


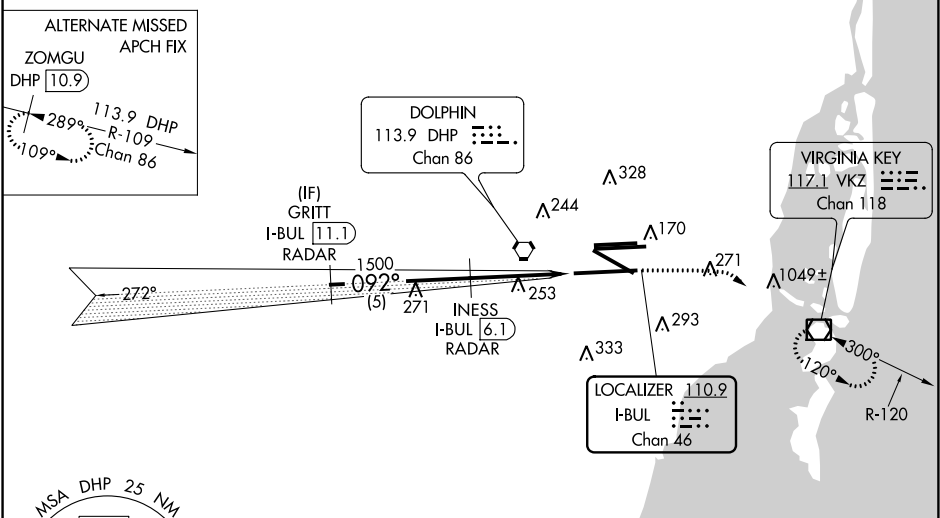
LOC/DME I-BUL 110.9 Chan 46	APP CRS 092°	Rwy Idg 11397 TDZE Apt Elev 9
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ILS or LOC RWY 9
MIAMI INTL (MIA)

RADAR required for procedure entry. DME required for LOC only.		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold, continue climb-in-hold to 3000.
<div>T</div>	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 1 3/8 SM. **RVR 1800 authorized with use of FD or AP or HUD to DA.		

D-ATIS ARR 119.15 DEP 133.675	MIAMI APP CON 124.85 322.3	MIAMI TOWER 118.3 256.9	GND CON 121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	CLNC DEL 135.35	CPDLC
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CAUTION: Lights on highway 1/4 mile south of final approach course may be mistaken for runway.



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH72).		ELEV 9		D TDZE 7	
GRITT I-BUL [11.1] RADAR		INNESS I-BUL [6.1] RADAR		* LOC only.	
3000		1347		* I-BUL [3.4] I-BUL [2.1]	
092°		1500		5 NM 2.7 NM 1.3 NM	
GS 3.00° TCH 56		800 3000 VKZ		092° 4 NM from FAF	
CATEGORY A		B		C	
S-ILS 9**		207/24		200 (200-1/2)	
S-LOC 9		480/24 473 (500-1/2)		480/50 473 (500-1)	
NA		NA		NA	
TDZ/CL Rwy 8R		REIL Rws 8L and 26R		HIRL all Rws	
FAF to MAP 4 NM		Knots 60 90 120 150 180		Min:Sec 4:00 2:40 2:00 1:36 1:20	

MIAMI INTL (MIA)
ILS or LOC RWY 9