

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
ILS STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

| <u>AIRPORT ID</u>        | <u>PROCEDURE NAME</u>            | <u>ORIGINAL/AMENDMENT</u>    | <u>CITY</u>                    | <u>STATE</u>          |                |                   |
|--------------------------|----------------------------------|------------------------------|--------------------------------|-----------------------|----------------|-------------------|
| TMB                      | ILS OR LOC RWY 9R                | 12                           | MIAMI                          | FL                    |                |                   |
| <u>AIRPORT ELEVATION</u> | <u>TDZE</u>                      | <u>SUPERSEDED</u>            | <u>ORIGINAL/AMENDMENT</u>      | <u>DATED</u>          | <u>MAG VAR</u> | <u>EPOCH YEAR</u> |
| 10                       | 10                               | ILS OR LOC RWY 9R            | 11E                            | 12/02/2021            | 6W             | 2010              |
| <u>FACILITY</u>          | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u> | <u>REQUIRED EFFECTIVE DATE</u> | <u>CANCEL/SUSPEND</u> |                |                   |
| I-TMB                    |                                  |                              | ROUTINE                        |                       |                |                   |

**TERMINAL ROUTES**

| <u>FROM</u> | <u>FIX TYPE</u> | <u>TO</u> | <u>FIX TYPE</u> | <u>LEG TYPE</u> | <u>FO/FB</u> | <u>RNP</u> | <u>COURSE</u>  | <u>DISTANCE</u> | <u>ALTITUDE</u> |
|-------------|-----------------|-----------|-----------------|-----------------|--------------|------------|----------------|-----------------|-----------------|
| VKZ VOR/DME |                 | HAXAM INT |                 |                 |              |            | 259.06         | 27.07           | 2100            |
| DHP VORTAC  |                 | HAXAM INT |                 |                 |              |            | 241.64         | 18.47           | 2000            |
| HAXAM INT   | IF/IAF          | LAYDN INT |                 |                 |              |            | 093.31 (I-TMB) | 6.10            | 1500            |

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 4.52 NM AFTER LAYDN INT

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2100 THEN LEFT TURN ON HEADING 088 AND DHP VORTAC R-130 TO LUVLY INT/DHP 14.05 DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):**

CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT VKZ VOR/DME AND HOLD.

**PROFILE:**

|    |                                                                              |                |                                |           |                  |         |                   |      |
|----|------------------------------------------------------------------------------|----------------|--------------------------------|-----------|------------------|---------|-------------------|------|
| 1. | PT                                                                           | SIDE OF COURSE | OUTBOUND                       | FT WITHIN | MILES OF         | (IAF)   |                   |      |
| 2. | HOLD W HAXAM INT, LT, 093.31 INBOUND, 2000 IN LIEU OF PT (IF/IAF), MAX 6000. |                |                                |           |                  |         |                   |      |
| 3. | FAC:                                                                         | 093.31         | FAF:                           | LAYDN INT | DIST FAF TO MAP: | 4.52    | DIST FAF TO THLD: | 4.52 |
| 4. | MIN ALT: HAXAM INT 2000, LAYDN INT 1500                                      |                |                                |           |                  |         |                   |      |
| 5. | DIST TO THLD FROM OM:                                                        |                | MM:                            | IM:       | 150 HAT:         | GS ANT: | 1048              |      |
| 6. | MIN GS INCPT: 1500                                                           |                | GS ALT AT PFAF: LAYDN INT 1500 |           | OM:              | MM:     | IM:               |      |
| 7. | GS ANGLE: 3.00                                                               |                | 34:1:                          |           | 20:1:            | TCH:    | 49.9              |      |
| 8. | MSA FROM: DHP VORTAC 2900                                                    |                |                                |           |                  |         |                   |      |

QUALITY  
39  
CHECKED

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON DHP VORTAC AIRWAY RADIALS 195 CW 278.  
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.  
CHART NOTE: CIRCLING RWY 13 NA AT NIGHT.  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MIA ALTIMETER SETTING AND INCREASE S-ILS 09R DA TO 235 FEET; INCREASE ALL MDAS 40 FEET AND INCREASE S-LOC 09R VISIBILITY CATS C/D 1/8 SM.

ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW: ALT MA HOLDING, HOLD SE VKZ VOR/DME. LT. 300.00 INBOUND.  
HOLD SE, RT, 309.80 INBOUND.  
FAS OBST: 207 AAO 253818N/0803006W.  
CHART A-291D.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

| CATEGORY:  | A      |     |         | B      |     |         | C      |       |         | D      |     |         | E      |     |         |
|------------|--------|-----|---------|--------|-----|---------|--------|-------|---------|--------|-----|---------|--------|-----|---------|
| FINAL TYPE | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS   | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA |
| S-ILS 09R  | 210    | 1/2 | 200     | 210    | 1/2 | 200     | 210    | 1/2   | 200     | 210    | 1/2 | 200     |        |     |         |
| S-LOC 09R  | 460    | 1/2 | 450     | 460    | 1/2 | 450     | 460    | 7/8   | 450     | 460    | 7/8 | 450     |        |     |         |
| CIRCLING   | 460    | 1   | 450     | 560    | 1   | 550     | 640    | 1 3/4 | 630     | 640    | 2   | 630     |        |     |         |

CHANGES - REASONS

1. REPLACED PROCEDURE TURN FROM LAYDN INT WITH HOLD-IN-LIEU AT HAXAM INT. – PER ATC REQUEST TO MATCH RNAV (GPS) RWY 09R.
2. ADDED FEEDER FROM DHP VORTAC TO HAXAM INT. – PER FPT REQUEST.
3. UPDATED FEEDER FROM VKZ VOR/DME – LAYDN INT TO VKZ VOR/DME – HAXAM INT; COURSE/DISTANCE FROM 255.52/21.15 TO 259.06/27.07; ALTITUDE FROM 2500 TO 2100. – FEEDER CONNECTS TO HOLD-IN-LIEU AT HAXAM INT.
4. ADDED INTERMEDIATE SEGMENT FROM HAXAM INT. - PER ATC REQUEST TO MATCH RNAV (GPS) RWY 09R.
5. UPDATED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 2000 . . ." TO "CLIMB TO 2100 . . ." - NEW MISSED APPROACH CONTROLLING OBSTRUCTION.
6. PROFILE LINES 1/2: REMOVED PROCEDURE TURN FROM LAYDN INT; ADDED HOLD-IN-LIEU AT HAXAM INT. – PER ATC REQUEST TO MATCH RNAV (GPS) RWY 09R.
7. PROFILE LINE 7: UPDATED TCH FROM 50.3 TO 49.9. – 49.9 IS THE DESIGN TCH.
8. NOTES: ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON DHP VORTAC AIRWAY RADIALS 195 CW 278. – IAW 8260.19K 8-2-5 E(2).
9. NOTES: REMOVED CHART NOTE: FOR INOPERATIVE ALS WHEN USING MIAMI INTL ALTIMETER SETTING, INCREASE CAT C/D VISIBILITY TO 1 3/8 SM. - IAW CURRENT CRITERIA.
10. NOTES: UPDATED WHEN LOCAL ALTIMETER NOT RECEIVED FROM "USE MIAMI INTL ALTIMETER SETTING AND INCREASE S-ILS 09R DA TO 237 FEET AND ALL MDA 40 FEET, INCREASE S-LOC 09R CAT C/D VISIBILITY 1/8 SM" TO "USE MIA ALTIMETER SETTING AND INCREASE S-ILS 09R DA TO 235 FEET; INCREASE ALL MDAS 40 FEET AND INCREASE S-LOC 09R VISIBILITY CATS C/D 1/8 SM." - IAW 8260.19J 8-6-10F(4).
11. NOTES: ADDED CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED. - PER ATC REQUEST; IAW 8260.19K 8-6-10 O.
12. NOTES: UPDATED CHART NOTE FROM "CIRCLING RWY 13, 31 NA AT NIGHT" TO "CIRCLING RWY 13 NA AT NIGHT." - RWY 31 HAS SURVEY; NIGHT CIRCLING RESTORED, NO PENETRATIONS.
13. ADDITIONAL FLIGHT DATA: REMOVED CHART IN PLANVIEW: (CFDXW) AT 253804.27N/0803805.59W. – PROCEDURE TURN REMOVED.
14. ADDITIONAL FLIGHT DATA: REMOVED CHART 2500 PRIOR TO LAYDN IN PROFILE. – NO LONGER REQUIRED.
15. ADDITIONAL FLIGHT DATA: ADDED FAS OBST: 207 AAO 253818N/0803006W. – IAW 8260.19K 8-6-11 C.



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZMA, MIA APP CON, AMGR, ATCT, FL AERO

FLIGHT CHECKED BY

Digitally signed by

APRIL T SARMENTO

EDWARD W MESA

Oct 14, 2026

OFFICE

DATE

AJF

09/04/2026

DEVELOPED BY

Digitally signed by

APRIL T SARMENTO

CASIMIR L. TABAKA (BARBARA GORMAN)

Oct 14, 2026

OFFICE

DATE

AJV-A432

03/02/2026

APPROVED BY

Digitally signed by

APRIL T SARMENTO

CASIMIR L. TABAKA

Oct 14, 2026

OFFICE

DATE

TITLE

AJV-A430

MANAGER



**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

| <u>AIRPORT ID</u> | <u>PROCEDURE NAME</u> | <u>AMDT NO.</u> | <u>CITY</u> | <u>STATE</u> | <u>AIRPORT ELEVATION</u> | <u>FACILITY</u> |
|-------------------|-----------------------|-----------------|-------------|--------------|--------------------------|-----------------|
| TMB               | ILS OR LOC RWY 9R     | 12              | MIAMI       | FL           | 10                       | I-TMB           |

**PART A: OBSTRUCTION DATA SEGMENTS**

**FEEDER**

**FROM** VKZ VOR/DME **TO** HAXAM INT

| <u>RNP</u>           | <u>DISTANCE</u><br>27.07 | <u>PAT</u>      | <u>MAP</u>  |             |           | <u>HAT</u> |            |           | <u>HMAS</u> |                    |                |
|----------------------|--------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| <u>OBSTRUCTION</u>   | <u>COORDINATES</u>       | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u> | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
| BUILDING (12-026968) | 254641.23N/0801102.87W   | 1049            | 20          | 3           | 1A        | 1000       |            |           |             |                    | 2100           |
| TERRAIN              | 254718.00N/0801227.00W   | 45 (0)          |             |             |           |            |            |           |             | AS1500             | 1500           |

**COMPUTATIONS**

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

**SEGMENT REMARKS:**

**FEEDER**

**FROM** DHP VORTAC **TO** HAXAM INT

| <u>RNP</u>         | <u>DISTANCE</u><br>18.47 | <u>PAT</u>      | <u>MAP</u>  |             |           | <u>HAT</u> |            |           | <u>HMAS</u> |                    |                |
|--------------------|--------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| <u>OBSTRUCTION</u> | <u>COORDINATES</u>       | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u> | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
| TOWER (12-000221)  | 254624.36N/0802516.20W   | 549             | 250         | 50          | 4D        | 1000       |            |           |             | AT451              | 2000           |
| TERRAIN            | 254700.00N/0802309.00W   | 36 (0)          |             |             |           |            |            |           |             | AS1500             | 1500           |

**COMPUTATIONS**

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

**SEGMENT REMARKS:**

QUALITY  
39  
CHECKED

INTERMEDIATE

FROM

HAXAM INT (IF/IAF)

TO

LAYDN INT

| <u>RNP</u>         | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             |           |            | <u>HAT</u> | <u>HMAS</u> |             |                    |                |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
|                    | 6.10                   |                 |             |             |           |            |            |             |             |                    |                |
| <u>OBSTRUCTION</u> | <u>COORDINATES</u>     | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u>   | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
| AAO                | 253724.00N/0804027.00W | 210             | 215         | 8           | 4B        | 500        |            |             |             |                    | 800            |
| TERRAIN            | 253651.00N/0803524.00W | 9 (0)           |             |             |           |            |            |             |             | AS1500             | 1500           |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

LAYDN INT

TO

RW09R

| <u>RNP</u>         | <u>DISTANCE</u>    | <u>PAT</u>      | <u>MAP</u>  |             |           |            | <u>HAT</u> | <u>HMAS</u> |             |                    |                |
|--------------------|--------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
|                    | 4.52               |                 | DA          |             |           |            | 200        |             |             |                    |                |
| <u>OBSTRUCTION</u> | <u>COORDINATES</u> | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u>   | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
|                    |                    |                 |             |             |           |            | ASC        |             |             |                    | 210            |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM

LAYDN INT

TO

4.52 NM AFTER LAYDN INT

| RNP         | DISTANCE               | PAT      | MAP                     |      | HAT | HMAS |     |    |      |             |         |
|-------------|------------------------|----------|-------------------------|------|-----|------|-----|----|------|-------------|---------|
|             | 4.52                   |          | 4.52 NM AFTER LAYDN INT |      | 450 |      |     |    |      |             |         |
| OBSTRUCTION | COORDINATES            | ELEV MSL | HORZ                    | VERT | AC  | ROC  | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| AAO         | 253818.00N/0803006.00W | 207      | 215                     | 8    | 4B  | 250  |     |    |      |             | 460     |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

HAXAM INT

TO

P-4

| RNP         | DISTANCE               | PAT      | MAP  |      | HAT | HMAS |     |    |      |             |         |
|-------------|------------------------|----------|------|------|-----|------|-----|----|------|-------------|---------|
|             |                        | P-4      |      |      |     |      |     |    |      |             |         |
| OBSTRUCTION | COORDINATES            | ELEV MSL | HORZ | VERT | AC  | ROC  | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| AAO         | 253724.00N/0804027.00W | 210      | 215  | 8    | 4B  | 1000 |     |    |      | AT790       | 2000    |
| TERRAIN     | 253724.00N/0804027.00W | 9 (0)    |      |      |     |      |     |    |      | AS1500      | 1500    |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: ILS

FROM

DA

TO

LUVLY INT/DHP 14.05 DME

| <u>RNP</u>           | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             |           |            | <u>HAT</u> | <u>HMAS</u> |             |                    |                |
|----------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
|                      |                        |                 |             |             |           |            |            |             |             | 45                 |                |
| <u>OBSTRUCTION</u>   | <u>COORDINATES</u>     | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u>   | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
|                      |                        |                 |             |             |           |            | ASC        |             |             |                    | 2000           |
| BUILDING (12-040916) | 254542.37N/0801135.45W | 1049            | 250         | 50          | 4D        | 1000       |            |             |             |                    | 2100           |
| TERRAIN              | 254521.00N/0801203.00W | 42 (0)          |             |             |           |            |            |             |             | AS1500             | 1500           |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

4.52 NM AFTER LAYDN INT

TO

LUVLY INT/DHP 14.05 DME

| <u>RNP</u>           | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             |           |            | <u>HAT</u> | <u>HMAS</u><br>210 |             |                    |                |
|----------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|--------------------|-------------|--------------------|----------------|
| <u>OBSTRUCTION</u>   | <u>COORDINATES</u>     | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u>          | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
|                      |                        |                 |             |             |           |            | ASC        |                    |             |                    | 2000           |
| BUILDING (12-040916) | 254542.37N/0801135.45W | 1049            | 250         | 50          | 4D        | 1000       |            |                    |             |                    | 2100           |
| TERRAIN              | 254521.00N/0801203.00W | 42 (0)          |             |             |           |            |            |                    |             | AS1500             | 1500           |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH ALTERNATE: ILS

FROM

DA

TO

VKZ VOR/DME

| <u>RNP</u>           | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             | <u>HAT</u> |            | <u>HMAS</u> |           |             |                    |                |
|----------------------|------------------------|-----------------|-------------|-------------|------------|------------|-------------|-----------|-------------|--------------------|----------------|
|                      |                        |                 |             |             |            |            | 45          |           |             |                    |                |
| <u>OBSTRUCTION</u>   | <u>COORDINATES</u>     | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u>  | <u>ROC</u> | <u>OCS</u>  | <u>CG</u> | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
|                      |                        |                 |             |             |            |            | ASC         |           |             |                    | 3000           |
| BUILDING (12-026968) | 254641.23N/0801102.87W | 1049            | 20          | 3           | 1A         | 1000       |             |           |             |                    | 2100           |
| TERRAIN              | 254833.00N/0801539.00W | 52 (100)        |             |             |            |            |             |           |             | AS1500             | 1600           |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH ALTERNATE: LOC

FROM

4.52 NM AFTER LAYDN INT

TO

VKZ VOR/DME

| <u>RNP</u>           | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             | <u>HAT</u> |            | <u>HMAS</u> |           |             |                    |                |
|----------------------|------------------------|-----------------|-------------|-------------|------------|------------|-------------|-----------|-------------|--------------------|----------------|
|                      |                        |                 |             |             |            |            |             | 210       |             |                    |                |
| <u>OBSTRUCTION</u>   | <u>COORDINATES</u>     | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u>  | <u>ROC</u> | <u>OCS</u>  | <u>CG</u> | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
|                      |                        |                 |             |             |            |            | ASC         |           |             |                    | 3000           |
| BUILDING (12-026968) | 254641.23N/0801102.87W | 1049            | 20          | 3           | 1A         | 1000       |             |           |             |                    | 2100           |
| TERRAIN              | 254833.00N/0801539.00W | 52 (100)        |             |             |            |            |             |           |             | AS1500             | 1600           |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

| OBSTRUCTION          | COORDINATES            | RADIUS | HAA | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|----------------------|------------------------|--------|-----|----------|------|------|----|-----|-----|-------------|---------|
| CATEGORY A           |                        |        |     |          |      |      |    |     |     |             |         |
| TOWER (12-005022)    | 253814.36N/0802546.43W | 1.30   | 450 | 158      | 20   | 3    | 1A | 300 |     |             | 460     |
| CATEGORY B           |                        |        |     |          |      |      |    |     |     |             |         |
| BUILDING (12-026607) | 254040.97N/0802716.32W | 1.81   | 550 | 258      | 50   | 20   | 2C | 300 |     |             | 560     |
| CATEGORY C           |                        |        |     |          |      |      |    |     |     |             |         |
| TOWER (12-003199)    | 253734.35N/0802300.26W | 2.84   | 630 | 321      | 20   | 10   | 1B | 300 |     |             | 640     |
| CATEGORY D           |                        |        |     |          |      |      |    |     |     |             |         |
| TOWER (12-003199)    | 253734.35N/0802300.26W | 3.70   | 630 | 321      | 20   | 10   | 1B | 300 |     |             | 640     |

CIRCLING REMARKS:

MSA

| CENTER     | RADIUS |
|------------|--------|
| DHP VORTAC | 25     |

| SECTOR  | OBSTRUCTION     | COORDINATES            | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC  | OCS | ADJUSTMENTS | MIN ALT |
|---------|-----------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 360-360 | TWR (12-003077) | 253225.39N/0802806.20W | 207     | 16.8     | 1849     | 250  | 50   | 4D | 1000 |     |             | 2900    |

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

TMB TOWER, MIA APP CON

| WX SERVICE         | LOCATION | HRS OPERATION | ALTIMETER SOURCE | DISTANCE | WMSCR | ADJUSTMENTS |
|--------------------|----------|---------------|------------------|----------|-------|-------------|
| ASOS               | TMB      | 24            | TMB              |          | Y     | 0           |
| BACK-UP WX SERVICE | LOCATION | HRS OPERATION | ALTIMETER SOURCE | DISTANCE | WMSCR | ADJUSTMENTS |
| ASOS               | MIA      | 24            | MIA              | 11.78    | Y     | 25          |

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
KTMB 10, KMIA 9  
RA = 24.3.

| PRIMARY NAVAID | MONITOR POINT | HRS OPERATION             | CAT |
|----------------|---------------|---------------------------|-----|
| I-TMB          | ATCT          | WHEN CONTROL TOWER OPEN   | 1   |
|                |               | WHEN CONTROL TOWER CLOSED | 3   |



| <u>AIRPORT ID</u><br>TMB                   | <u>PROCEDURE NAME</u><br>ILS OR LOC RWY 9R | <u>AMDT NO.</u><br>12  | <u>CITY</u><br>MIAMI       | <u>STATE</u><br>FL | <u>AIRPORT ELEVATION</u><br>10 | <u>FACILITY</u><br>I-TMB |
|--------------------------------------------|--------------------------------------------|------------------------|----------------------------|--------------------|--------------------------------|--------------------------|
| <u>APPROACH AND RUNWAY LIGHTING SYSTEM</u> |                                            | <u>RUNWAY MARKINGS</u> | <u>RUNWAY VISUAL RANGE</u> |                    |                                |                          |
| RW13 - REIL, MIRL (PCL), PAPI-4L           |                                            | BSC-G                  |                            |                    |                                |                          |
| RW31 - MIRL (PCL)                          |                                            | BSC-G                  |                            |                    |                                |                          |
| RW09L - MIRL, PAPI-4L                      |                                            | NPI-F                  |                            |                    |                                |                          |
| RW27R - MIRL, PAPI-2L                      |                                            | NPI-F                  |                            |                    |                                |                          |
| RW09R - MALSR (PCL), HIRL (PCL), PAPI-4R   |                                            | PIR-F                  |                            |                    |                                |                          |
| RW27L - HIRL (PCL), PAPI-4L                |                                            | PIR-F                  |                            |                    |                                |                          |

| <u>GLIDESLOPE ANGLE</u> | <u>ELEV RWY THRESHOLD</u> | <u>TCH</u> | <u>ELEV GS ANTENNA</u> | <u>DISTANCE FROM RWY</u> | <u>VGSI ANGLE</u> | <u>TCH</u> |
|-------------------------|---------------------------|------------|------------------------|--------------------------|-------------------|------------|
| 3.00                    | 10.0                      | 49.9       | 10.0                   | 1048                     | 3.00              | 55.0       |

**FINAL APPROACH COURSE AIMING**

|                  |                                     |                    |                              |
|------------------|-------------------------------------|--------------------|------------------------------|
| RUNWAY THRESHOLD | <input checked="" type="checkbox"/> | FT FROM THRESHOLD  | DISPLACED THRESHOLD DISTANCE |
| ON CENTERLINE    | <input checked="" type="checkbox"/> | FT FROM CENTERLINE |                              |

**CRITICAL TEMPERATURES**

| <u>CRITICAL LOW</u> | <u>CRITICAL HIGH</u> | <u>ACT</u> | <u>APT ISA</u> |
|---------------------|----------------------|------------|----------------|
|---------------------|----------------------|------------|----------------|

**CRITICAL TEMPERATURE REMARKS:**

**"VISUAL PORTION OF FINAL" PENETRATIONS**

|                                                          |                 |  |  |
|----------------------------------------------------------|-----------------|--|--|
| FINAL TYPE                                               | CIRCLING RWY 13 |  |  |
| 20:1                                                     |                 |  |  |
| 10 TERRAIN (12-029030) 253903.3500N/0802628.6400W (1.55) |                 |  |  |
| <b><u>PENETRATIONS REMARKS:</u></b>                      |                 |  |  |
|                                                          |                 |  |  |

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

|                                     |
|-------------------------------------|
| <b><u>PENETRATIONS REMARKS:</u></b> |
|                                     |

QUALITY  
39  
CHECKED

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.  
PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
60' TREES USED PER FPT.  
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

|                 |       |                                 |        |
|-----------------|-------|---------------------------------|--------|
| DISTANCE FROM   | THLD  | TO 1000FT POINT                 | 2.95   |
| WIDTH OF        | FINAL | SEGMENT AT 1000FT POINT         | 0.86   |
| TRUE COURSE OF  | FINAL | SEGMENT CONTAINING 1000FT POINT | 087.31 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 0      |
| DISTANCE FROM   | THLD  | TO 1500FT POINT                 | 4.52   |
| WIDTH OF        | FINAL | SEGMENT AT 1500FT POINT         | 1.20   |
| TRUE COURSE OF  | FINAL | SEGMENT CONTAINING 1500FT POINT | 087.31 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 0      |

|                                            |                             |
|--------------------------------------------|-----------------------------|
| THRESHOLD COORDINATES (IF STR-IN)          | 253834.44N/0802627.94W      |
| ARP COORDINATES                            | 253851.23N/0802559.61W      |
| RUNWAY APCH END AND DIST FURTHEST FROM ARP | RUNWAY 27L DISTANCE 0.61 NM |
| FAF COORDINATES                            | 253821.59N/0803127.86W      |
| FIX NAME COORDINATES                       |                             |

REMARKS

PART E: PREPARED BY

|                                    |          |            |                                     |
|------------------------------------|----------|------------|-------------------------------------|
| NAME                               | OFFICE   | DATE       | TITLE                               |
| CASIMIR L. TABAKA (BARBARA GORMAN) | AJV-A432 | 03/02/2026 | AERONAUTICAL INFORMATION SPECIALIST |

