

MIAMI, FLORIDA

AL-257 (FAA)

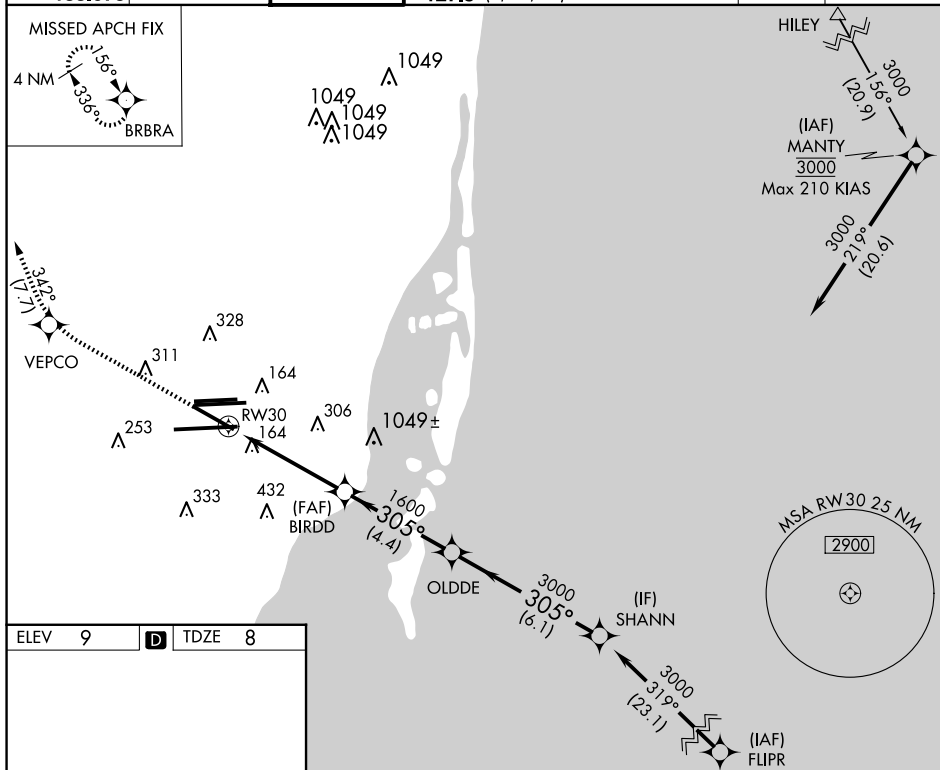
24137

APP CRS	Rwy Idg	7913
305°	TDZE	8
	Apt Elev	9

RNAV (RNP) Y RWY 30
MIAMI INTL (MIA)

T NA	For inoperative MALS, increase RNP 0.23 all Cats visibility to 1½, RNP 0.30 all Cats to 1¾. GPS Required. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (119°F).	MALS 	MISSED APPROACH: Climb to 3000 direct VEPKO and via 342° track to BRBRA and hold.
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ARR	D-ATIS	MIAMI APP CON		MIAMI TOWER		GND CON		CLNC DEL	CPDLC
DEP	119.15 133.675	124.85	322.3	118.3	256.9	121.8 127.5	(8L/8R/12/26L/26R) (9/27/30)	348.6 135.35	



The diagram illustrates the RWY 30 approach procedure. It includes a plan view on the left showing the runway alignment, TWR, and various navigational fixes (A5, A4, P4) with associated distances (e.g., 8600 X 150, 18500 X 200). The main profile view shows the descent path starting from RW30, passing through BIRDD at 1600 feet, and ending at OLDDE at 3000 feet. The final segment is SHANN at 3000 feet. Key distances are 4.8 NM, 4.4 NM, and 6.1 NM. Altitudes are marked as 1600, 3000, and 305°. A note indicates 'VGSIs and RNAV glidepath not coincident (VGS Angle 3.00/TCH 71)'. Below the diagram is a table summarizing RNP values.

CATEGORY	A	B	C	D
RNP 0.23 DA		426-1¼	418 (500-1½)	
RNP 0.30 DA		521-1½	513 (600-1½)	

AUTHORIZATION REQUIRED

MIAMI, FLORIDA
Orig-A 30JUN11

25°48'N-80°17'W

MIAMI INTL (MIA)

RNAV (RNP) Y RWY 30

SE-3, 12 JUN 2025 to 10 JUL 2025