------------|
| BAY No.                  | COORDINATES        | BAY No.             | COORDINATES        |
| <b>CONCOURSE D</b>       |                    | <b>CONCOURSE F</b>  |                    |
| 1 thru 3A                | N25 47.9 W080 16.3 | 3 thru 9            | N25 47.6 W080 16.8 |
| 4                        | N25 48.0 W080 16.3 | 10                  | N25 47.5 W080 16.9 |
| 4A thru 7                | N25 47.9 W080 16.3 | 10A                 | N25 47.5 W080 16.8 |
| 8, 8A                    | N25 47.9 W080 16.4 | 11                  | N25 47.6 W080 16.9 |
| 9, 9A                    | N25 47.9 W080 16.3 | 12, 14, 14A         | N25 47.5 W080 16.9 |
| 10 thru 16               | N25 47.9 W080 16.4 | 15, 15A             | N25 47.6 W080 16.9 |
| 17, 19                   | N25 47.8 W080 16.4 | 16 thru 19          | N25 47.5 W080 16.9 |
| D21, D22                 | N25 47.9 W080 16.5 | 19A                 | N25 47.5 W080 17.0 |
| D23, D24                 | N25 47.9 W080 16.6 | 20, 21, 23          | N25 47.5 W080 16.9 |
| D25                      | N25 47.9 W080 16.7 | 23A                 | N25 47.5 W080 17.0 |
| D29, D30                 | N25 47.9 W080 16.8 | <b>CONCOURSE G</b>  |                    |
| D31, D32                 | N25 47.8 W080 16.8 | 1, 2, 4, 5          | N25 47.6 W080 16.7 |
| D33 thru D36             | N25 47.8 W080 16.9 | 6 thru 10           | N25 47.5 W080 16.7 |
| D38 thru D40             | N25 47.9 W080 16.9 | 11                  | N25 47.5 W080 16.8 |
| D42 thru D47             | N25 47.9 W080 17.0 | 12                  | N25 47.5 W080 16.7 |
| D48                      | N25 47.9 W080 17.1 | 14                  | N25 47.4 W080 16.7 |
| D49                      | N25 47.9 W080 17.0 | 15                  | N25 47.5 W080 16.8 |
| D51                      | N25 47.8 W080 17.1 | 16                  | N25 47.4 W080 16.8 |
| <b>E REMOTE</b>          |                    | 19                  | N25 47.5 W080 16.8 |
| D66 thru D69             | N25 47.9 W080 17.1 | <b>CONCOURSE H</b>  |                    |
| D74 thru D79             | N25 47.9 W080 17.2 | 3, 4                | N25 47.6 W080 16.6 |
| E27A thru E28B           | N25 47.7 W080 17.1 | 5 thru 10A          | N25 47.5 W080 16.6 |
| E28C thru E29B           | N25 47.7 W080 17.2 | 11, 12              | N25 47.4 W080 16.6 |
| <b>INT'L CONCOURSE E</b> |                    | 14, 15, 17          | N25 47.4 W080 16.6 |
| 2, 4, 5                  | N25 47.7 W080 16.8 | <b>CONCOURSE J</b>  |                    |
| 6 thru 11                | N25 47.7 W080 16.9 | 2                   | N25 47.5 W080 16.4 |
| <b>INT'L SATELLITE</b>   |                    | 3                   | N25 47.6 W080 16.4 |
| 20                       | N25 47.7 W080 17.0 | 4, 5, 7 thru 12     | N25 47.5 W080 16.4 |
| 21                       | N25 47.7 W080 17.1 | 14 thru 18          | N25 47.4 W080 16.4 |
| 22                       | N25 47.7 W080 17.0 | <b>J BAYS</b>       |                    |
| 23                       | N25 47.7 W080 17.1 | J50 thru J53        | N25 47.5 W080 16.3 |
| 24, 25, 30               | N25 47.7 W080 17.0 | <b>CENTRAL BASE</b> |                    |
| 31, 33                   | N25 47.7 W080 17.1 | C100                | N25 48.0 W080 16.2 |
|                          |                    | C101 thru C103      | N25 48.0 W080 16.1 |
|                          |                    | C104, C105          | N25 48.0 W080 16.0 |
|                          |                    | C106                | N25 48.0 W080 15.9 |
|                          |                    | C107 thru C109      | N25 47.9 W080 15.9 |
|                          |                    | C110 thru C113A     | N25 47.9 W080 16.0 |
|                          |                    | C114 thru C115A     | N25 47.9 W080 16.1 |

CHANGES: Chart revised.

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CHANGES: Western Cargo Base, spot 76 removed.

| WEST CARGO PARKING BAY COORDINATES |                    |                             |                    |
|------------------------------------|--------------------|-----------------------------|--------------------|
| BAY No.                            | COORDINATES        | BAY No.                     | COORDINATES        |
| <b>CARGO CITY</b>                  |                    | <b>EASTERN U CARGO AREA</b> |                    |
| W11A, W11B                         | N25 47.4 W080 17.4 | W40                         | N25 47.4 W080 18.0 |
| W12, W12A, W12B                    | N25 47.5 W080 17.5 | W42 thru W44                | N25 47.4 W080 18.0 |
| W14 thru W16C                      | N25 47.5 W080 17.6 | W45 thru W47                | N25 47.5 W080 18.0 |
| W17 thru W18B                      | N25 47.6 W080 17.8 | W49                         | N25 47.6 W080 18.0 |
|                                    |                    | W50                         | N25 47.5 W080 18.1 |
|                                    |                    | W51 thru W54                | N25 47.5 W080 18.1 |
|                                    |                    | W55 thru W57                | N25 47.4 W080 18.1 |
|                                    |                    | W58, W59                    | N25 47.4 W080 18.1 |
|                                    |                    | <b>WESTERN U CARGO AREA</b> |                    |
|                                    |                    | W60, W61                    | N25 47.4 W080 18.3 |
|                                    |                    | W62 thru W66                | N25 47.4 W080 18.3 |
|                                    |                    | W67 thru W70                | N25 47.5 W080 18.3 |
|                                    |                    | W71                         | N25 47.6 W080 18.3 |
|                                    |                    | W72                         | N25 47.6 W080 18.4 |
|                                    |                    | W73 thru W76                | N25 47.5 W080 18.4 |
|                                    |                    | W77 thru W79                | N25 47.4 W080 18.4 |
|                                    |                    | W80 thru W83                | N25 47.4 W080 18.4 |

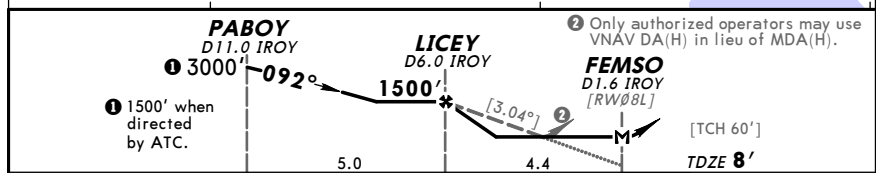
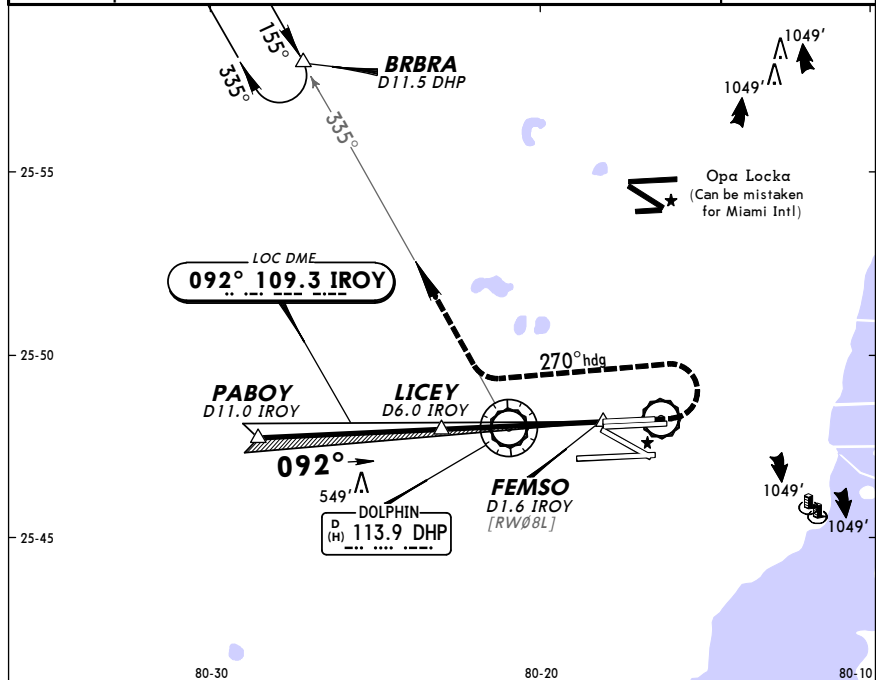
CHANGES: Chart revised.

**KMIA/MIA MIAMI INTL** 15 MAY 09 (11-1) **JEPPESEN** **MIAMI, FLA** **LOC DME Rwy 8L**

|                |                    |                          |   |
|----------------|--------------------|--------------------------|---|
| D-ATIS Arrival | MIAMI Approach (R) | MIAMI Tower              | Ground  |
| 119.15         | 124.85             | 270°-089°<br>118.3 123.9 | Rwys 8L/R, 12, 26L/R<br>Rwys 9, 27, 30<br>121.8 127.5 |
| LOC IROY       | Final Apch Crs     | Minimum Alt              | MDA(H)  |
| 109.3          | 092°               | 1500' (1492')            | 440' (432')   |
| Apt Elev 8'    |                    |                          | TDZE 8'   |

MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' via heading 270° and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'



|                       |     |     |     |     |     |     |        |      |       |      |       |
|-----------------------|-----|-----|-----|-----|-----|-----|--------|------|-------|------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | REIL   | 800' | 3000' | 270° | DHP   |
| Descent angle [3.04°] | 376 | 484 | 538 | 645 | 753 | 861 | PAPI-L | ↑    | ←     | via  | 113.9 |
| MAP at FEMSO          |     |     |     |     |     |     |        |      |       |      | R-335 |

|                            |  |  |  |                |  |  |  |
|----------------------------|--|--|--|----------------|--|--|--|
| STRAIGHT-IN LANDING RWY 8L |  |  |  | CIRCLE-TO-LAND |  |  |  |
| MDA(H) 440' (432')         |  |  |  |                |  |  |  |

|   |               |   |    |
|---|---------------|---|----|
| A | RVR 50 or 1   | A | NA |
| B |               | B |    |
| C | RVR 60 or 1/4 | C |    |
| D | 1 1/2         | D |    |

CHANGES: ATIS frequency.

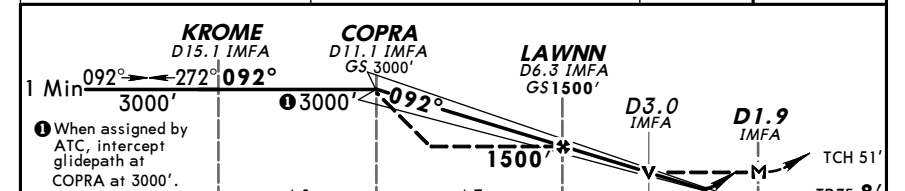
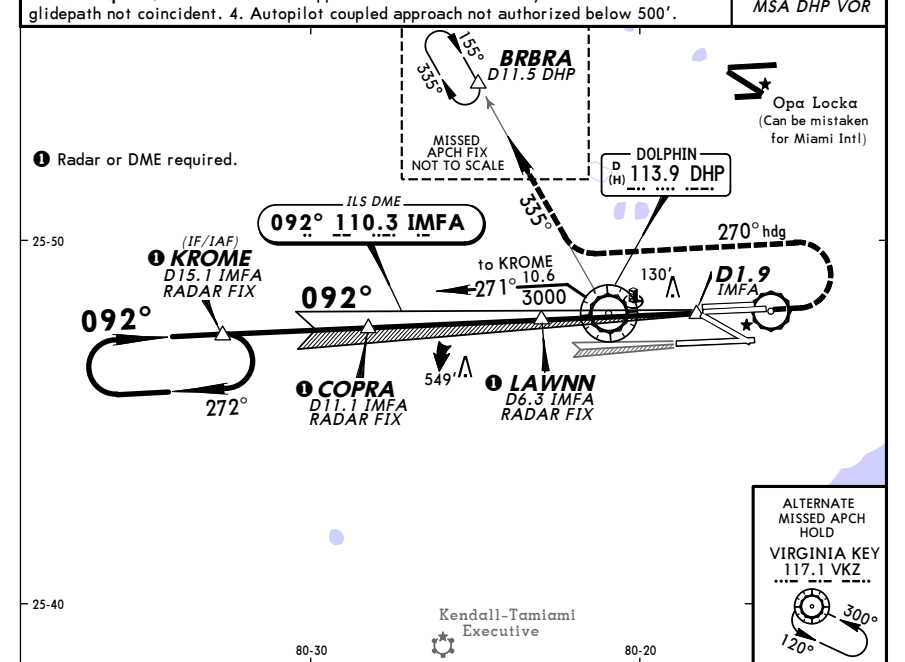
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**KMIA/MIA MIAMI INTL** 15 MAY 09 (11-2) **JEPPESEN** **MIAMI, FLA** **ILS or LOC Rwy 8R**

|                |                    |                          |   |
|----------------|--------------------|--------------------------|---|
| D-ATIS Arrival | MIAMI Approach (R) | MIAMI Tower              | Ground  |
| 119.15         | 124.85             | 270°-089°<br>118.3 123.9 | Rwys 8L/R, 12, 26L/R<br>Rwys 9, 27, 30<br>121.8 127.5 |
| LOC IMFA       | Final Apch Crs     | GS                       | ILS DA(H)   |
| 110.3          | 092°               | LAWNN<br>1500' (1492')   | 208' (200')   |
| Apt Elev 8'    |                    |                          | TDZE 8'   |

MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' via heading 270° and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'



|                                  |      |      |      |      |      |      |      |      |       |      |       |
|----------------------------------|------|------|------|------|------|------|------|------|-------|------|-------|
| Gnd speed-Kts                    | 70   | 90   | 100  | 120  | 140  | 160  | MALS | 800' | 3000' | 270° | DHP   |
| GS                               | 3:00 | 377  | 484  | 538  | 646  | 753  | 861  | PAPI | ↑     | ←    | 113.9 |
| MAP at D1.9 IMFA or LAWNN to MAP | 4.5  | 3:51 | 3:00 | 2:42 | 2:15 | 1:56 | 1:41 |      |       |      | R-335 |

|                            |  |  |  |                                 |  |  |  |
|----------------------------|--|--|--|---------------------------------|--|--|--|
| STRAIGHT-IN LANDING RWY 8R |  |  |  | CIRCLE-TO-LAND                  |  |  |  |
| ILS DA(H) 208' (200')      |  |  |  | LOC (GS out) MDA(H) 560' (552') |  |  |  |
| FULL TDZ or CL out         |  |  |  | RAIL out ALS out                |  |  |  |

|   |               |               |               |               |             |   |    |
|---|---------------|---------------|---------------|---------------|-------------|---|----|
| A |               |               | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 50 or 1 | A | NA |
| B |               |               |               |               |             | B |    |
| C | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 |               | 1 1/2       | C |    |
| D |               |               |               |               | 1 3/4       | D |    |

Not authorized during simultaneous operations.

CHANGES: ATIS frequency.

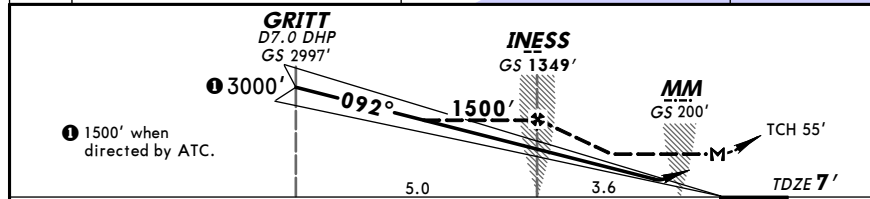
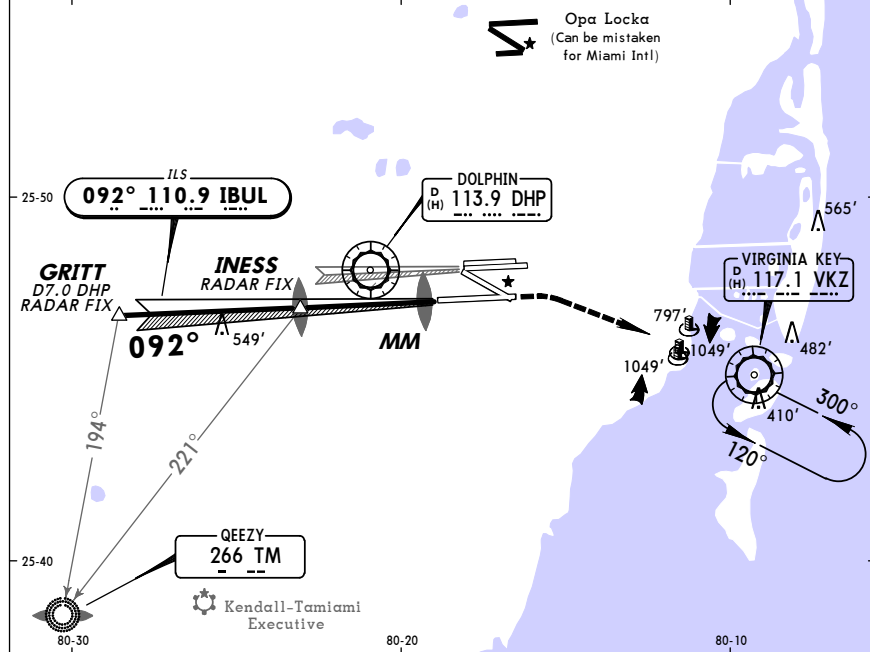
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**KMIA/MIA**  
MIAMI INTL

**JEPPesen**  
15 MAY 09 (1-3)

**MIAMI, FLA**  
ILS or LOC Rwy 9

|  |                                     |  |                                    |                                |   |
|--|-------------------------------------|--|------------------------------------|--------------------------------|---|
| D-ATIS Arrival<br><b>119.15</b>  | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b> | 090°-269°<br><b>123.9</b>          | Rwys 9, 27, 30<br><b>127.5</b> | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b>          |
| LOC<br>IBUL<br><b>110.9</b>  | Final<br>Apch Crs<br><b>092°</b>    | GS<br><b>INSS</b><br>1349' (1342')       | ILS<br>DA(H)<br><b>207' (200')</b> | Apt Elev 8'<br><b>TDZE 7'</b>  |   |
| <b>MISSED APCH: Climb to 800' then climbing RIGHT turn to 3000' direct VKZ VOR and hold.</b>   |                                     |  |                                    |                                |   |
| Alt Set: INCHES<br>1. Radar required. 2. CAUTION: Lights on highway 1/4 NM south of final approach course may be mistaken for runway. 3. Simultaneous approach authorized with Rwy 8R. |                                     |  |                                    |                                | Trans level: FL 180<br>Trans alt: 18000'<br>MSA DHP VOR |



|  |       |     |     |     |     |     |      |      |       |    |           |
|--|-------|-----|-----|-----|-----|-----|------|------|-------|----|-----------|
| Gnd speed-Kts                                  | 70    | 90  | 100 | 120 | 140 | 160 | MALS | 800' | 3000' | →  | VKZ 117.1 |
| GS   | 3.00° | 377 | 484 | 538 | 646 | 753 | 861  | PAPI | ↑     | RT |           |
| INESS to MAP 4.0 3:26 2:40 2:24 2:00 1:43 1:30 |       |     |     |     |     |     |      |      |       |    |           |

| STRAIGHT-IN LANDING RWY9 |                 |                                    |               |             | CIRCLE-TO-LAND |  |
|--------------------------|-----------------|------------------------------------|---------------|-------------|----------------|--|
| ILS<br>DA(H) 207' (200') |                 | LOC (GS out)<br>MDA(H) 440' (433') |               |             | NA             |  |
| FULL                     | RAIL or ALS out | RAIL out                           | ALS out       | NA          |                |  |
| A                        |                 | RVR 24 or 1/2                      | RVR 40 or 3/4 | RVR 50 or 1 | A              |  |
| B                        |                 |                                    |               |             | B              |  |
| C                        | RVR 24 or 1/2   | RVR 40 or 3/4                      | RVR 60 or 1/4 |             | C              |  |
| D                        |                 | RVR 50 or 1                        | 1 1/2         |             | D              |  |

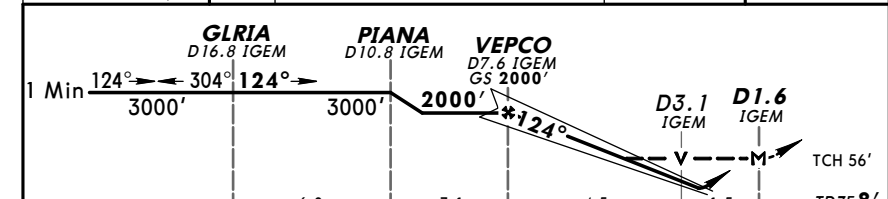
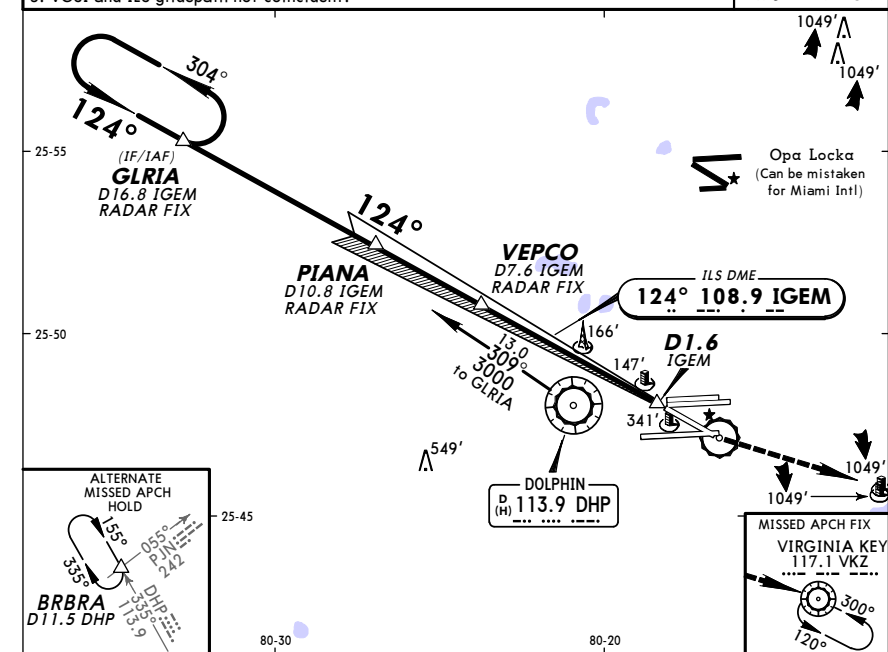
TERPS R-0 DZM-A  
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**KMIA/MIA**  
MIAMI INTL

**JEPPesen**  
15 MAY 09 (1-4)

**MIAMI, FLA**  
ILS or LOC Rwy 12

|   |                                     |  |                                    |                                |   |
|---|-------------------------------------|--|------------------------------------|--------------------------------|---|
| D-ATIS Arrival<br><b>119.15</b>   | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b> | 090°-269°<br><b>123.9</b>          | Rwys 9, 27, 30<br><b>127.5</b> | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b>          |
| LOC<br>IGEM<br><b>108.9</b>   | Final<br>Apch Crs<br><b>124°</b>    | GS<br><b>VEPCO</b><br>2000' (1992')      | ILS<br>DA(H)<br><b>376' (368')</b> | Apt Elev 8'<br><b>TDZE 8'</b>  |   |
| <b>MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' direct VKZ VOR and hold.</b>   |                                     |  |                                    |                                |   |
| Alt Set: INCHES<br>1. DME or Radar required. 2. Visibility reduction by helicopters not authorized. 3. VGSI and ILS glidepath not coincident. |                                     |  |                                    |                                | Trans level: FL 180<br>Trans alt: 18000'<br>MSA DHP VOR |



|  |       |     |     |     |     |     |      |      |       |    |           |
|--|-------|-----|-----|-----|-----|-----|------|------|-------|----|-----------|
| Gnd speed-Kts  | 70    | 90  | 100 | 120 | 140 | 160 | MALS | 800' | 3000' | →  | VKZ 117.1 |
| GS   | 3.00° | 377 | 484 | 538 | 646 | 753 | 861  | PAPI | ↑     | LT |           |
| MAP at D1.6 IGEM or VEPCO to MAP 6.0 5:09 4:00 3:36 3:00 2:34 2:15 |       |     |     |     |     |     |      |      |       |    |           |

| STRAIGHT-IN LANDING RWY12 |               |                                    |               |             | CIRCLE-TO-LAND |  |
|---------------------------|---------------|------------------------------------|---------------|-------------|----------------|--|
| ILS<br>DA(H) 376' (368')  |               | LOC (GS out)<br>MDA(H) 560' (552') |               |             | NA             |  |
| FULL                      | RAIL out      | ALS out                            | RAIL out      | ALS out     | NA             |  |
| A                         |               |                                    | RVR 40 or 3/4 | RVR 50 or 1 | A              |  |
| B                         |               |                                    |               |             | B              |  |
| C                         | RVR 40 or 3/4 | RVR 60 or 1/4                      | RVR 50 or 1   | 1 1/2       | C              |  |
| D                         |               |                                    | RVR 60 or 1/4 | 1 3/4       | D              |  |

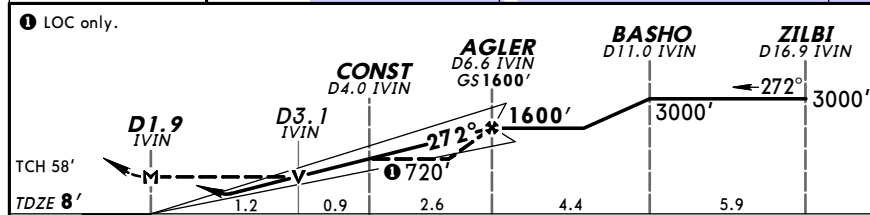
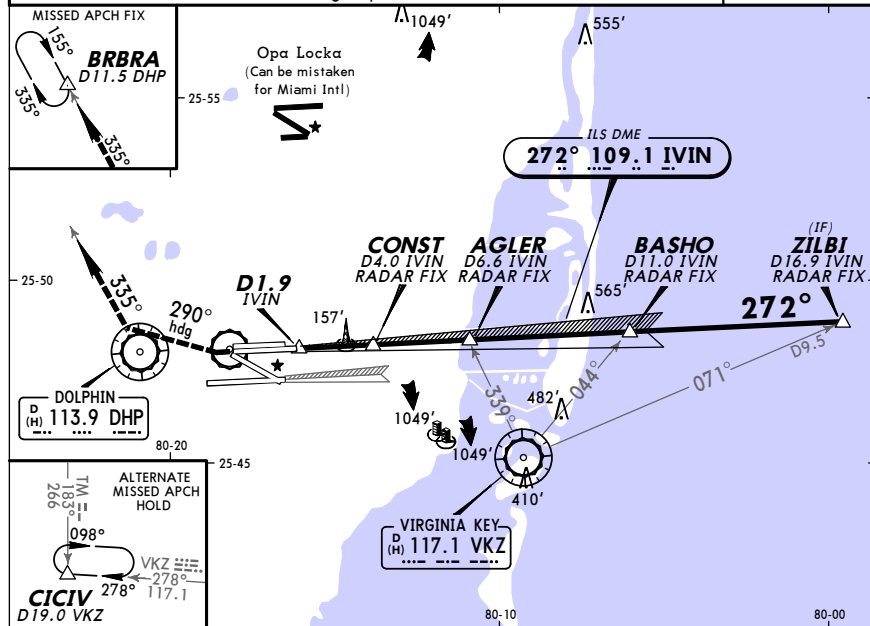
TERPS R-0 DZM-A  
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**KMIA/MIA**  
MIAMI INTL

**JEPPESEN**  
15 MAY 09 (11-5)

**MIAMI, FLA**  
ILS or LOC Rwy 26L

|  |                    |                          |   |
|--|--------------------|--------------------------|---|
| D-ATIS Arrivals  | MIAMI Approach (R) | MIAMI Tower              | Ground  |
| 119.15   | 124.85             | 270°-089°<br>118.3 123.9 | Rwys 8L/R, 12, 26L/R<br>Rwys 9, 27, 30<br>121.8 127.5 |
| LOC<br>IVIN  | Final<br>Apch Crs  | GS<br><b>AGLER</b>       | ILS<br>DA(H)  |
| 109.1  | 272°               | 1600' (1592')            | 208' (200')   |
| MISSED APCH: Climb to 800' then climbing RIGHT turn to 2000' via heading 290° and DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold. |                    |                          | Apt Elev 8'<br>TDZE 8'                                |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  |                    |                          | MSA DHP VOR   |



|                                     |      |      |      |      |      |      |               |      |       |                    |                              |
|-------------------------------------|------|------|------|------|------|------|---------------|------|-------|--------------------|------------------------------|
| Gnd speed-Kts                       | 70   | 90   | 100  | 120  | 140  | 160  | MALSF<br>PAPI | 800' | 2000' | 290°<br>via<br>hdg | DHP<br>and<br>113.9<br>R-335 |
| GS                                  | 3:00 | 3:77 | 4:84 | 5:38 | 6:46 | 8:61 |               |      |       |                    |                              |
| MAP at D1.9 IVIN or<br>AGLER to MAP | 4:8  | 4:07 | 3:12 | 2:53 | 2:24 | 2:03 | 1:48          |      |       |                    |                              |

|                   |               |                                  |               |                                     |             |         |               |                |             |  |   |
|-------------------|---------------|----------------------------------|---------------|-------------------------------------|-------------|---------|---------------|----------------|-------------|--|---|
| ILS               |               |                                  |               | LOC (GS out)                        |             |         |               | CIRCLE-TO-LAND |             |  |   |
| DA(H) 208' (200') |               | MDA(H) 460' (452')<br>with CONST |               | MDA(H) 720' (712')<br>without CONST |             |         |               |                |             |  |   |
| FULL              |               | ALS out                          |               | ALS out                             |             | ALS out |               |                |             |  |   |
| A                 |               |                                  | RVR 40 or 3/4 |                                     | RVR 50 or 1 |         | RVR 40 or 3/4 |                | RVR 50 or 1 |  | A |
| B                 |               |                                  |               |                                     |             |         |               |                |             |  | B |
| C                 | RVR 40 or 3/4 |                                  | 1 1/4         |                                     | 2           |         |               |                |             |  | C |
| D                 |               |                                  | 1 1/2         |                                     | 2 1/4       |         |               |                |             |  | D |

CHANGES: ATIS frequency.

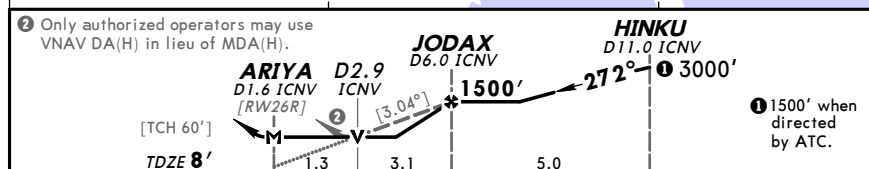
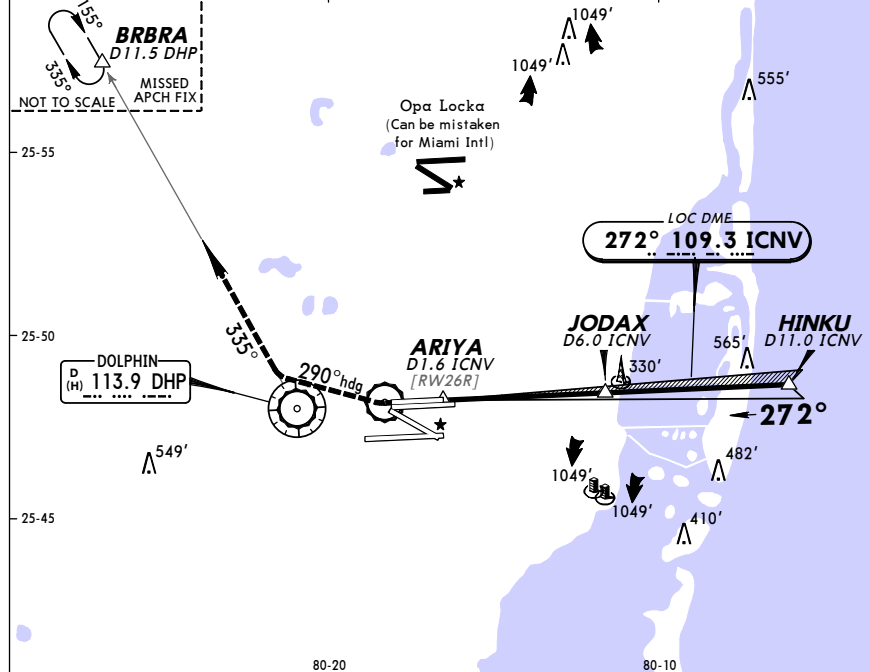
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**KMIA/MIA**  
MIAMI INTL

**JEPPESEN**  
15 MAY 09 (11-6)

**MIAMI, FLA**  
LOC DME Rwy 26R

|  |                    |                          |   |
|--|--------------------|--------------------------|---|
| D-ATIS Arrival   | MIAMI Approach (R) | MIAMI Tower              | Ground  |
| 119.15   | 124.85             | 270°-089°<br>118.3 123.9 | Rwys 8L/R, 12, 26L/R<br>Rwys 9, 27, 30<br>121.8 127.5 |
| LOC<br>ICNV  | Final<br>Apch Crs  | Minimum Alt<br>JODAX     | MDA(H)  |
| 109.3  | 272°               | 1500' (1492')            | 480' (472')   |
| MISSED APCH: Climb to 800' then climbing RIGHT turn to 2000' via heading 290° and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold. |                    |                          | Apt Elev 8'<br>TDZE 8'                                |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  |                    |                          | MSA DHP VOR   |



|                       |     |     |     |     |     |     |                |      |       |                    |                              |
|-----------------------|-----|-----|-----|-----|-----|-----|----------------|------|-------|--------------------|------------------------------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 800' | 2000' | 290°<br>via<br>hdg | DHP<br>and<br>113.9<br>R-335 |
| Descent angle [3.04°] | 376 | 484 | 538 | 645 | 753 | 861 |                |      |       |                    |                              |
| MAP at ARIYA          |     |     |     |     |     |     |                |      |       |                    |                              |

|                             |  |  |       |                |  |  |   |
|-----------------------------|--|--|-------|----------------|--|--|---|
| STRAIGHT-IN LANDING RWY 26R |  |  |       | CIRCLE-TO-LAND |  |  |   |
| MDA(H) 480' (472')          |  |  |       |                |  |  |   |
| A                           |  |  | 1     |                |  |  | A |
| B                           |  |  |       |                |  |  | B |
| C                           |  |  | 1 1/4 |                |  |  | C |
| D                           |  |  | 1 1/2 |                |  |  | D |

CHANGES: ATIS frequency.

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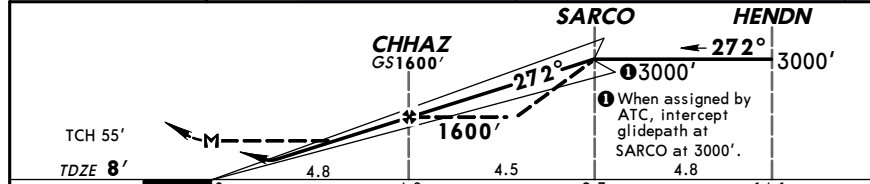
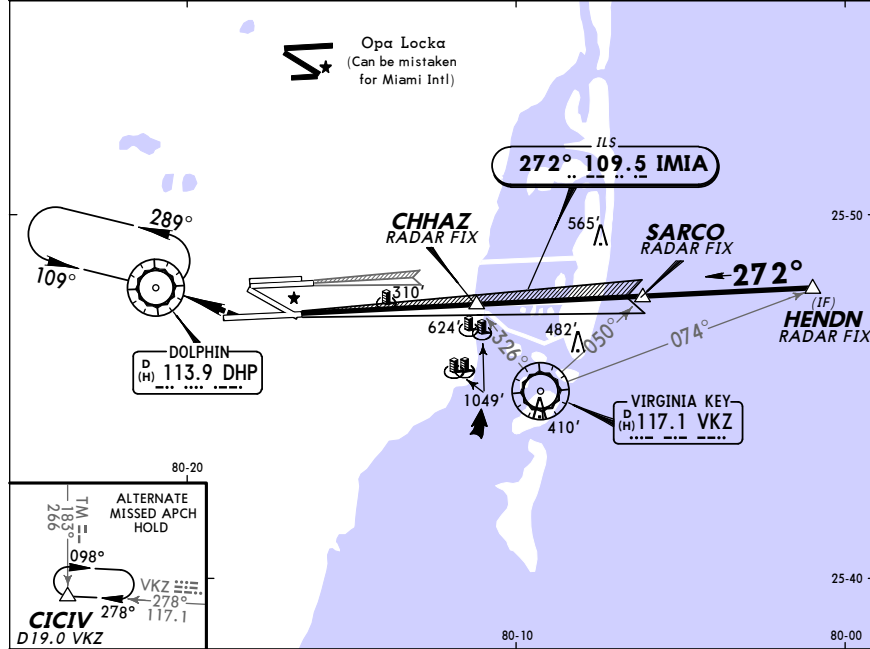
**MIAMI, FLA**  
**MIAMI INTL**  
 24 JUL 09 (11-7) Eff 30 Jul ILS or LOC Rwy 27

|                |                    |                          |                    |                               |
|----------------|--------------------|--------------------------|--------------------|-------------------------------|
| D-ATIS Arrival | MIAMI Approach (R) | MIAMI Tower              | Rwys 9, 27, 30     | Ground                        |
| 119.15         | 124.85             | 270°-089°<br>118.3 123.9 | 090°-269°<br>127.5 | Rwys 8L/R, 12, 26L/R<br>121.8 |
| LOC IMIA       | Final Apch Crs     | GS CHHAZ                 | ILS DA(H)          | Apt Elev 8'                   |
| 109.5          | 272°               | 1600' (1592')            | 208' (200')        | TDZE 8'                       |

MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' direct DHP VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. Simultaneous approach authorized with Rwy 26L. 3. VGSI and ILS glidepath not coincident.



|               |       |      |      |      |      |      |      |      |       |     |       |
|---------------|-------|------|------|------|------|------|------|------|-------|-----|-------|
| Gnd speed-Kts | 70    | 90   | 100  | 120  | 140  | 160  | MALS | 600' | 3000' | DHP | 113.9 |
| GS            | 3.00° | 377  | 484  | 538  | 646  | 753  | 861  | PAPI |       |     |       |
| CHHAZ to MAP  | 4.8   | 4:07 | 3:12 | 2:53 | 2:24 | 2:03 | 1:48 |      |       |     |       |

| STRAIGHT-IN LANDING RWY 27 |                 |                                 |             | CIRCLE-TO-LAND |         |    |  |
|----------------------------|-----------------|---------------------------------|-------------|----------------|---------|----|--|
| ILS DA(H) 208' (200')      |                 | LOC (GS out) MDA(H) 560' (552') |             |                |         |    |  |
| FULL                       | RAIL or ALS out | RAIL out                        | ALS out     | FULL           | ALS out | NA |  |
| A                          |                 | RVR 24 or 1/2                   | RVR 50 or 1 | A              |         |    |  |
| B                          |                 |                                 |             | B              |         |    |  |
| C                          | RVR 24 or 1/2   | RVR 40 or 3/4                   | 1 1/2       | C              |         | NA |  |
| D                          |                 |                                 | 1 3/4       | D              |         |    |  |

TERPS D 25

1 Not authorized during simultaneous operations.

CHANGES: Procedure.

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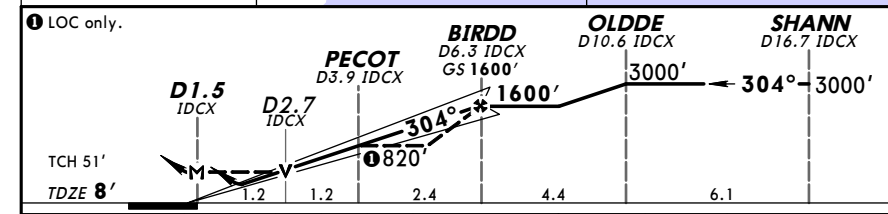
**MIAMI, FLA**  
**MIAMI INTL**  
 24 JUL 09 (11-8) Eff 30 Jul ILS or LOC Rwy 30

|                |                    |                          |                    |                               |
|----------------|--------------------|--------------------------|--------------------|-------------------------------|
| D-ATIS Arrival | MIAMI Approach (R) | MIAMI Tower              | Rwys 9, 27, 30     | Ground                        |
| 119.15         | 124.85             | 270°-089°<br>118.3 123.9 | 090°-269°<br>127.5 | Rwys 8L/R, 12, 26L/R<br>121.8 |
| LOC IDCX       | Final Apch Crs     | GS BIRDD                 | ILS DA(H)          | Apt Elev 8'                   |
| 111.7          | 304°               | 1600' (1592')            | 220' (212')        | TDZE 8'                       |

MISSED APCH: Climb to 800' then climbing RIGHT turn to 2000' via heading 310° and DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. Radar required. 3. VGSI and ILS glidepath not coincident.



|                                  |       |      |      |      |      |      |      |      |       |         |
|----------------------------------|-------|------|------|------|------|------|------|------|-------|---------|
| Gnd speed-Kts                    | 70    | 90   | 100  | 120  | 140  | 160  | MALS | 800' | 2000' | 310°    |
| GS                               | 3.00° | 377  | 484  | 538  | 646  | 753  | 861  | PAPI |       | via hdg |
| MAP at D1.5 IDCX or BIRDD to MAP | 4.8   | 4:07 | 3:12 | 2:53 | 2:24 | 2:03 | 1:48 |      |       |         |

| STRAIGHT-IN LANDING RWY 30 |               |  |             | CIRCLE-TO-LAND                   |         |    |  |
|----------------------------|---------------|--|-------------|----------------------------------|---------|----|--|
| ILS DA(H) 220' (212')      |               | LOC (GS out) MDA(H) 460' (452') With PECOT |             | MDA(H) 820' (812') Without PECOT |         |    |  |
| FULL                       | ALS out       | ALS out                                    | ALS out     | FULL                             | ALS out | NA |  |
| A                          |               | RVR 40 or 3/4                              | RVR 50 or 1 | A                                |         |    |  |
| B                          |               |  |             | B                                |         |    |  |
| C                          | RVR 40 or 3/4 | RVR 60 or 1/4                              | 2 1/2       | C                                |         | NA |  |
| D                          |               |  | 2 3/4       | D                                |         |    |  |

TERPS D 25

CHANGES: None.

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**KMIA/MIA**  
MIAMI INTL

15 MAY 09 (12-1)

**MIAMI, FLA**  
RNAV (GPS) Rwy 8L

|                                  |                                  |  |  |
|----------------------------------|----------------------------------|--|--|
| D-ATIS Arrival                   | MIAMI Approach (R)               | MIAMI Tower                                  | Ground   |
| 119.15                           | 124.85                           | 270°-089°<br>090°-269°                       | Rwys 8L/R, 12, 26L/R<br>Rwys 9, 27, 30                       |
| WAAS<br><b>Ch 42703</b><br>W-08A | Final<br>Apch Crs<br><b>092°</b> | Minimum Alt<br><b>KACDE</b><br>1500' (1492') | LPV<br>DA(H)<br><b>306' (298')</b><br>Apt Elev 8'<br>TDZE 8' |

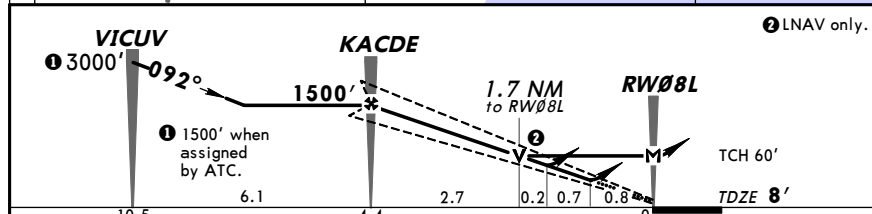
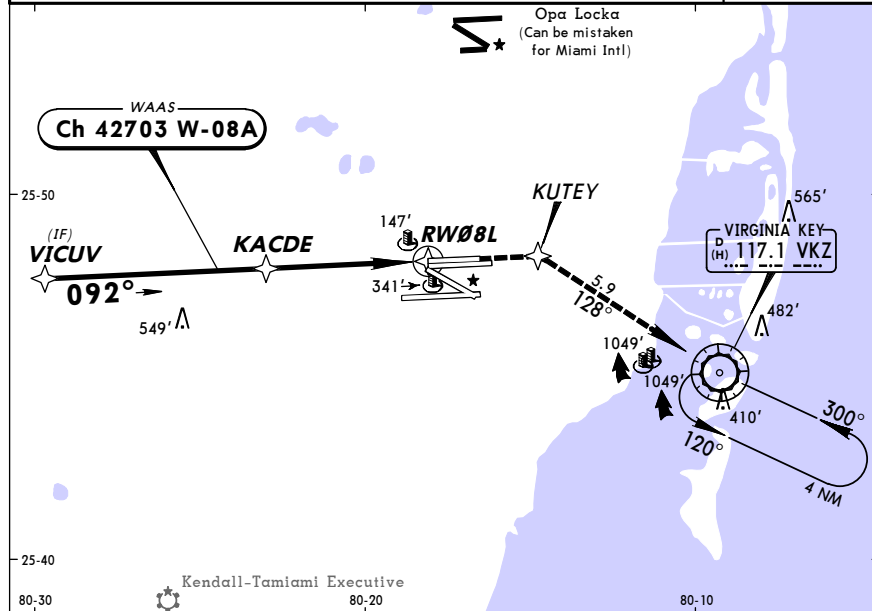
MISSED APCH: Climb to 2000' direct KUTEY and via 128° track to VKZ VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. **RADAR required.** 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided. 5. Visibility reduction by helicopters not authorized.

2900'

MSA RW08L



|                  |       |     |     |     |     |     |     |        |       |   |       |
|------------------|-------|-----|-----|-----|-----|-----|-----|--------|-------|---|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 |     | REIL   | 2000' | → | KUTEY |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI-L |       |   |       |

MAP at RW08L

| STRAIGHT-IN LANDING RWY 8L      |                                       | LNAV                      |  |
|---------------------------------|---------------------------------------|---------------------------|--|
| LPV<br>DA(H) <b>306' (298')</b> | LNAV/VNAV<br>DA(H) <b>530' (522')</b> | MDA(H) <b>600' (592')</b> |  |
| A                               |                                       | RVR 50 or 1               |  |
| B                               |                                       | 1 3/4                     |  |
| C                               | RVR 50 or 1                           | 1 1/2                     |  |
| D                               |                                       | 1 3/4                     |  |

CHANGES: ATIS frequency.

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**KMIA/MIA**  
MIAMI INTL

15 MAY 09 (12-2)

**MIAMI, FLA**  
RNAV (GPS) Z Rwy 8R

|                                  |                                  |   |  |
|----------------------------------|----------------------------------|---|--|
| D-ATIS Arrival                   | MIAMI Approach (R)               | MIAMI Tower                                 | Ground   |
| 119.15                           | 124.85                           | 270°-089°<br>090°-269°                      | Rwys 8L/R, 12, 26L/R<br>Rwys 9, 27, 30                       |
| WAAS<br><b>Ch 97404</b><br>W-08A | Final<br>Apch Crs<br><b>092°</b> | Minimum Alt<br><b>LAWN</b><br>1500' (1492') | LPV<br>DA(H)<br><b>273' (265')</b><br>Apt Elev 8'<br>TDZE 8' |

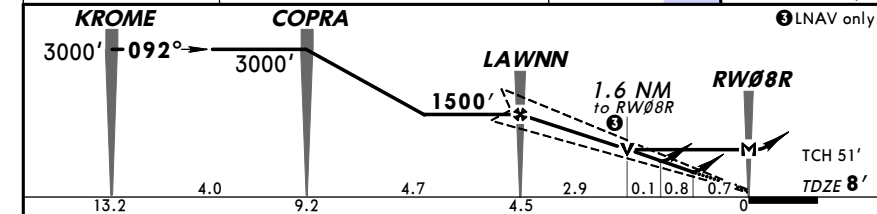
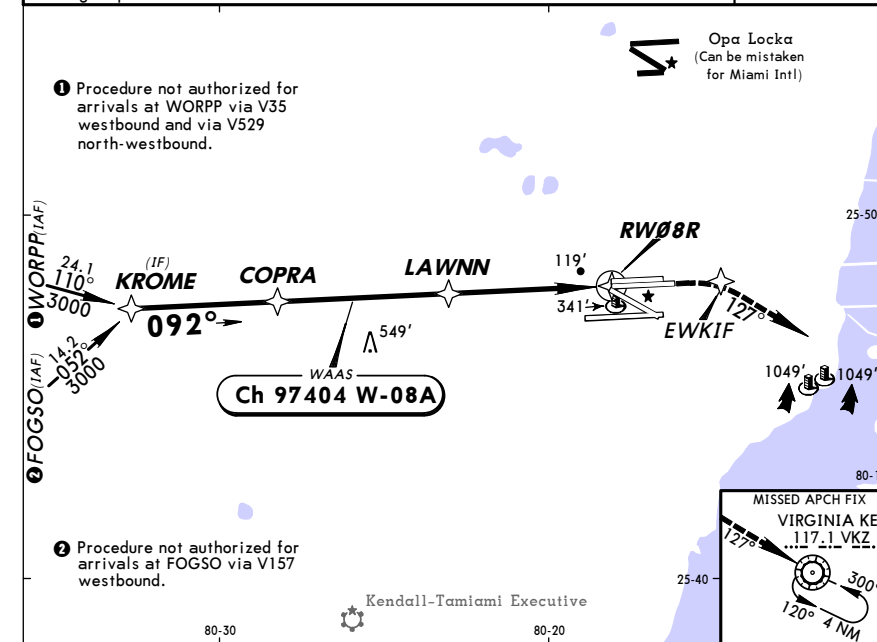
MISSED APCH: Climb to 3000' direct EWKIF and via 127° track to VKZ VOR and hold, continue climb-in-hold to 3000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. VGSI and RNAV glidepath not coincident.

2900'

MSA RW08R



|                  |       |     |     |     |     |     |     |      |       |   |       |
|------------------|-------|-----|-----|-----|-----|-----|-----|------|-------|---|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 |     | MALS | 3000' | → | EWKIF |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI |       |   |       |

MAP at RW08R

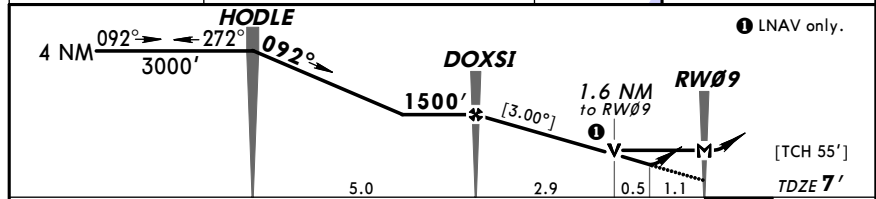
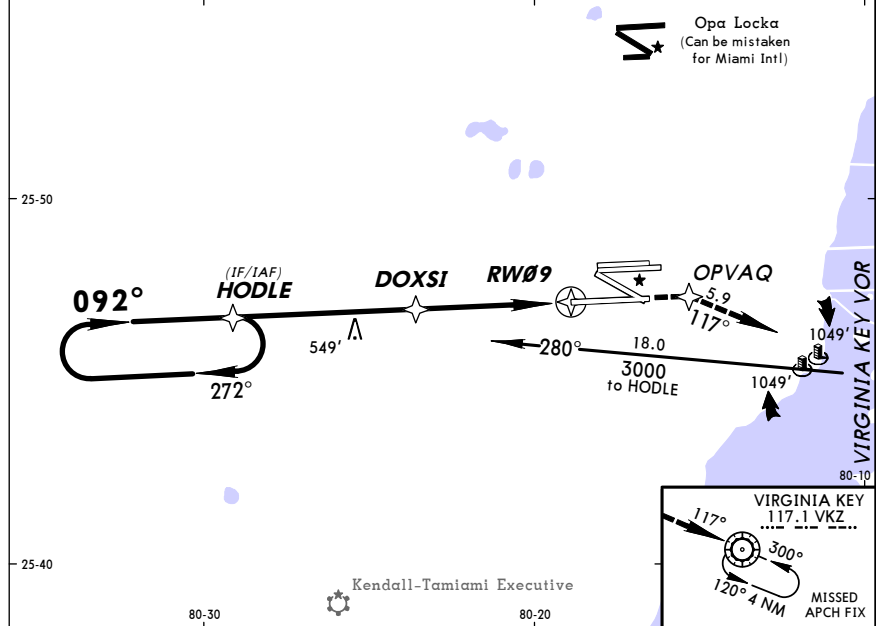
| STRAIGHT-IN LANDING RWY 8R      |                                       | LNAV                      |               |
|---------------------------------|---------------------------------------|---------------------------|---------------|
| LPV<br>DA(H) <b>273' (265')</b> | LNAV/VNAV<br>DA(H) <b>530' (522')</b> | MDA(H) <b>600' (592')</b> |               |
| A                               |                                       | RVR 24 or 1/2             |               |
| B                               |                                       | RVR 40 or 3/4             |               |
| C                               | RVR 24 or 1/2                         | RVR 50 or 1               | RVR 60 or 1/4 |
| D                               |                                       | 1 3/4                     |               |

CHANGES: ATIS frequency.

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**KMIA/MIA MIAMI INTL** 15 MAY 09 (12-3) **MIAMI, FLA**  
**RNAV (GPS) Rwy 9**

|   |                    |                                       |   |
|---|--------------------|---------------------------------------|---|
| D-ATIS Arrival  | MIAMI Approach (R) | MIAMI Tower                           | Ground  |
| 119.15  | 124.85             | 270°-089°<br>090°-269°<br>118.3 123.9 | Rwys 9, 27, 30<br>Rwys 8L/R, 12, 26L/R<br>127.5 121.8 |
| RNAV  | Final Apch Crs     | Minimum Alt                           | LNAV/VNAV DA(H)                                       |
|   | 092°               | 1500' (1493')                         | 420' (413')   |
| Apt Elev 8'   |                    |                                       | TDZE 7'   |
| MISSED APCH: Climb to 3000' direct OPVAQ and 117° track to VKZ VOR and hold.  |                    |                                       | 2900'   |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'   |                    |                                       |   |
| 1. GPS required. 2. CAUTION: Lights on highway 1/4 mile south of final approach course may be mistaken for runway. 3. Baro-VNAV not authorized below -15°C (5°F). 4. DME/DME RNP-0.30 not authorized. 5. WAAS VNAV outages may occur. WAAS VNAV NOTAM service not provided. |                    |                                       | MSA RW09  |



|                       |     |     |     |     |     |     |        |       |       |
|-----------------------|-----|-----|-----|-----|-----|-----|--------|-------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | MALSRS | 3000' | OPVAQ |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 | PAPI   |       |       |
| MAP at RW09           |     |     |     |     |     |     |        |       |       |

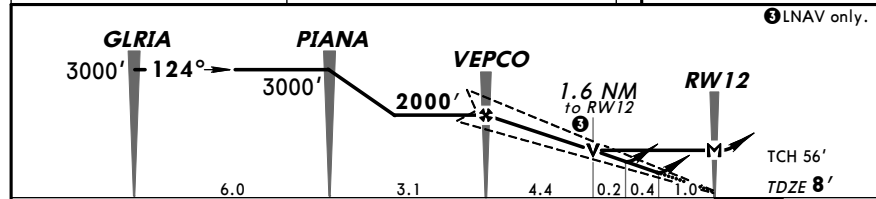
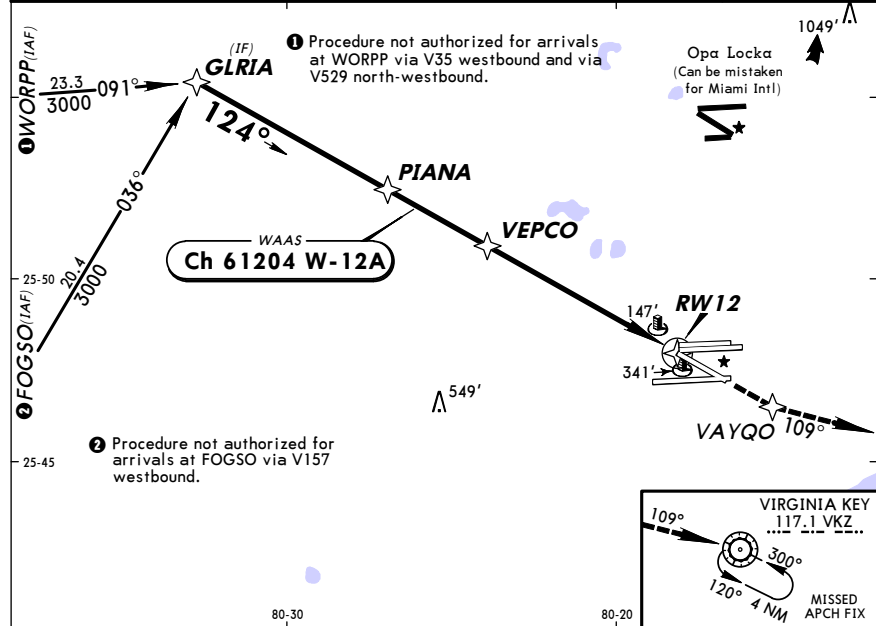
| STRAIGHT-IN LANDING RWY 9 |             |                    |               | CIRCLE-TO-LAND |    |
|---------------------------|-------------|--------------------|---------------|----------------|----|
| LNAV/VNAV                 |             | LNAV               |               |                |    |
| DA(H) 420' (413')         |             | MDA(H) 560' (553') |               |                |    |
| RAIL out                  | ALS out     | RAIL out           | ALS out       | A              | B  |
|                           |             | RVR 24 or 1/2      | RVR 40 or 3/4 | RVR 50 or 1    |    |
| A                         |             |                    |               |                |    |
| B                         |             |                    |               |                |    |
| C                         | RVR 50 or 1 | 1 1/2              |               |                | NA |
| D                         |             |                    | RVR 60 or 1/4 | 1 3/4          |    |

CHANGES: ATIS frequency.

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**KMIA/MIA MIAMI INTL** 15 MAY 09 (12-4) **MIAMI, FLA**  
**RNAV (GPS) Z Rwy 12**

|  |                    |                                       |   |
|--|--------------------|---------------------------------------|---|
| D-ATIS Arrival   | MIAMI Approach (R) | MIAMI Tower                           | Ground  |
| 119.15   | 124.85             | 270°-089°<br>090°-269°<br>118.3 123.9 | Rwys 9, 27, 30<br>Rwys 8L/R, 12, 26L/R<br>121.8 127.5 |
| WAAS   | Final Apch Crs     | Minimum Alt                           | LPV DA(H)   |
| Ch 61204 W-12A   | 124°               | 2000' (1992')                         | 390' (382')   |
| Apt Elev 8'  |                    |                                       | TDZE 8'   |
| MISSED APCH: Climb to 3000' direct VAYQO and via 109° track to VKZ VOR and hold, continue climb-in-hold to 3000'.  |                    |                                       | 2900'   |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  |                    |                                       |   |
| 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. VGS1 and RNAV glidepath not coincident. 4. Visibility reduction by helicopters not authorized. 5. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided. |                    |                                       | MSA RW12  |



|                        |     |     |     |     |     |     |        |       |       |
|------------------------|-----|-----|-----|-----|-----|-----|--------|-------|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | MALSRS | 3000' | VAYQO |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI   |       |       |
| MAP at RW12            |     |     |     |     |     |     |        |       |       |

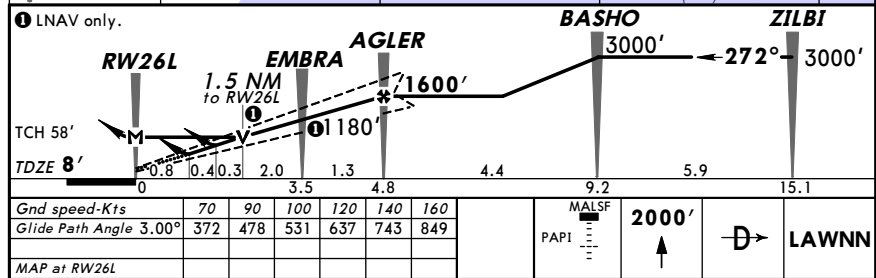
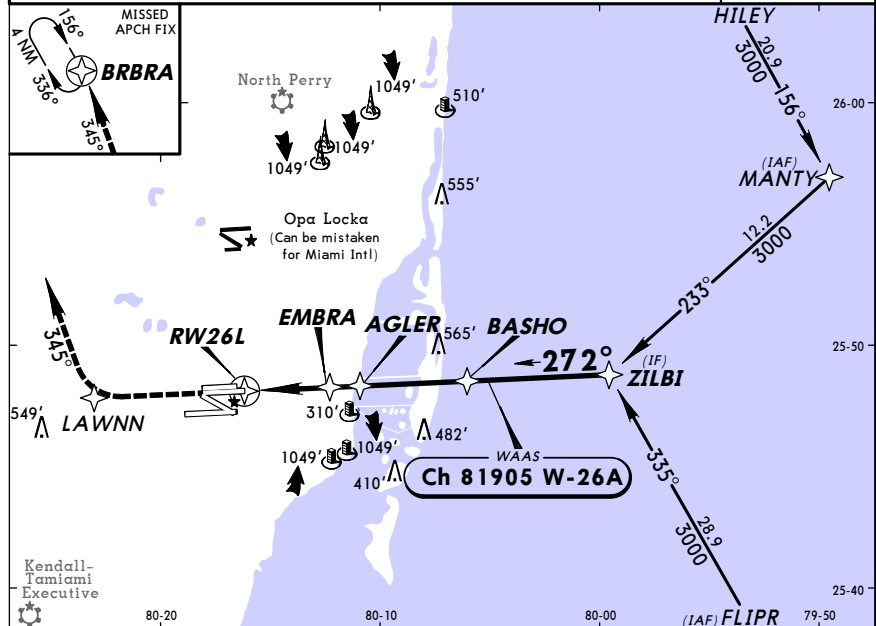
| STRAIGHT-IN LANDING RWY 12 |                 |                   |             | CIRCLE-TO-LAND     |   |
|----------------------------|-----------------|-------------------|-------------|--------------------|---|
| LPV                        |                 | LNAV/VNAV         |             | LNAV               |   |
| DA(H) 390' (382')          |                 | DA(H) 506' (498') |             | MDA(H) 600' (592') |   |
| RAIL or ALS out            | RAIL or ALS out | RAIL out          | ALS out     | A                  | B |
|                            |                 | RVR 40 or 3/4     | RVR 50 or 1 |                    |   |
| A                          |                 |                   |             |                    |   |
| B                          |                 |                   |             |                    |   |
| C                          | RVR 40 or 3/4   | RVR 60 or 1/4     | 1 1/2       |                    |   |
| D                          |                 |                   |             |                    |   |

CHANGES: ATIS frequency.

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**KMIA/MIA MIAMI INTL** 15 MAY 09 (12-5) **JEPPESSEN** **MIAMI, FLA** **RNAV (GPS) Z Rwy 26L**

|  |                                     |  |                                    |  |                                |
|--|-------------------------------------|--|------------------------------------|--|--------------------------------|
| D-ATIS Arrival<br><b>119.15</b>  | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b> | 090°-269°<br><b>123.9</b>          | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b> | Rwys 9, 27, 30<br><b>127.5</b> |
| WAAS<br><b>Ch 81905</b><br>W-26A   | Final<br>Apch Crs<br><b>272°</b>    | Minimum Alt<br><b>1600'</b> (1592')      | LPV<br>DA(H)<br><b>325'</b> (317') | Apt Elev<br><b>8'</b>                          | TDZE<br><b>8'</b>              |
| <b>MISSED APCH: Climb to 2000' direct LAWNN and via 345° track to BRBRA and hold.</b><br>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. DME/DME RNP -0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. VGSi and RNAV glidepath not coincident. 4. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided. |                                     |  |                                    |  | 2900'<br><br>MSA RW26L         |



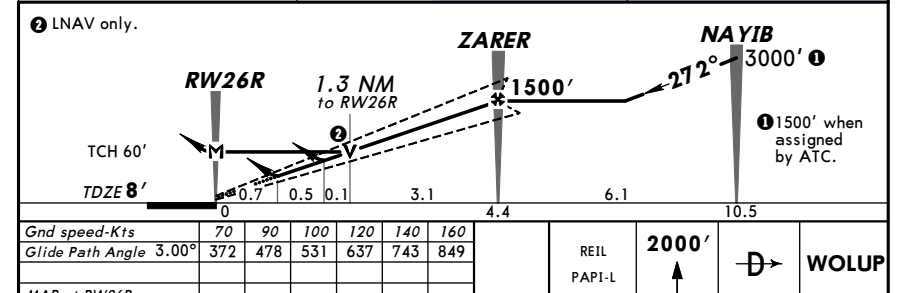
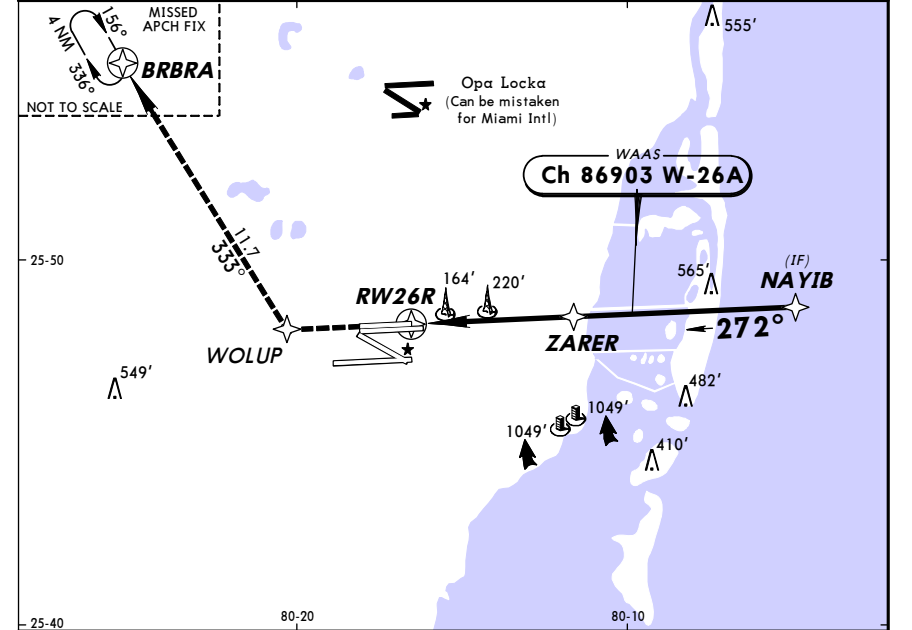
|                                 |               |  |             |                                   |             |
|---------------------------------|---------------|--|-------------|-----------------------------------|-------------|
| LPV<br>DA(H) <b>325'</b> (317') |               | STRAIGHT-IN LANDING RWY 26L<br>LNAV/VNAV<br>DA(H) <b>450'</b> (442') |             | LNAV<br>MDA(H) <b>560'</b> (552') |             |
| ALS out                         |               | ALS out  |             | ALS out                           |             |
| A                               |               |  |             | RVR 24 or 1/2                     | RVR 50 or 1 |
| B                               |               |  |             | RVR 50 or 1                       | 1 1/2       |
| C                               | RVR 24 or 1/2 | RVR 50 or 1  | RVR 50 or 1 | 1 1/2                             |             |
| D                               |               |  |             | RVR 60 or 1/4                     | 1 3/4       |

CHANGES: ATIS frequency.

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**KMIA/MIA MIAMI INTL** 15 MAY 09 (12-6) **JEPPESSEN** **MIAMI, FLA** **RNAV (GPS) Rwy 26R**

|  |                                     |  |                                    |  |                                |
|--|-------------------------------------|--|------------------------------------|--|--------------------------------|
| D-ATIS Arrival<br><b>119.15</b>  | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b> | 090°-269°<br><b>123.9</b>          | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b> | Rwys 9, 27, 30<br><b>127.5</b> |
| WAAS<br><b>Ch 86903</b><br>W-26A   | Final<br>Apch Crs<br><b>272°</b>    | Minimum Alt<br><b>1500'</b> (1492')      | LPV<br>DA(H)<br><b>298'</b> (290') | Apt Elev<br><b>8'</b>                          | TDZE<br><b>8'</b>              |
| <b>MISSED APCH: Climb to 2000' direct WOLUP and via 333° track to BRBRA and hold.</b><br>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP -0.30 not authorized. 4. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided. |                                     |  |                                    |  | 2900'<br><br>MSA RW26R         |



|                                 |   |  |  |                                   |   |
|---------------------------------|---|--|--|-----------------------------------|---|
| LPV<br>DA(H) <b>298'</b> (290') |   | STRAIGHT-IN LANDING RWY 26R<br>LNAV/VNAV<br>DA(H) <b>460'</b> (452') |  | LNAV<br>MDA(H) <b>480'</b> (472') |   |
|                                 |   |  |  | CIRCLE-TO-LAND                    |   |
| A                               |   |  |  | 1                                 | A |
| B                               |   |  |  | 1 1/4                             | B |
| C                               | 1 | 1 1/2  |  | 1 1/2                             | C |
| D                               |   |  |  | 1 1/2                             | D |

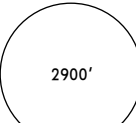
CHANGES: ATIS frequency.

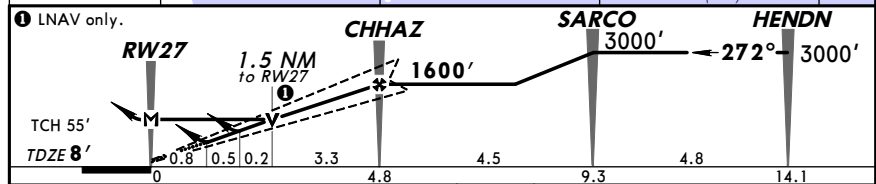
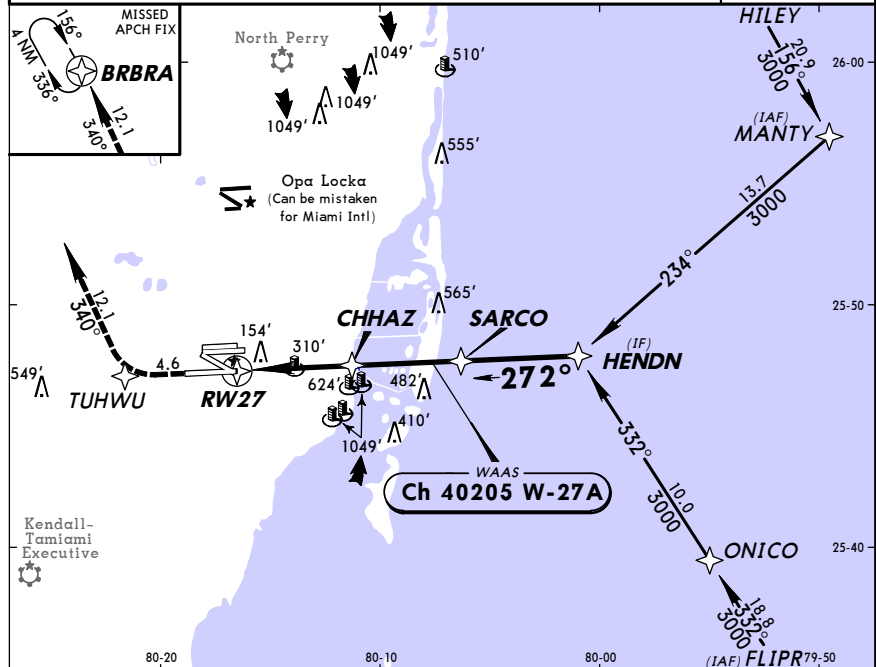
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**KMIA/MIA**  
MIAMI INTL

**JEPPESEN**  
24 JUL 09  
Eff 30 Jul (12-7)

**MIAMI, FLA**  
RNAV (GPS) Z Rwy 27

|   |                                     |  |                                    |                                |  |
|---|-------------------------------------|--|------------------------------------|--------------------------------|--|
| D-ATIS Arrival<br><b>119.15</b>   | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b>     | 090°-269°<br><b>123.9</b>          | Rwys 9, 27, 30<br><b>127.5</b> | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b>   |
| WAAS<br><b>Ch 40205</b><br>W-27A  | Final<br>Apch Crs<br><b>272°</b>    | Minimum Alt<br><b>CHHAZ</b><br>1600' (1592') | LPV<br>DA(H)<br><b>312' (304')</b> | Apt Elev 8'                    | TDZE 8'  |
| <b>MISSED APCH: Climb to 2000' direct TUHWU and via 340° track to BRBRA and hold.</b>   |                                     |  |                                    |                                |  <p>2900'</p> <p>MSA RW27</p> |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'<br>1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. VGSI and RNAV glidepath not coincident. |                                     |  |                                    |                                |  |



|                        |     |     |     |     |     |     |  |      |       |   |       |
|------------------------|-----|-----|-----|-----|-----|-----|--|------|-------|---|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  | MALS | 2000' | ↔ | TUHWU |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  | PAPI | ↑     | ↔ | TUHWU |
| MAP at RW27            |     |     |     |     |     |     |  |      |       |   |       |

| STRAIGHT-IN LANDING RWY 27 |                          |             |                           |
|----------------------------|--------------------------|-------------|---------------------------|
| LPV                        | LNAV/VNAV                |             | LNAV                      |
| DA(H) <b>312' (304')</b>   | DA(H) <b>470' (462')</b> |             | MDA(H) <b>560' (552')</b> |
| RAIL or ALS out            | RAIL or ALS out          |             | RAIL out    ALS out       |
| A                          |                          |             | RVR 24<br>or 1/2          |
| B                          |                          |             | RVR 40<br>or 3/4          |
| C                          | RVR 24 or 1/2            | RVR 50 or 1 | RVR 50 or 1               |
| D                          |                          |             | RVR 60<br>or 1 1/4        |

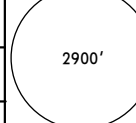
CHANGES: Procedure.

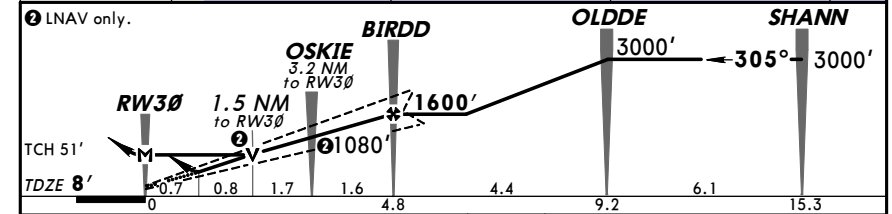
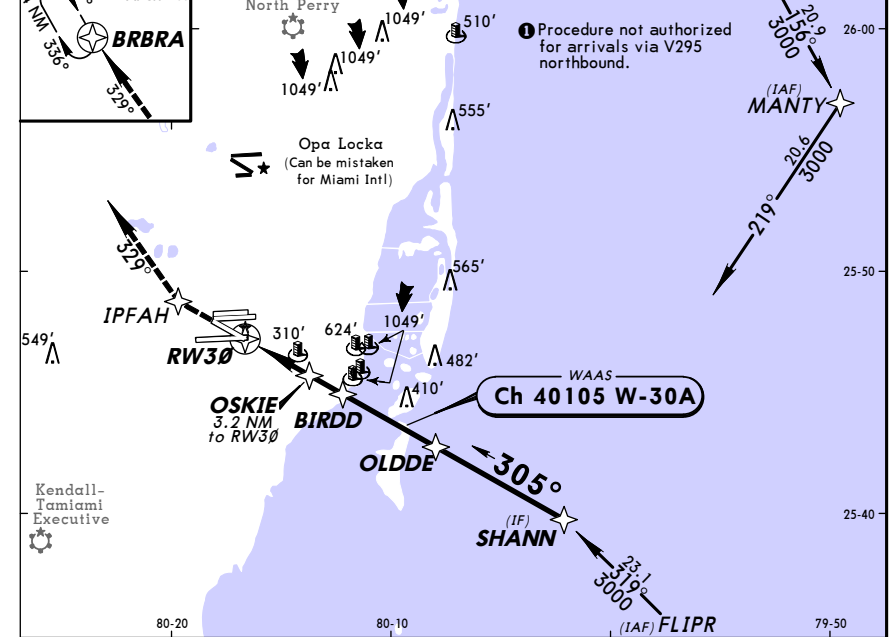
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**KMIA/MIA**  
MIAMI INTL

**JEPPESEN**  
24 JUL 09  
Eff 30 Jul (12-8)

**MIAMI, FLA**  
RNAV (GPS) Z Rwy 30

|   |                                     |  |                                    |                                |  |
|---|-------------------------------------|--|------------------------------------|--------------------------------|--|
| D-ATIS Arrival<br><b>119.15</b>   | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b>     | 090°-269°<br><b>123.9</b>          | Rwys 9, 27, 30<br><b>127.5</b> | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b>   |
| WAAS<br><b>Ch 40105</b><br>W-30A  | Final<br>Apch Crs<br><b>305°</b>    | Minimum Alt<br><b>BIRDD</b><br>1600' (1592') | LPV<br>DA(H)<br><b>285' (277')</b> | Apt Elev 8'                    | TDZE 8'  |
| <b>MISSED APCH: Climb to 3000' direct IPFAH and via 329° track to BRBRA and hold.</b>   |                                     |  |                                    |                                |  <p>2900'</p> <p>MSA RW30</p> |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'<br>1. DME/DME RNP-0.30 not authorized. 2. VGSI and LPV glidepath not coincident. 3. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided. |                                     |  |                                    |                                |  |



|                        |     |     |     |     |     |     |  |      |       |   |       |
|------------------------|-----|-----|-----|-----|-----|-----|--|------|-------|---|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  | MALS | 3000' | ↔ | IPFAH |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  | PAPI | ↑     | ↔ | IPFAH |
| MAP at RW30            |     |     |     |     |     |     |  |      |       |   |       |

| STRAIGHT-IN LANDING RWY 30 |                           |               |
|----------------------------|---------------------------|---------------|
| LPV                        | LNAV                      |               |
| DA(H) <b>285' (277')</b>   | MDA(H) <b>560' (552')</b> |               |
| ALS out                    | ALS out                   |               |
| A                          |                           |               |
| B                          |                           |               |
| C                          | RVR 50 or 1               | RVR 40 or 3/4 |
| D                          |                           | RVR 50 or 1   |

CHANGES: None.

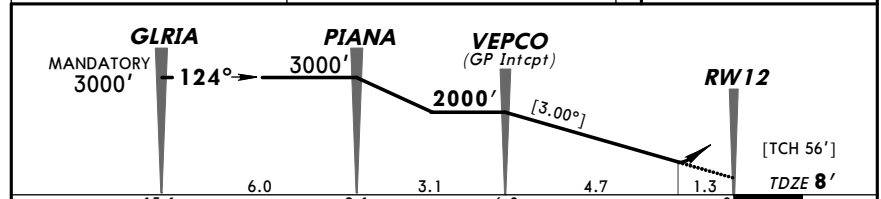
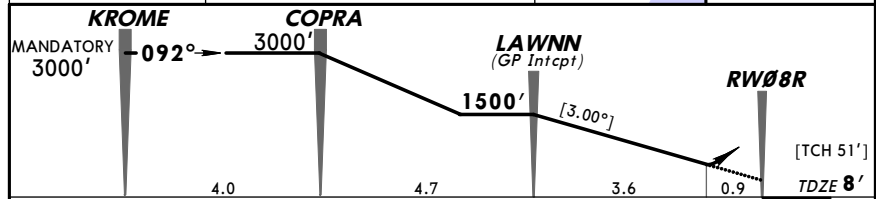
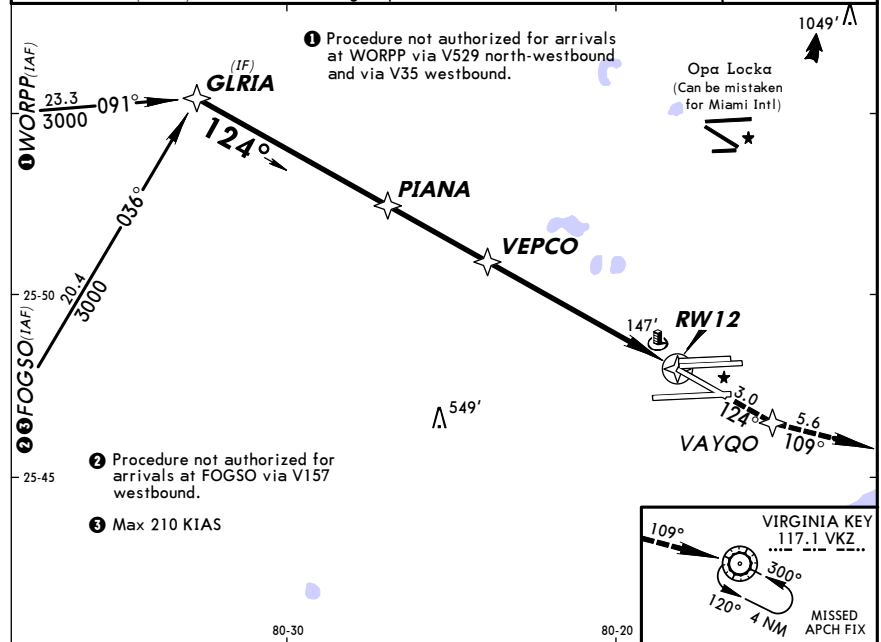
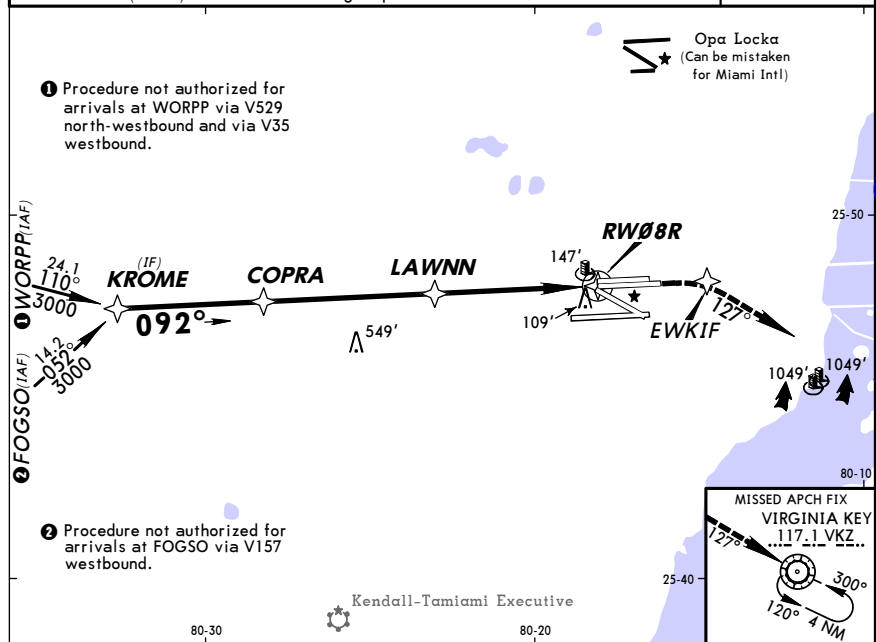
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|                                 |                                     |  |   |  |                                      |
|---------------------------------|-------------------------------------|--|---|--|--------------------------------------|
| D-ATIS Arrival<br><b>119.15</b> | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b>     | 090°-269°<br><b>123.9</b>               | Ground Rwy 8L/R, 12, 26L/R<br><b>121.8</b> | Ground Rwy 9, 27, 30<br><b>127.5</b> |
| RNAV                            | Final Apch Crs<br><b>092°</b>       | Minimum Alt<br><b>LAWNN</b><br>1500' (1492') | RNP 0.11<br>DA(H)<br><b>354' (346')</b> | Apt Elev 8'<br>TDZE <b>8'</b>              |                                      |

|                                 |                                     |  |   |  |                                      |
|---------------------------------|-------------------------------------|--|---|--|--------------------------------------|
| D-ATIS Arrival<br><b>119.15</b> | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b>     | 090°-269°<br><b>123.9</b>               | Ground Rwy 8L/R, 12, 26L/R<br><b>121.8</b> | Ground Rwy 9, 27, 30<br><b>127.5</b> |
| RNAV                            | Final Apch Crs<br><b>124°</b>       | Minimum Alt<br><b>VEPCO</b><br>2000' (1992') | RNP 0.30<br>DA(H)<br><b>461' (453')</b> | Apt Elev 8'<br>TDZE <b>8'</b>              |                                      |

**MISSED APCH:** Climb to 3000' direct EWKIF and via 127° track to VKZ VOR and hold, continue climb-in-hold to 3000'.  
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
**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.

**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 Trans alt: 18000'  
**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.



|                       |     |     |     |     |     |     |  |        |       |   |       |
|-----------------------|-----|-----|-----|-----|-----|-----|--|--------|-------|---|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |  | MALS R | 3000' | ↔ | EWKIF |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |  | PAPI   |       |   |       |

|                       |     |     |     |     |     |     |  |        |       |   |       |
|-----------------------|-----|-----|-----|-----|-----|-----|--|--------|-------|---|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |  | MALS R | 3000' | ↔ | VAYQO |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |  | PAPI   |       |   |       |

|   |               |                 |             |                                      |  |                 |     |
|---|---------------|-----------------|-------------|--------------------------------------|--|-----------------|-----|
| <b>1</b> RNP 0.11<br>DA(H) <b>354' (346')</b> |               |                 |             | RNP 0.30<br>DA(H) <b>458' (450')</b> |  |                 |     |
| RAIL or ALS out                               |               | RAIL or ALS out |             | RAIL or ALS out                      |  | RAIL or ALS out |     |
| A   |               |                 |             |                                      |  |                 |     |
| B   |               |                 |             |                                      |  |                 |     |
| C   | RVR 32 or 5/8 | RVR 60 or 1/4   | RVR 50 or 1 |                                      |  |                 | 1/2 |
| D   |               |                 |             |                                      |  |                 |     |

|   |             |  |  |                 |  |  |     |
|---|-------------|--|--|-----------------|--|--|-----|
| <b>1</b> RNP 0.30<br>DA(H) <b>461' (453')</b> |             |  |  |                 |  |  |     |
| RAIL or ALS out                               |             |  |  | RAIL or ALS out |  |  |     |
| A   |             |  |  |                 |  |  |     |
| B   |             |  |  |                 |  |  |     |
| C   | RVR 50 or 1 |  |  |                 |  |  | 1/2 |
| D   |             |  |  |                 |  |  |     |

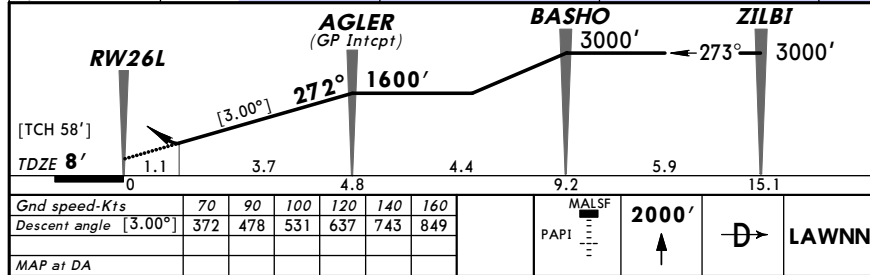
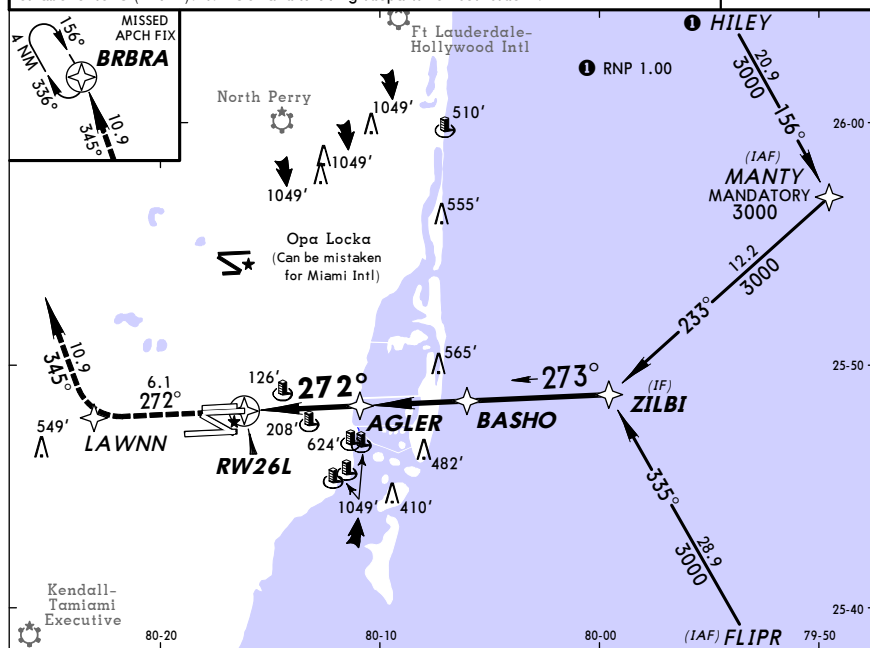
**KMIA/MIA MIAMI INTL** **JEPPesen** **MIAMI, FLA**  
 24 JUL 09 Eff 30 Jul (12-22) **RNAV (RNP) Y Rwy 26L**

|                |                    |                                       |   |
|----------------|--------------------|---------------------------------------|---|
| D-ATIS Arrival | MIAMI Approach (R) | MIAMI Tower                           | Ground  |
| 119.15         | 124.85             | 270°-089°<br>090°-269°<br>118.3 123.9 | Rwys 8L/R, 12, 26L/R<br>Rwys 9, 27, 30<br>121.8 127.5 |

|      |                |                      |                          |                      |       |
|------|----------------|----------------------|--------------------------|----------------------|-------|
| RNAV | Final Apch Crs | Minimum Alt          | RNP 0.20                 | Apt Elev             | 2900' |
|      | <b>272°</b>    | <b>1600'</b> (1592') | DA(H) <b>407'</b> (399') | 8'<br>TDZE <b>8'</b> |       |

MISSED APCH: Climb to 2000' direct LAWNN and via 345° track to BRBRA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 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 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.



|                               |             |                               |    |
|-------------------------------|-------------|-------------------------------|----|
| RNP 0.20<br>DA(H) 407' (399') |             | RNP 0.30<br>DA(H) 564' (556') |    |
| ALS out                       |             | ALS out                       |    |
| A                             |             |                               |    |
| B                             | RVR 50 or 1 | RVR 60 or 1¼                  | 1¾ |
| C                             |             |                               | 2  |
| D                             |             |                               |    |

TERPS 50 02m 20 CHANGES: None. © JEPPesen, 2007, 2009. ALL RIGHTS RESERVED.

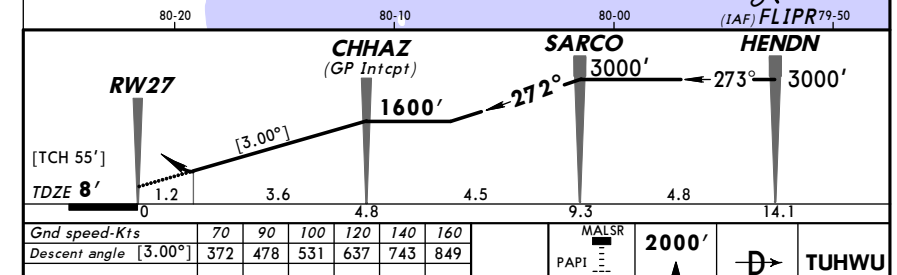
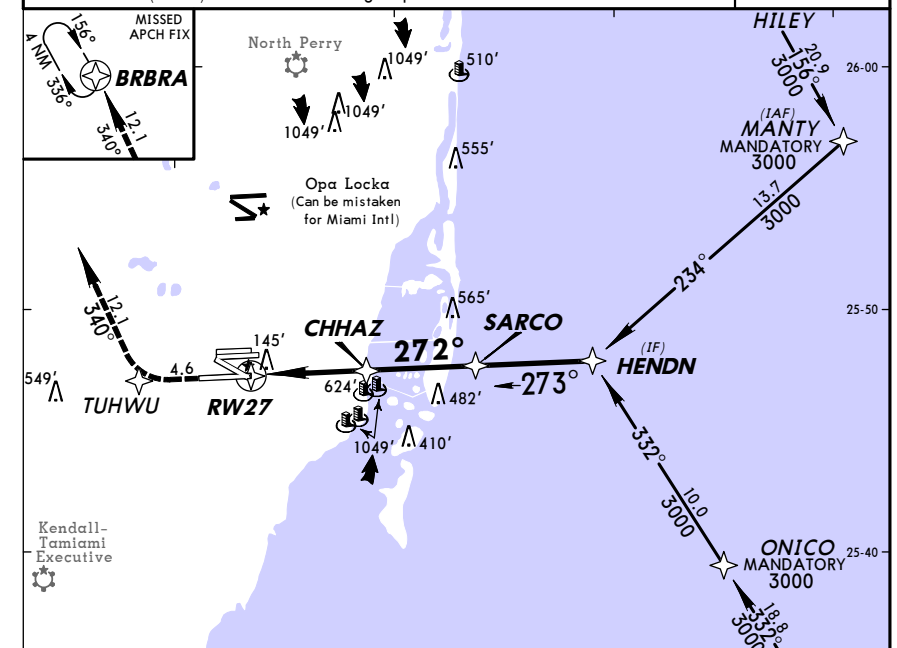
**KMIA/MIA MIAMI INTL** **JEPPesen** **MIAMI, FLA**  
 24 JUL 09 Eff 30 Jul (12-23) **RNAV (RNP) Y Rwy 27**

|                |                    |                                       |   |
|----------------|--------------------|---------------------------------------|---|
| D-ATIS Arrival | MIAMI Approach (R) | MIAMI Tower                           | Ground  |
| 119.15         | 124.85             | 270°-089°<br>090°-269°<br>118.3 123.9 | Rwys 9, 27, 30<br>Rwys 8L/R, 12, 26L/R<br>127.5 121.8 |

|      |                |                      |                          |                      |       |
|------|----------------|----------------------|--------------------------|----------------------|-------|
| RNAV | Final Apch Crs | Minimum Alt          | RNP 0.30                 | Apt Elev             | 2900' |
|      | <b>272°</b>    | <b>1600'</b> (1592') | DA(H) <b>455'</b> (447') | 8'<br>TDZE <b>8'</b> |       |

MISSED APCH: Climb to 2000' direct TUHWU and via 340° track to BRBRA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 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 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.



|                               |             |                 |    |
|-------------------------------|-------------|-----------------|----|
| RNP 0.30<br>DA(H) 455' (447') |             | RAIL or ALS out |    |
| A                             |             |                 |    |
| B                             | RVR 50 or 1 |                 | 1½ |
| C                             |             |                 |    |
| D                             |             |                 |    |

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**KMIA/MIA**  
**MIAMI INTL**

**JEPPESSEN**  
15 MAY 09 (12-24)

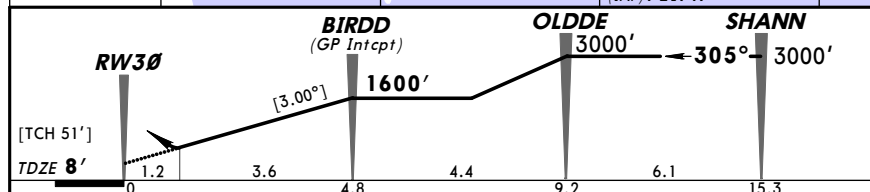
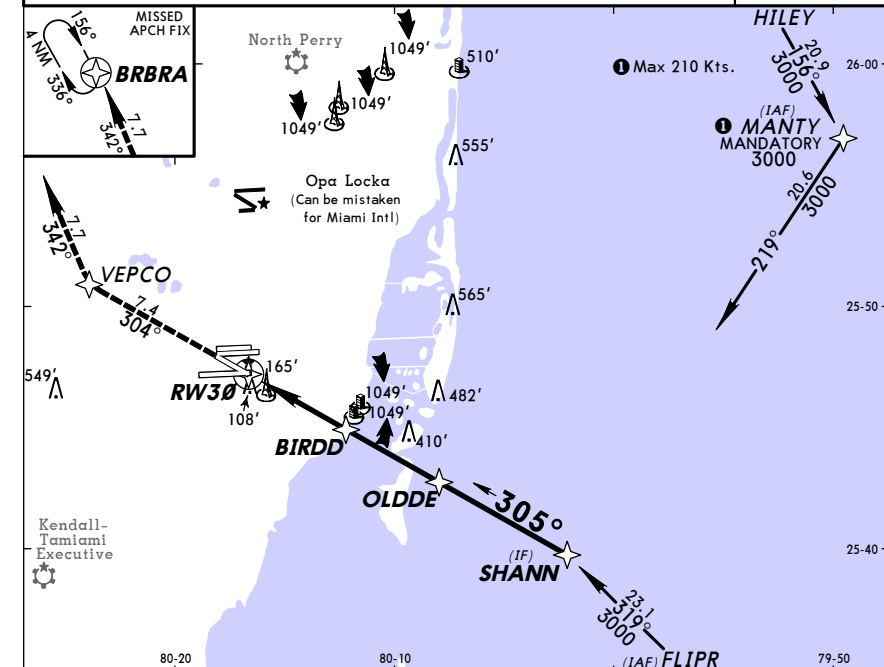
**MIAMI, FLA**  
**RNAV (RNP) Y Rwy 30**

|                                 |                                     |  |                           |                                |  |
|---------------------------------|-------------------------------------|--|---------------------------|--------------------------------|--|
| D-ATIS Arrival<br><b>119.15</b> | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b> | 090°-269°<br><b>123.9</b> | Rwys 9, 27, 30<br><b>127.5</b> | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b> |
|---------------------------------|-------------------------------------|--|---------------------------|--------------------------------|--|

|      |                                  |   |   |                                      |  |
|------|----------------------------------|---|---|--------------------------------------|--|
| RNAV | Final<br>Apch Crs<br><b>305°</b> | Minimum Alt<br><b>BIRDD</b><br><b>1600'</b> (1592') | RNP 0.23<br>DA(H)<br><b>426'</b> (418') | Apt Elev <b>8'</b><br>TDZE <b>8'</b> |  |
|------|----------------------------------|---|---|--------------------------------------|--|

**MISSED APCH:** Climb to 3000' direct VEPCO and via 342° track to BRBRA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
**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 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.**



|                       |     |     |     |     |     |     |  |      |       |   |       |
|-----------------------|-----|-----|-----|-----|-----|-----|--|------|-------|---|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |  | MALS | 3000' | → | VEPCO |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |  | PAPI | ↑     |   |       |
| MAP at DA             |     |     |     |     |     |     |  |      |       |   |       |

| STRAIGHT-IN LANDING RWY 30           |  |                                      |  |
|--------------------------------------|--|--------------------------------------|--|
| RNP 0.23<br>DA(H) <b>426'</b> (418') |  | RNP 0.30<br>DA(H) <b>521'</b> (513') |  |
| ALS out                              |  | ALS out                              |  |

|   |    |    |    |
|---|----|----|----|
| A |    |    |    |
| B |    |    |    |
| C | 1¼ | 1½ | 1¾ |
| D |    |    |    |

TERPS

CHANGES: ATIS frequency.

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