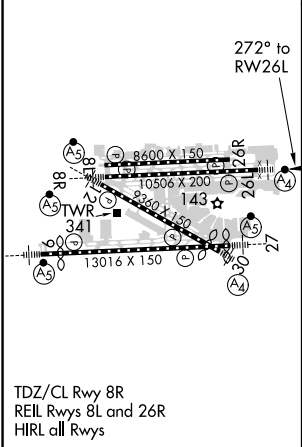
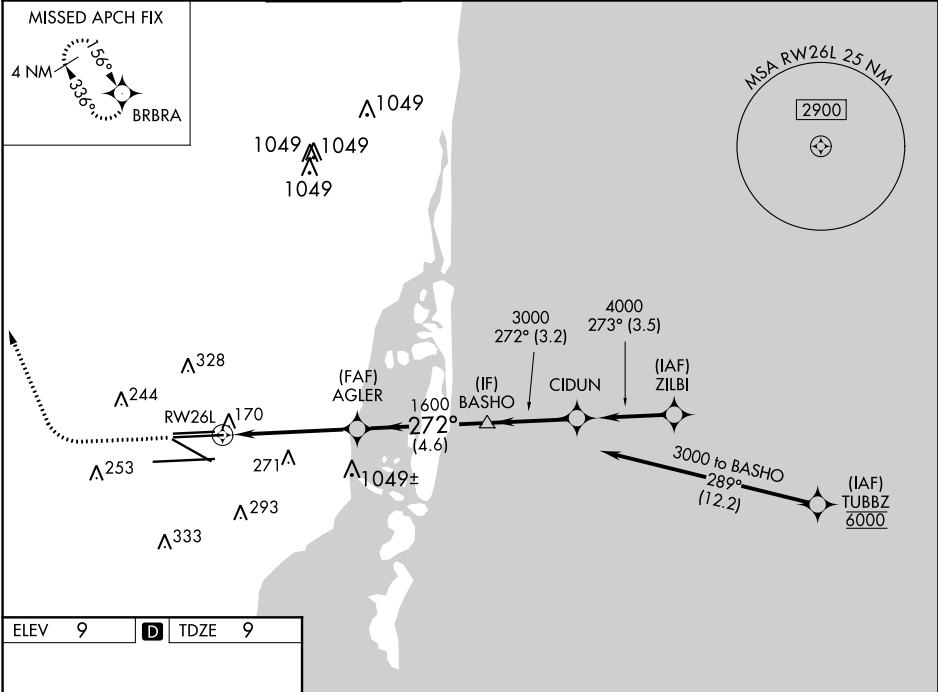


APP CRS	Rwy Idg	10220
272°	TDZE	9
	Apt Elev	9

RNAV (RNP) Z RWY 26L
MIAMI INTL (MIA)

RNP AR APCH-GPS.	MALSF	MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct BRBRA and hold, continue climb-in-hold to 4000.
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below 8°C or above 54°C. For inop ALS, increase RNP 0.20 visibility to RVR 5500 for all Cats and increase RNP 0.30 visibility to RVR 6000 for all Cats.		

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6 135.35	



800	4000	BRBRA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).				
<p>The diagram illustrates the vertical guidance for the RW26L approach. It shows a solid line for the RNAV glidepath and a dashed line for the VGSI glidepath. Key features include:<ul style="list-style-type: none">800: Minimum safe altitude for the initial climb.4000: MSL altitude of the ZILBI VORTAC.BRBRA: RNAV route identifier.AGLER: A fix located 4.8 NM from RW26L and 4.6 NM from BASHO.BASHO: A fix located 3.2 NM from CIDUN.CIDUN: A fix located 3.5 NM from ZILBI.ZILBI: The destination VORTAC at 5000 MSL.GP 3.00° TCH 58: The glidepath angle and threshold crossing height.Altitudes along the path: 1600 MSL at AGLER, 3000 MSL at BASHO, 4000 MSL at CIDUN, and 5000 MSL at ZILBI.Angles: The RNAV glidepath angle is 272° and the VGSI angle is 273°.</p>							
CATEGORY	A		B		C		D
RNP 0.20 DA	368/40		359 (400-¾)				
RNP 0.30 DA	418/50		409 (500-1)				
AUTHORIZATION REQUIRED							

SE-3, 27 JAN 2022 to 24 FEB 2022

SE-3, 27 JAN 2022 to 24 FEB 2022