


MIAMI, FLORIDA

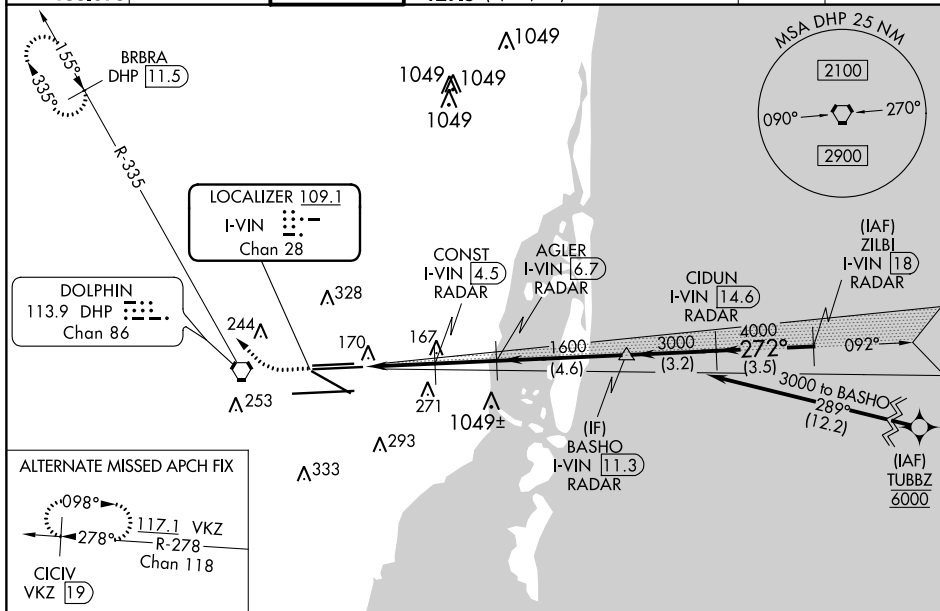
AL-257 (FAA)

21224

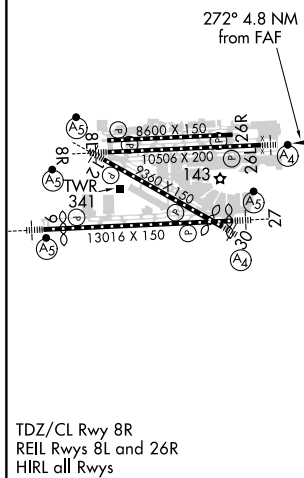
LOC/DME I-VIN 109.1 Chan 28	APP CRS 272°	Rwy Idg 10220 TDZE 9 Apt Elev 9
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ILS or LOC RWY 26L
MIAMI INTL (MIA)

DME required. RNP APCH-GPS. From TUBBZ.					<div>MALSF</div> <div></div>		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.		
<div><div><div></div></div><div>Simultaneous approach authorized. Inop table does not apply to S-ILS 26L all Cats. For inop ALB, increase S-LOC 26L Cats A/B visibility to RVR 5500 and Cats C/D visibility to RVR 6000.</div></div>									
D-ATIS	MIAMI APP CON	MIAMI TOWER		GND CON		CLNC DEL	CPDLC		
ARR 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		



ELEV	9	D	TDZE	9
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800 ↑	4000 hdg 290°	DHP R-335	BRBRA DHP 11.5	VGSi and ILS glidepath not coincident (VGSi Angle 3.00°/TCH 73°).	
<p>Diagram illustrating the ILS glidepath and VGSi angle. The diagram shows a horizontal line at 900 feet and a glidepath starting at 1600 feet. The glidepath is labeled with angles of 272° and 290°. The VGSi angle is labeled as 3.00° and TCH 58. The diagram also shows the ILS glidepath and the VGSi angle. The diagram is divided into sections A, B, C, and D. The diagram shows the ILS glidepath and the VGSi angle. The diagram is divided into sections A, B, C, and D.</p>					
CATEGORY	A	B	C	D	
S-ILS 26L	209/40		200 (200-¾)		
S-LOC 26L	420/40	411 (500-¾)		420/50	411 (500-1)

MIAMI, FLORIDA
Amdt 17 12AUG21

25°48'N-80°17'W

MIAMI INTL (MIA)
ILS or LOC RWY 26L

SE-3, 27 JAN 2022 to 24 FEB 2022

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