

LOC/DME I-BUL <b>110.9</b> Chan <b>46</b>	APP CRS <b>092°</b>	Rwy Idg <b>11397</b> TDZE <b>7</b> Apt Elev <b>9</b>
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ILS or LOC RWY 9  
MIAMI INTL (MIA)

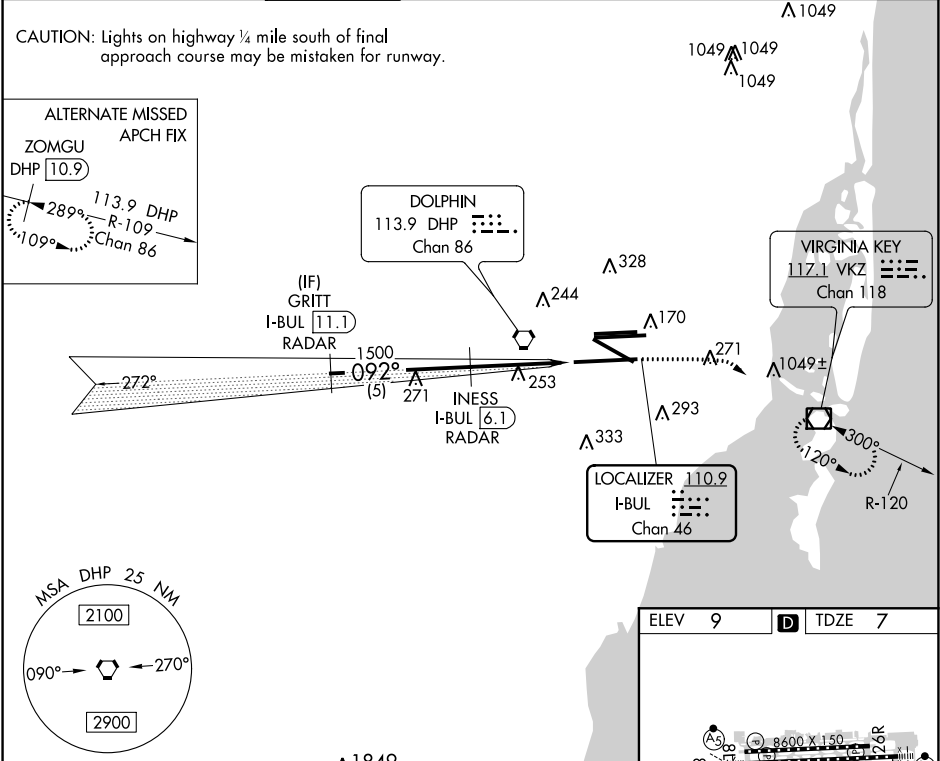
RADAR required for procedure entry. DME required for LOC only.

Autopilot coupled approach NA. Simultaneous approach authorized. For inop ALS, increase S-ILS 9 Cat E visibility to RVR 4000 and S-LOC 9 Cat C/D visibility to 1½ SM.  
\*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold, continue climb-in-hold to 3000.

D-ATIS ARR <b>119.15</b> DEP <b>133.675</b>	MIAMI APP CON <b>124.85 322.3</b>	MIAMI TOWER <b>118.3 256.9</b>	GND CON <b>121.8</b> (8L/8R/12/26L/26R) <b>127.5</b> (9/27/30)	<b>348.6</b>	CLNC DEL <b>135.35</b>	CPDLC
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH72).

GRITT I-BUL 11.1 RADAR

INESS I-BUL 6.1 RADAR

\* I-BUL 3.4

I-BUL 2.1

GS 3.00° TCH 56

800 3000 VKZ

\* LOC only.

092° 4 NM from FAF

TDZ/CL Rwy 8R

REIL Rwy 8L and 26R

HIRL all Rwy

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D	E
S-ILS 9**	207/24 200 (200-½)				
S-LOC 9	480/24	473 (500-½)	480/50	473 (500-1)	NA

SE-3, 31 DEC 2020 to 28 JAN 2021

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