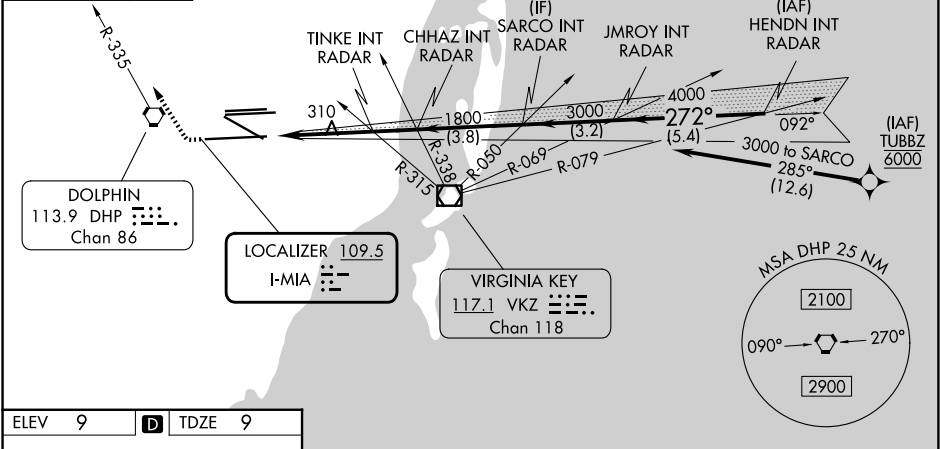
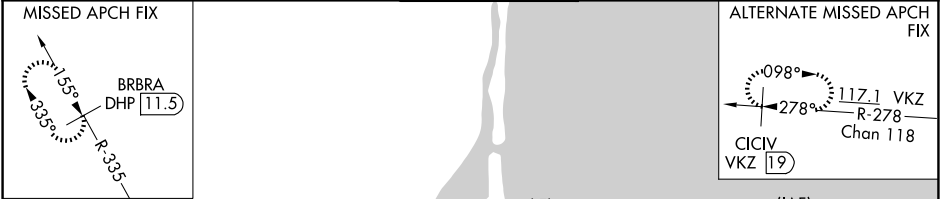


|                           |                        |                                                            |
|---------------------------|------------------------|------------------------------------------------------------|
| LOC I-MIA<br><b>109.5</b> | APP CRS<br><b>272°</b> | Rwy Ldg <b>12755</b><br>TDZE <b>9</b><br>Apt Elev <b>9</b> |
|---------------------------|------------------------|------------------------------------------------------------|

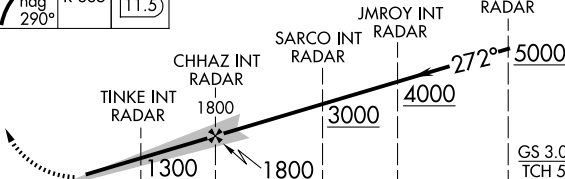
ILS or LOC RWY 27  
MIAMI INTL (MIA)

|                                                                                                                                                      |  |           |                                                                                                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DME required. RNP APCH-GPS. From TUBBZ.                                                                                                              |  | MALSR<br> | MISSED APPROACH: Climb to 800 then climbing right turn to 4000 on heading 290° and DHP VORTAC R-335 to BRBRA/ DHP 11.5 DME and hold, continue climb-in-hold to 4000. |
| <br>Simultaneous approach authorized.<br>Inop table does not apply to S-LOC 27 Cats C/D.<br>* RVR 1800 authorized with use of FD or AP or HUD to DA. |  |           |                                                                                                                                                                      |

|                         |                                      |                                   |                                                                                   |
|-------------------------|--------------------------------------|-----------------------------------|-----------------------------------------------------------------------------------|
| D-ATIS<br><b>119.15</b> | MIAMI APP CON<br><b>124.85 322.3</b> | MIAMI TOWER<br><b>118.3 256.9</b> | GND CON<br><b>121.8</b> (8L/8R/12/26L/26R) <b>348.6</b><br><b>127.5</b> (9/27/30) |
|-------------------------|--------------------------------------|-----------------------------------|-----------------------------------------------------------------------------------|



|                                                         |          |                     |
|---------------------------------------------------------|----------|---------------------|
| ELEV 9                                                  | <b>D</b> | TDZE 9              |
|                                                         |          |                     |
| TDZ/CL Rwy 8R<br>REIL Rwy 8L and 26R<br>HIRL all Rwy 27 |          |                     |
| FAF to MAP 5.5 NM                                       |          |                     |
| Knots                                                   | 60       | 90 120 150 180      |
| Min:Sec                                                 | 5:30     | 3:40 2:45 2:12 1:50 |

|                                                                                     |                                                                                     |                          |                     |                                                                 |               |                 |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------|---------------------|-----------------------------------------------------------------|---------------|-----------------|
| 800                                                                                 | 4000                                                                                | DHP R-335                | BRBRA DHP 11.5      | VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 71). |               | HENDN INT RADAR |
|  |  |                          |                     |                                                                 |               |                 |
|  |                                                                                     |                          |                     |                                                                 |               |                 |
| CATEGORY                                                                            | A                                                                                   |                          | B                   | C                                                               | D             |                 |
| S-ILS 27 *                                                                          | 209/24 200 (200-½)                                                                  |                          |                     |                                                                 |               |                 |
| S-LOC 27                                                                            | 1300/40<br>1291 (1300-¾)                                                            | 1300/55<br>1291 (1300-1) | 1300-3              |                                                                 | 1291 (1300-3) |                 |
| TINKE FIX MINIMUMS (DUAL VOR RECEIVERS OR RADAR REQUIRED)                           |                                                                                     |                          |                     |                                                                 |               |                 |
| S-LOC 27                                                                            | 560/24 551 (600-½)                                                                  |                          | 560/60 551 (600-1¼) |                                                                 |               |                 |