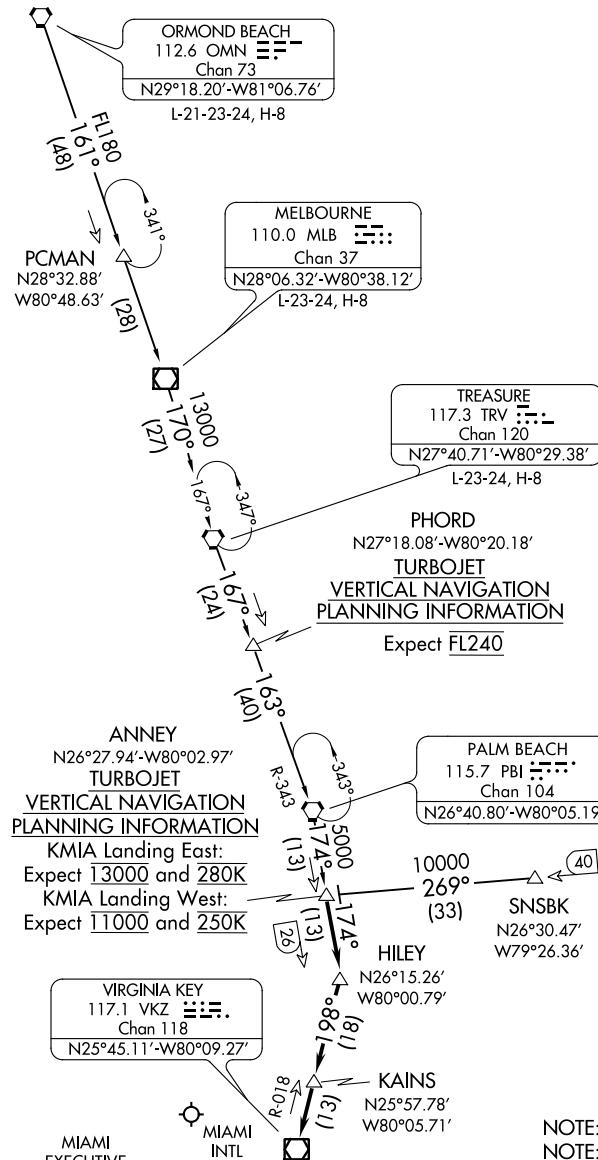


ANNEY THREE ARRIVAL

MIAMI, FLORIDA

MIAMI APP CON
124.85 322.3
MIAMI EXECUTIVE ATIS
124.0
MIAMI INTL ATIS
119.15
HOMESTEAD ARB ATIS ★
132.275 269.9



ARRIVAL ROUTE DESCRIPTION

MELBOURNE TRANSITION (MLB.ANNEY3): From over MLB VOR/DME on MLB R-170 to TRV VORTAC, then on TRV R-167 to PHORD, then on PBI R-343 to PBI VORTAC, then on PBI R-174 to ANNEY. Thence

ORMOND BEACH TRANSITION (OMN.ANNEY3): From over OMN VORTAC on OMN R-161 to MLB VORTAC, then on MLB R-170 to TRV VORTAC, then on TRV R-167 to PHORD, then on PBI R-343 to PBI VORTAC, then on PBI R-174 to ANNEY. Thence

SNSBK TRANSITION (SNSBK.ANNEY3): From over SNSBK on ZFP R-269 to ANNEY. Thence

TREASURE TRANSITION (TRV.ANNEY3): From over TRV VORTAC on TRV R-167 to PHORD, then on PBI R-343 to PBI VORTAC, then on PBI R-174 to ANNEY. Thence

. . . . From over ANNEY on PBI R-174 to HILEY/PBI 26 DME, then on VKZ R-018 to KAINS/VKZ 13 DME, then on VKZ R-018 to VKZ VOR/DME. Expect RADAR vectors to final approach course after KAINS.

CURSO FOUR ARRIVAL (RNAV) Transition Routes
(DVALL.CURSO4) 04FEB16

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
NORTH PERRY ATIS
135.475
OPA-LOCKA EXECUTIVE ATIS
125.9
MIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS★
132.275 269.9
FORT LAUDERDALE EXECUTIVE ATIS
119.85
FORT LAUDERDALE/HOLLYWOOD INTL ATIS
135.0
POMPANO BEACH AIRPARK ATIS
120.55

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

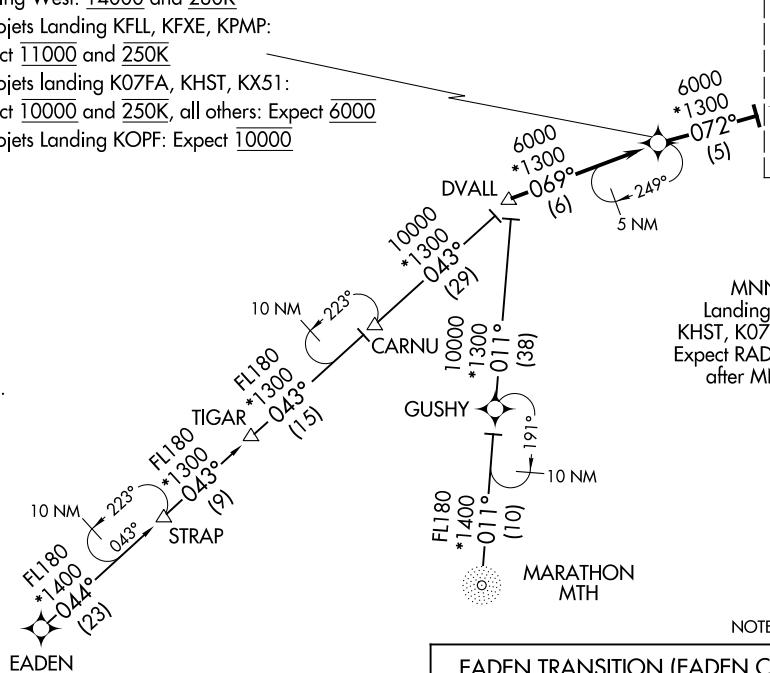


CANOA

MAXIM

(CONTINUED ON FOLLOWING PAGES)

CURSO
Turbojets landing KMIA: Expect
Landing East: 10000 and 250K
Landing West: 14000 and 280K
Turbojets Landing KFL, KFXE, KPMP:
Expect 11000 and 250K
Turbojets landing K07FA, KHST, KX51:
Expect 10000 and 250K, all others: Expect 6000
Turbojets Landing KOPF: Expect 10000

See following
page for
continued
arrival routes.

NOTE: Chart not to scale.

EADEN TRANSITION (EADEN.CURSO4)
MARATHON TRANSITION (MTH.CURSO4)

ARRIVAL ROUTE DESCRIPTION

From DVALL on track 069° to CURSO,
then on track 072° to MNNDY.

CURSO FOUR ARRIVAL (RNAV) Arrival Routes

MIAMI, FLORIDA

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
NORTH PERRY ATIS
135.475

OPA-LOCKA EXECUTIVE ATIS
125.9
MIAMI EXECUTIVE ATIS

124.0
HOMESTEAD ARB ATIS★
132.275 269.9

FORT LAUDERDALE EXECUTIVE ATIS
119.85
FORT LAUDERDALE/HOLLYWOOD INTL ATIS
135.0
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFLF:
Expect RADAR vectors
prior to JAREM.
Landing KFXE, KPMF:
Expect RADAR vectors
after JAREM.

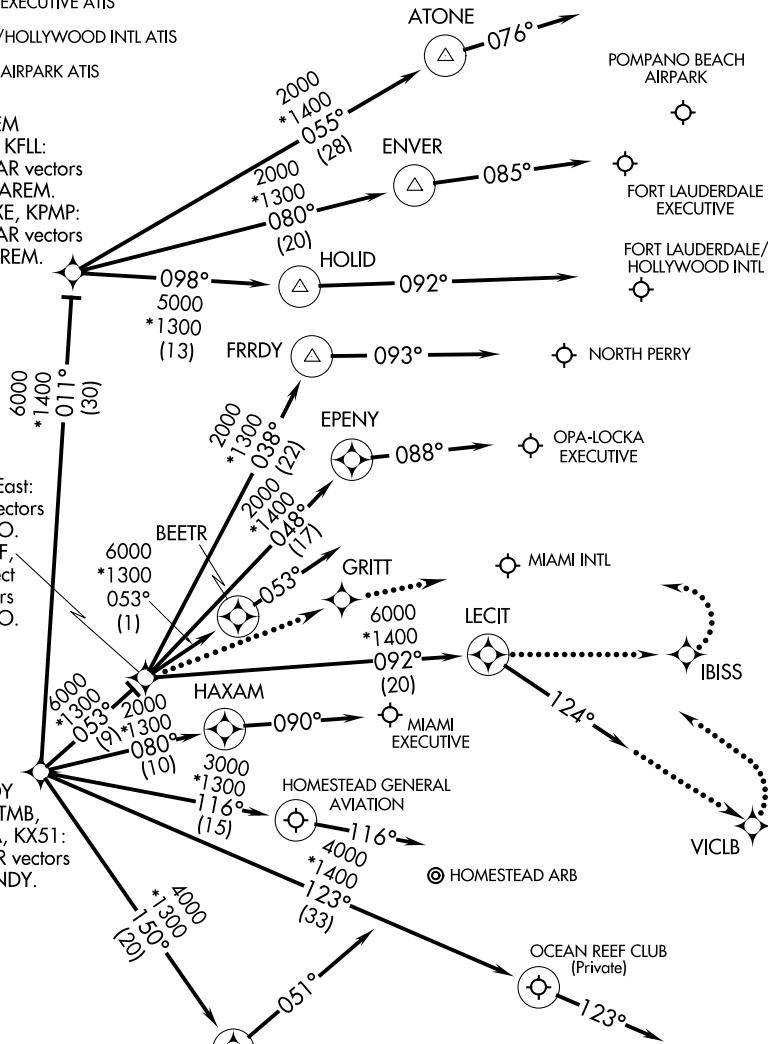
JODPO
KMIA Landing East:
Expect RADAR vectors
prior to JODPO.
Landing KOPF,
KHWD: Expect
RADAR vectors
prior to JODPO.

MNNDY
Landing KTMB,
KHST, KO7FA, KX51:
Expect RADAR vectors
after MNNDY.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

CURSO FOUR ARRIVAL (RNAV)

MIAMI, FLORIDA

ARRIVAL ROUTE DESCRIPTION

KMIA: From DVALL on track 069° to CURSO, then on track 072° to MNNDY.

KMIA Landing East Rwys 08R/L, 09, 12: From MNNDY on track 053° to JODPO, then on track 053° to BEETR, then on heading 053°.

Expect RADAR vectors to final approach course.

KMIA Landing West Rwys 26R/L, 27, 30: From MNNDY on track 053° to JODPO, then on track 092° to LECIT, then on heading 124°.

Expect RADAR vectors to final approach course.

Landing K07FA: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 123° to K07FA, then on heading 123°.

Expect RADAR vectors to final approach course.

Landing KFLL: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 011° to JAREM, then on track 098° to HOLID, then on heading 092°.

Expect RADAR vectors to final approach course.

Landing KFXE: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 011° to JAREM, then on track 080° to ENVER, then on heading 085°.

Expect RADAR vectors to final approach course.

Landing KHST: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 150° to GULPE, then on heading 051°.

Expect RADAR vectors to final approach course.

Landing KHWO: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 053° to JODPO, then on track 038° to FRRDY, then on heading 093°.

Expect RADAR vectors to final approach course.

Landing KOPF: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 053° to JODPO, then on track 048° to EPENY, then on heading 088°.

Expect RADAR vectors to final approach course.

Landing KPMP: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 011° to JAREM, then on track 055° to ATONE, then on heading 076°.

Expect RADAR vectors to final approach course.

Landing KTMB: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 080° to HAXAM, then on heading 090°.

Expect RADAR vectors to final approach course.

Landing KX51: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 116° to KX51, then on heading 116°.

Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

KMIA Landing East: Track to JODPO, then proceed direct to GRITT, intercept Rwy 09 final approach course, conduct approach.

KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

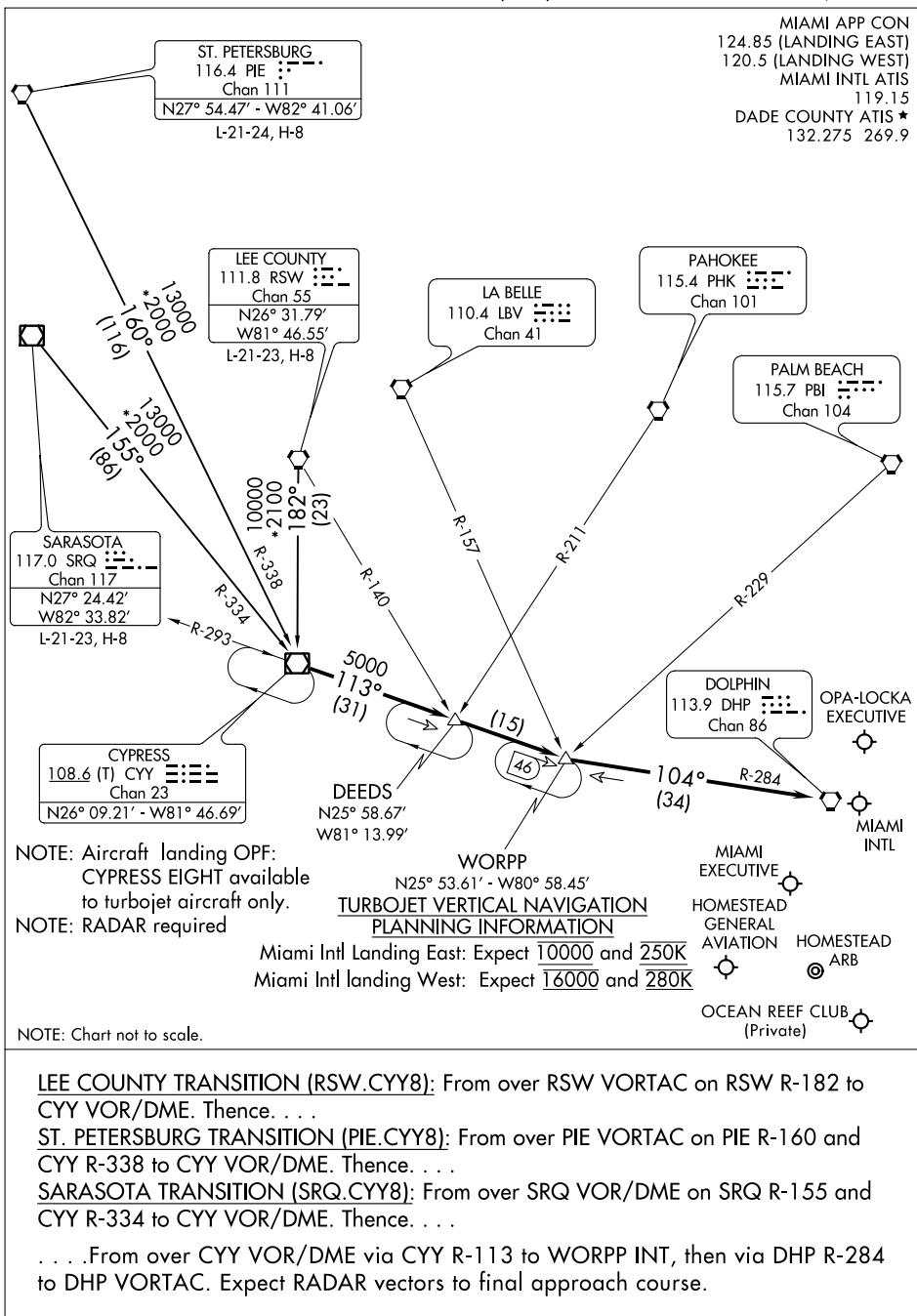
Group 6 aircraft, track to LECIT, then proceed direct IBISS, turn left to intercept Rwy 27 final approach course, conduct approach.

(CYY.CYY8) 16259

CYPRESS EIGHT ARRIVAL

ST-257 (FAA)

MIAMI, FLORIDA



CYPRESS EIGHT ARRIVAL

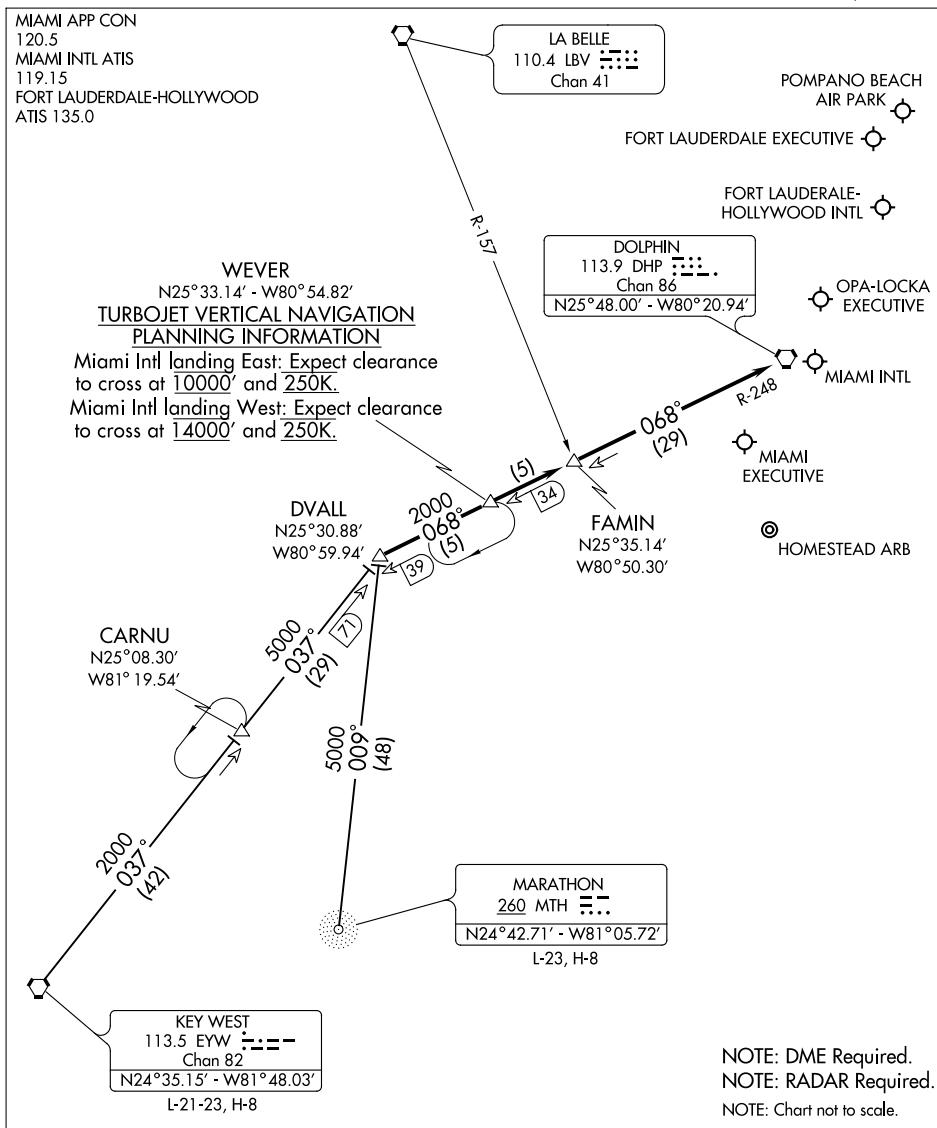
(CYY.CYY8) 15SEP16

MIAMI, FLORIDA

DVALL TWO ARRIVAL (DVALL.DVALL2)

ST-257 (FAA)

MIAMI, FLORIDA



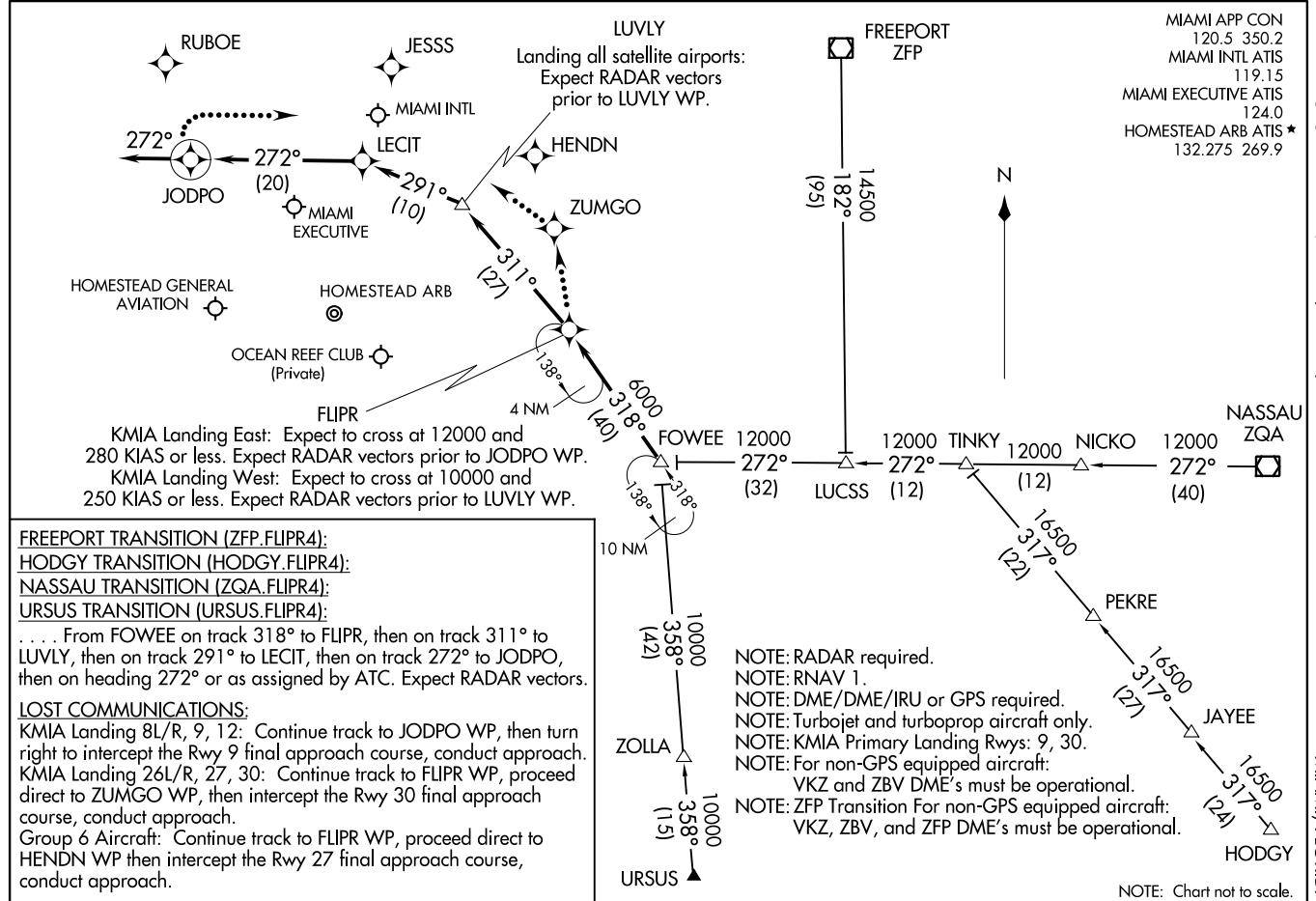
KEY WEST TRANSITION (EYW.DVALL2): From over EYW VORTAC on EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL2): From over MTH NDB on bearing 009° to DVALL INT. Thence. . . .

. . . . From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

DVALL TWO ARRIVAL (DVALL.DVALL2)

MIAMI, FLORIDA

FLIPR FOUR ARRIVAL (RNAV)
(FLIPR, FLIPR4) 15176

MIAMI, FLORIDA

**FOWEE EIGHT ARRIVAL
(FOWEE.FOWEE8) 15176**

HOWEE EIGH ARRIVAL

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
HOMESTEAD ARB ATIS ★
132.275 269.9

DOLPHIN
113.9 DHP 
Chan 86
N25°48.00'-W80°20.94'

MIAMI
EXECUTIVE

 HOMESTEAD
GENERAL
AVIATION

OCEAN RE
(Priv)

(Private) JUNUR
N25°23.27'-W79°43.33'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Miami Intl Landing East:
Expect 12000 and 280K
Miami Intl Landing West:
Expect 10000 and 250K

NOTE: DME required.

NOTE: RNAV Required.

NOTE: RADAR Required

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

FREEPORT
3.2 ZFP 
Chan 79
N26°33.32'
W78°41.87'
I-23, H-8

MIAMI, FLORIDA

(FOWEE.FOWEE8) 15176
FOWEE EIGHT ARRIVAL

SI-25 / (FAA)

MIAMI, FLORIDA

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE8): From over ZFP VOR/DME on ZFP R-180 to LUCSS, then on ZQA R-273 to FOWEE. Thence

HODGY TRANSITION (HODGY.FOWEE8): From over HODGY on ZBV R-135 to TINKY, then on ZQA R-273 to FOWEE. Thence

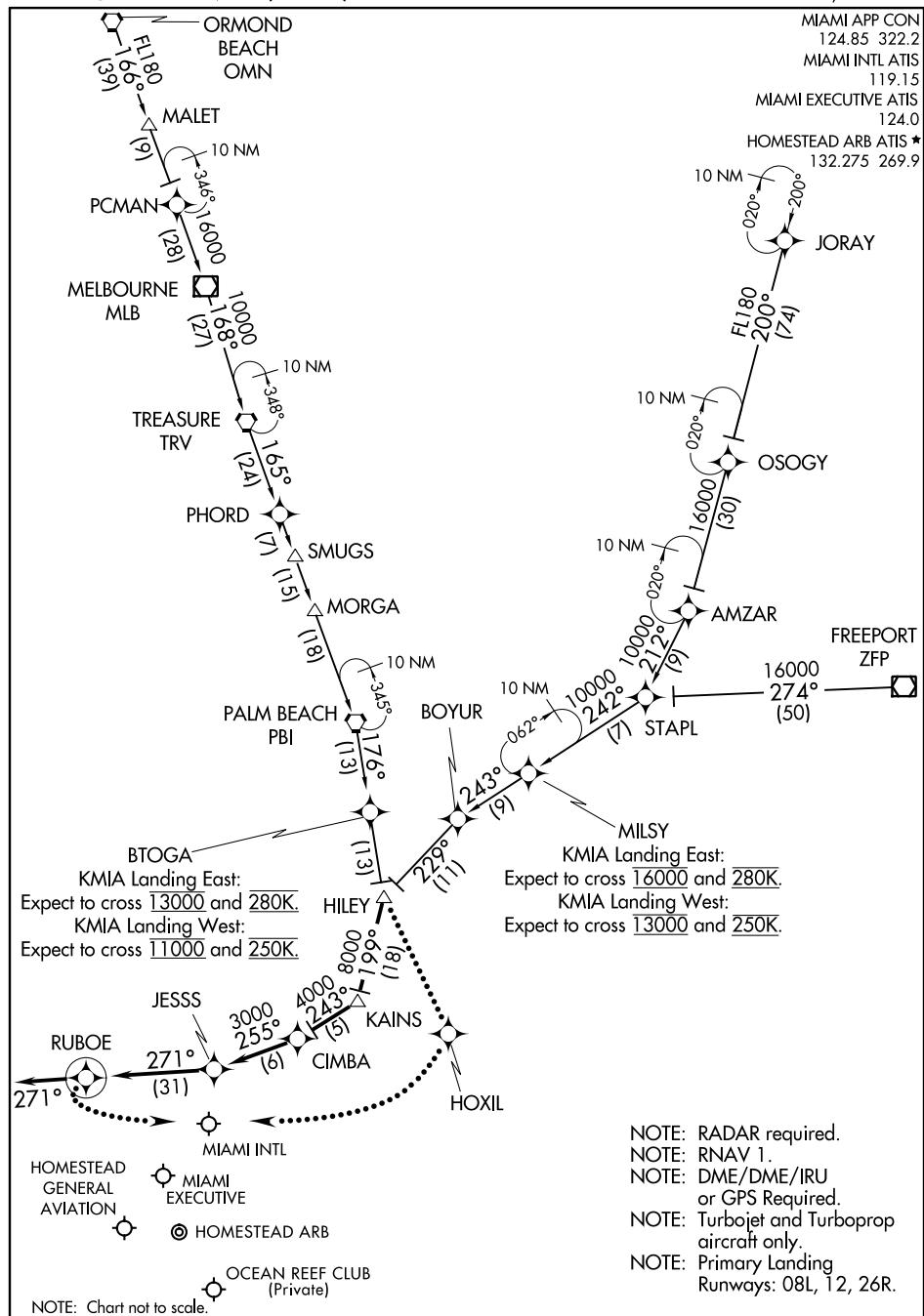
NASSAU TRANSITION (ZQA.FOWEE8): From over ZQA VOR/DME on ZQA R-273 to FOWEE. Thence

URSUS TRANSITION (URSUS.FOWEE8): From over URSUS on ZBV R-177 to FOWEE. Thence

. . . . From over FOWEE via VKZ R-137 to JUNUR, then via DHP R-130 to DHP VORTAC. Expect RADAR vectors to final approach course after LUVLY.

HILEY SIX ARRIVAL(RNAV)

MJAMI, FLORIDA



**HILEY SIX ARRIVAL(RNAV)
(HILEY.HILEY6) 15176**

MIAMI, FLORIDA

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.HILEY6):

JORAY TRANSITION (JORAY.HILEY6):

ORMOND BEACH TRANSITION (OMN.HILEY6):

From HILEY on track 199° to KAINS, then on track 243° to CIMBA, then on track 255° to JESSS, then on track 271° to RUBOE, then on heading 271° or as assigned by ATC. Expect RADAR vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP, then turn left to intercept Rwy 8L final approach course, conduct approach.

Group 6 aircraft, continue track to RUBOE WP, then turn left to intercept Rwy 8R final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

Group 6 aircraft, continue track to HILEY WP, proceed direct to HOXIL WP, then turn right to intercept Rwy 26L final approach course, conduct approach.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet and turboprop aircraft only

NOTE: Landing OPF-Turbojet aircraft only.

NOTE: For non-GPS equipped aircraft;
PHK DME must be operational.

NOTE: Chart not to scale

ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT3):

SEMINOLE TRANSITION (SZW.SSCOT3):

TAYLOR TRANSITION (TAY.SSCOT3):

From BARRY on track 141° to CYY VOR/DME, then on track 115° to DEEDS, then on track 115° to SSCOT, then on track 116° to RUBOE, then on track 091° to WALIP, then on track 126° to LECIT, then on heading 126° or as assigned by ATC. Expect RADAR vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Rwy 8L final approach course, conduct approach.

Group 6 Aircraft: Continue track to LECIT, intercept the Rwy 8R final approach course, conduct approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Rwy 30 final approach course, conduct approach.

Group 6 Aircraft: Continue track to LECIT, then proceed direct to IBISS, then turn left to intercept the Rwy 27 final approach course, conduct approach.

SSCOT

MIA Landing East:
Expect 10000 and 250K

MIA Landing West:
Expect 16000 and 280K

LECIT
MIA Landing Runway 27:
Expect RADAR vectors
prior to LECIT

OPA-LOCKA

EXECUTIVE

WALIP
Landing Runways
R, 26L/R: Expect
DAR vectors prior
to WALIP \

WALIP
MIA Landing Runway:
81/R, 26L/R; Expect

RADAR vectors prior
to WAIIP \

RUBOE
MIA Landing Runways
9, 12 and Landing all
Satellite Airports: Expect
RADAR vectors prior to
RUBOE

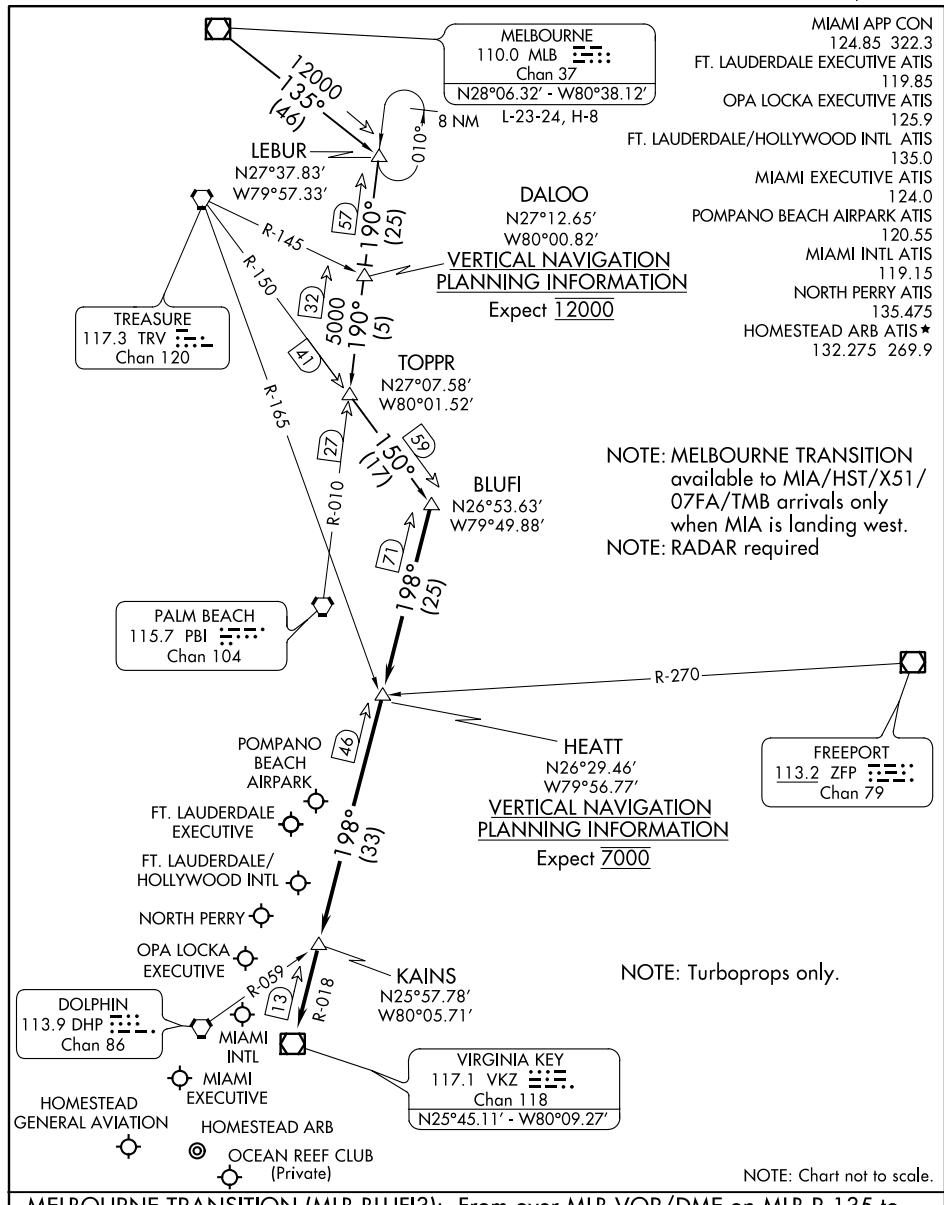
HOMSTEAD
GENERAL
AVIATION

OCEAN REEF CLUB
(Private)

**SSCOT THREE ARRIVAL (RNAV)
(SSCOT.SSCOT3) 15176**

BLUFI THREE ARRIVAL

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI3): From over MLB VOR/DME on MLB R-135 to LEBUR INT/MLB 46 DME, then on PBI R-010 to TOPPR INT/PBI 30 DME, then on TRV R-150 to BLUFI INT. Thence . . .

. . . from over BLUFI INT/VKZ 71 DME on VKZ R-018 to HEATT INT/VKZ 46 DME, then on VKZ R-018 to KAINS INT, then on VKZ R-018 to VKZ VOR/DME. Expect RADAR vectors to final approach course after KAINS INT.

| | |
|-----------------|------------------|
| APP CRS 092° | Rwy Idg 10506 |
| TDZE | 8 |
| Apt Elev | 9 |

RNAV (RNP) Y RWY 8R
MIAMI INTL (MIA)

▼ For uncompensated Baro-VNAV systems, procedure NA below 6°C (43°F) or above 54°C (130°F). GPS required. For inop MALSR, increase RNP 0.11 all Cats visibility to 1 1/4 mile.

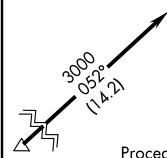
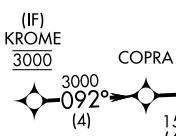
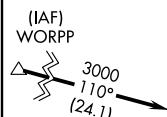
*Missed approach requires minimum climb of 330 feet per NM to 600.



MISSIED APPROACH: Climb to 3000 direct EWKIF and on track 127° to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

| | | | | | | |
|-----------------------------------|-------------------------------|----------------------------|--|-------|--------------------|-------|
| 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 |
|-----------------------------------|-------------------------------|----------------------------|--|-------|--------------------|-------|

Procedure NA for arrivals
at WORPP
on V529 northwest bound, V35 westbound.

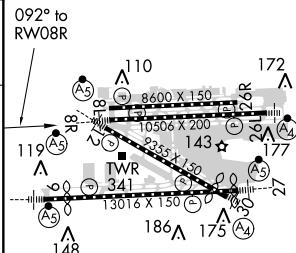


Procedure NA for arrivals
at FOGSO
on V157 westbound.

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 77).



ELEV 9 TDZE 8



MIAMI, FLORIDA

AL-257 (FAA)

16259

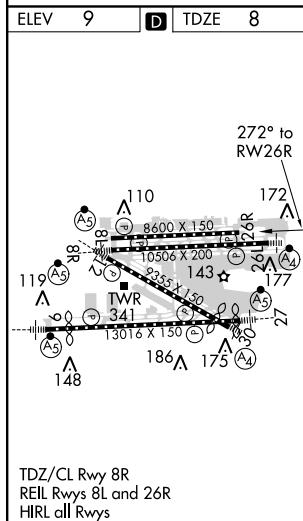
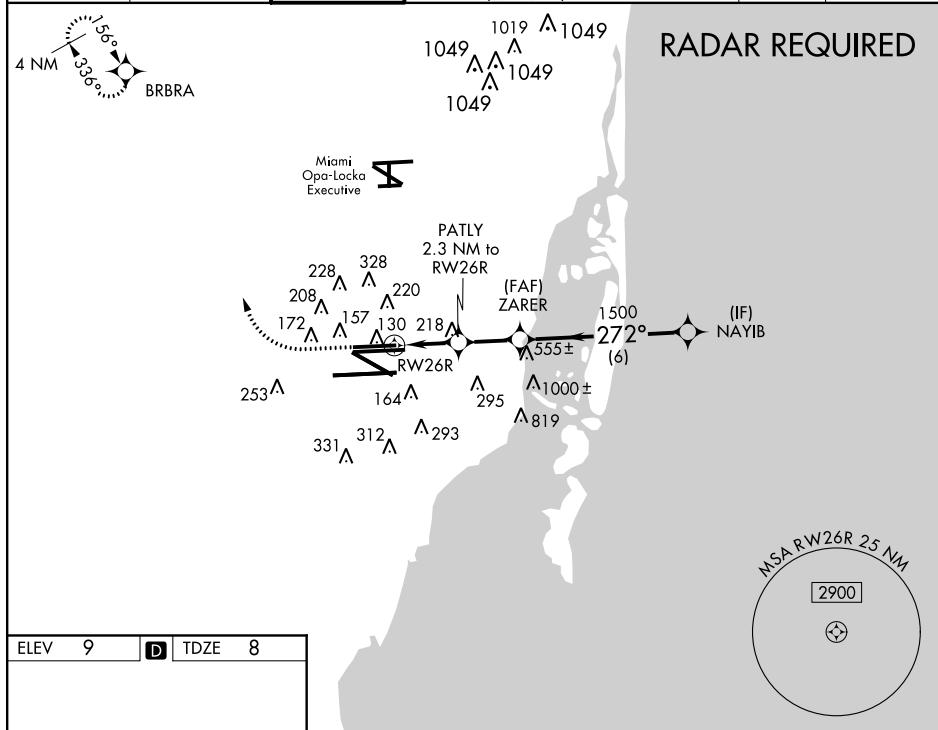
| | | |
|--------------------------|-----------------|--------------------------------------|
| WAAS CH 86903 W26A | APP CRS 272° | Rwy Idg 8600 TDZE 8 Apt Elev 9 |
|--------------------------|-----------------|--------------------------------------|

RNAV (GPS) RWY 26R
MIAMI INTL (MIA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C (43°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 27. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSIED APPROACH: Climb to 800 then climbing right turn to 3000 direct BRBRA and hold.

| | | | | | |
|-----------------------------------|-------------------------------|----------------------------|--|--------------------|-------|
| 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) | CLNC DEL 135.35 | CPDLC |
|-----------------------------------|-------------------------------|----------------------------|--|--------------------|-------|

MIAMI, FLORIDA
Amdt 3 21JUL16

25°48'N-80°17'W

MIAMI INTL (MIA)
RNAV (GPS) RWY 26R

| | | |
|-----------------------------------|-----------------|--------------------------------------|
| LOC/DME I-DCX 111.7 Chan 54 | APP CRS 304° | Rwy Idg 7913 TDZE 8 Apt Elev 9 |
|-----------------------------------|-----------------|--------------------------------------|

ILS or LOC RWY 30

MIAMI INTL (MIA)

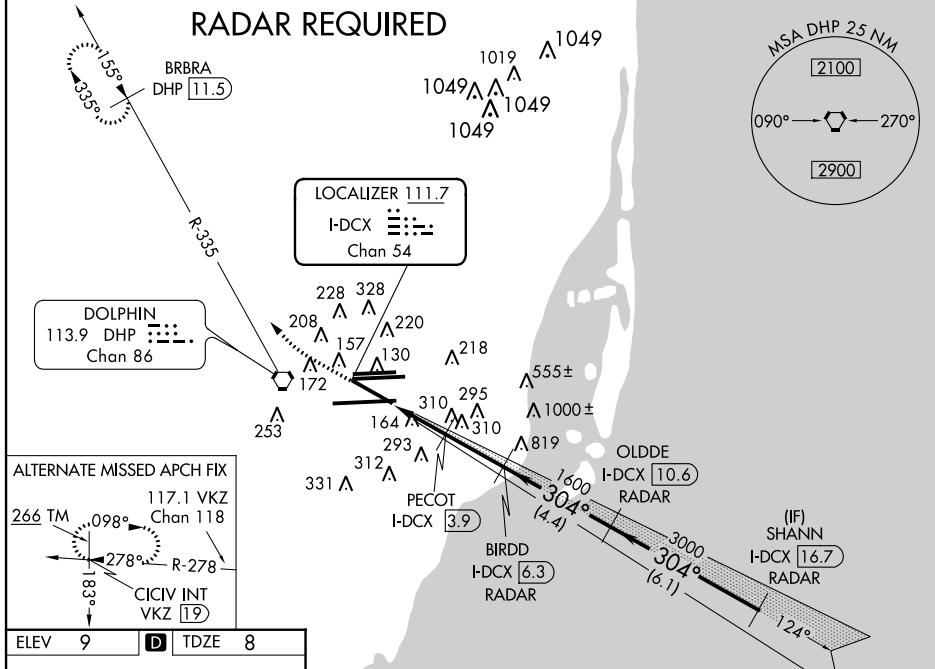
▼ Inoperative table does not apply to S-LOC 30 Cats B and C.
 ▲ Inoperative table does not apply to PECOT
 △ FIX minimums S-LOC 30 Cat C. DME Required.

MALS
(4)

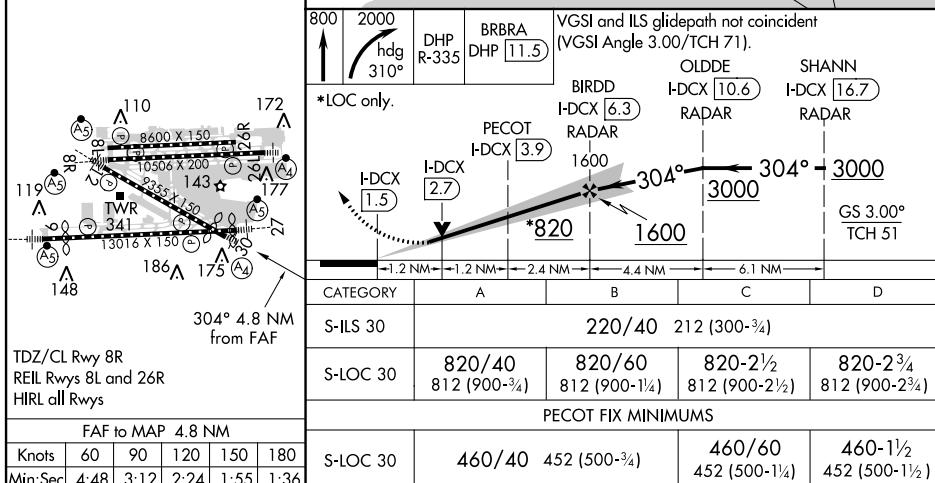
MISSIED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 310° and DHP R-335 to BRBRA/11.5 DME and hold.

| | | | | | |
|-----------------------------------|-------------------------------|----------------------------|--|-------------------|-------|
| 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) | CLNC DEL 348.6 | CPDLC |
|-----------------------------------|-------------------------------|----------------------------|--|-------------------|-------|

RADAR REQUIRED



ELEV 9 D TDZE 8



MIAMI, FLORIDA

AL-257 (FAA)

16259

| | |
|-----------------|------------------|
| APP CRS 272° | Rwy Idg 10506 |
| TDZE 8 | Apt Elev 9 |

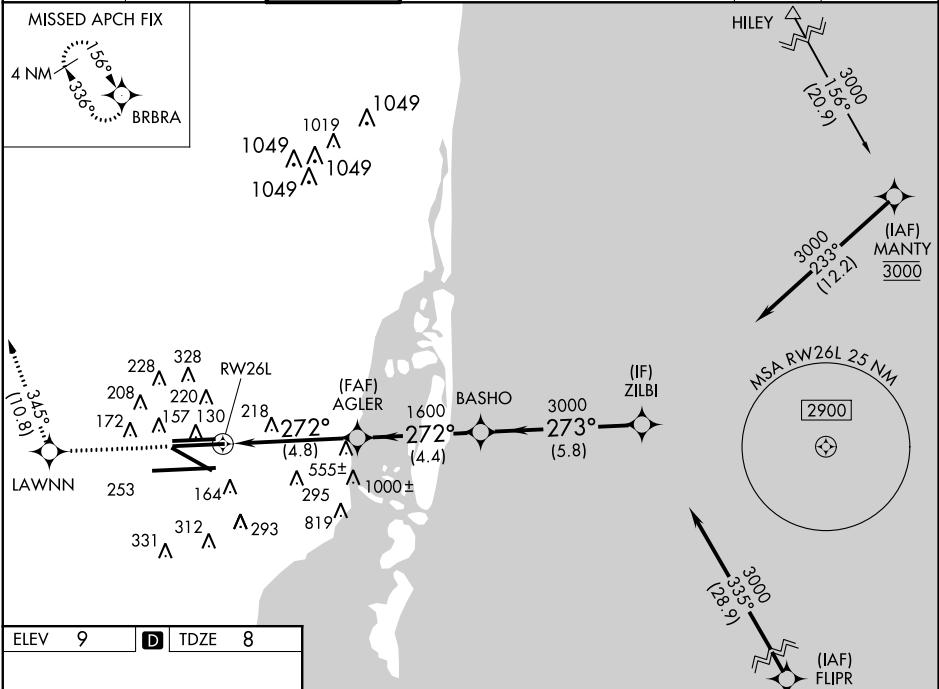
RNAV (RNP) Y RWY 26L
MIAMI INTL (MIA)

▼ For uncompensated Baro-VNAV systems, procedure NA below 6°C (43°F) or above 54°C (130°F). GPS Required.
For inop MALSF, increase RNP 0.20 Cat D visibility to RVR 6000 and increase RNP 0.30 Cat D visibility to 1 1/8 mile.

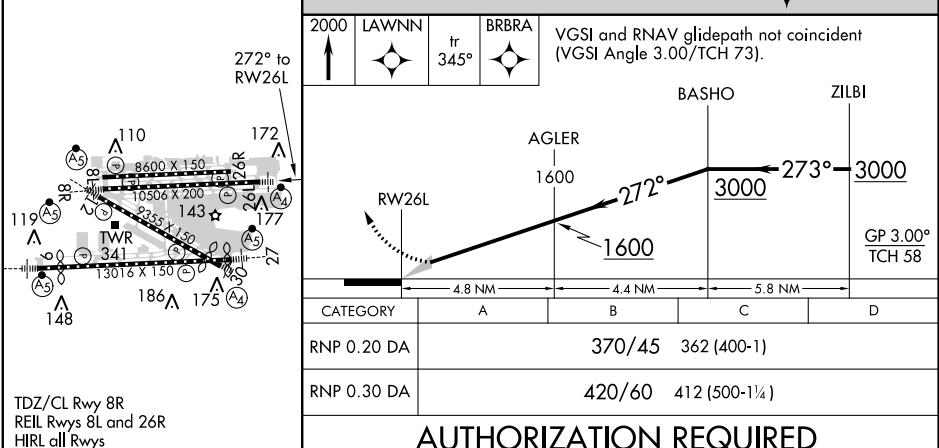


MISSSED APPROACH: Climb to 2000 direct LAWNN and on track 345° to BRBRA and hold.

| | | | | | | |
|-----------------------------------|-------------------------------|----------------------------|--|-------|--------------------|-------|
| 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 |
|-----------------------------------|-------------------------------|----------------------------|--|-------|--------------------|-------|



ELEV 9 TDZE 8

MIAMI, FLORIDA
Amdt 1 21JUL16

25°48'N-80°17'W

MIAMI INTL (MIA)

RNAV (RNP) Y RWY 26L

RNAV (RNP) Y RWY 26L

SE-3, 10 NOV 2016 to 08 DEC 2016

MIAMI, FLORIDA

AL-257 (FAA)

16259

| | | |
|--|------------------------|---|
| LOC/DME I-VIN 109.1 Chan 28 | APP CRS 272° | Rwy Idg 10506 TDZE Apt Elev 8 9 |
|--|------------------------|---|

ILS or LOC RWY 26L

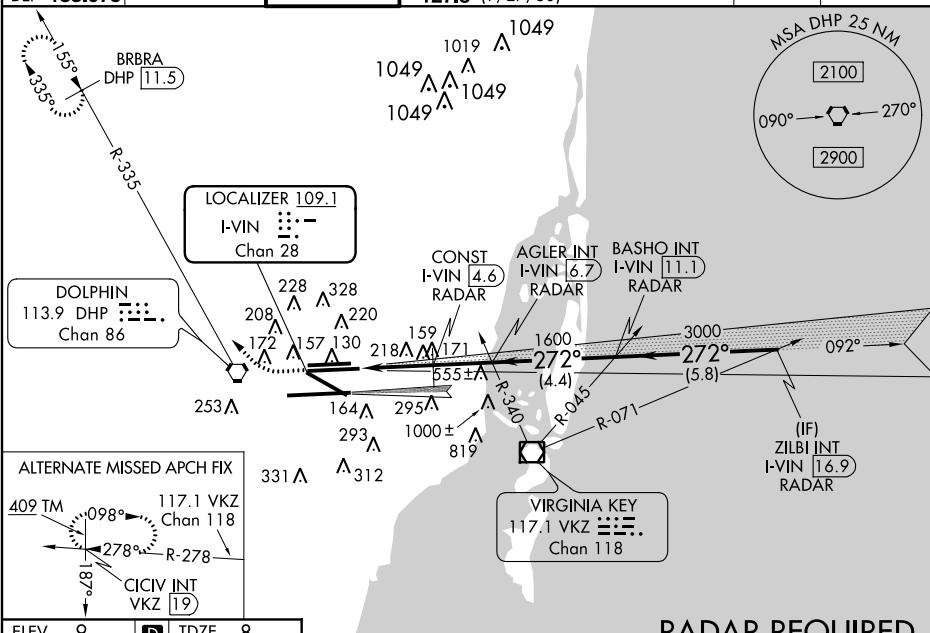
MIAMI INTL (MIA)

▼ Autopilot coupled approach NA below 480. DME Required.
 ▲ Simultaneous approach authorized with ILS or LOC RWY 27. Inop table does not apply to S-ILS 26L all Cats and S-LOC 26L Cat C/D. For inop MALSF, increase CONST FIX MINIMUMS: S-LOC 26L Cat C/D visibility to RVR 6000.

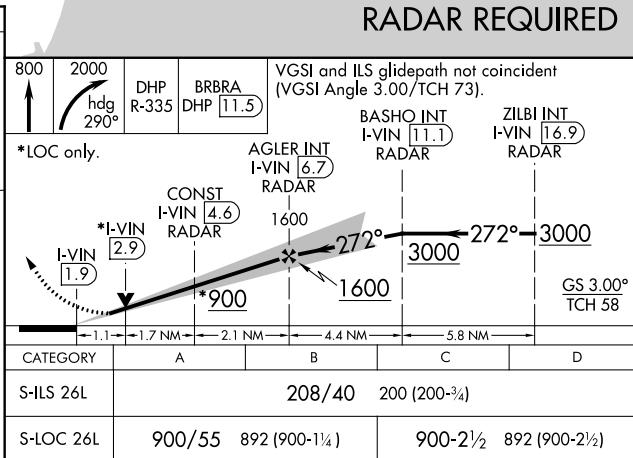


MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 290° and DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

| 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) | CLNC DEL 348.6 | CPDLC 135.35 |
|---|--------------------------------------|-----------------------------------|--|--------------------------|------------------------|
|---|--------------------------------------|-----------------------------------|--|--------------------------|------------------------|

**RADAR REQUIRED**

ELEV 9 D TDZE 8



FAF to MAP 4.8 NM
TDZ/CL Rwy 8R
REIL Rwy 8L and 26R
HIRL all Rwy's

Knots 60 90 120 150 180

Min:Sec 4:48 3:12 2:24 1:55 1:36

MIAMI, FLORIDA

Amdt 16 21JUL16

25°48'N-80°17'W

MIAMI INTL (MIA)

ILS or LOC RWY 26L

| | | |
|--------------------------|-----------------|---------------------------------------|
| WAAS CH 81931 W09A | APP CRS 092° | Rwy Idg 11397 TDZE 7 Apt Elev 9 |
|--------------------------|-----------------|---------------------------------------|

RNAV (GPS) RWY 9

MIAMI INTL (MIA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 8R and RNAV (GPS) Rwy 8L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Helicopter visibility reduction below RVR 4000 NA. For inop MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cats A and B visibility to RVR 5500 and Cats C, D, and E visibility to 1¾ mile.

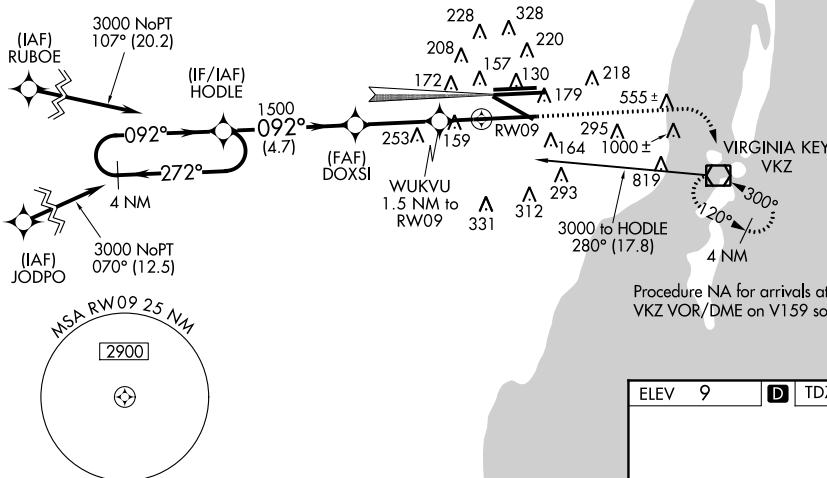


MISSED APPROACH:
Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold, continue climb-in-hold to 3000.

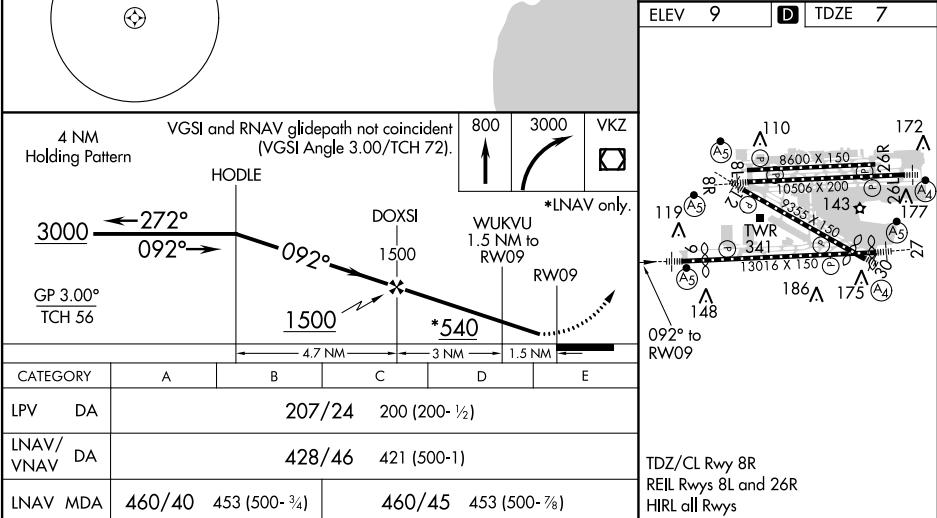
| ATIS | MIAMI APP CON | MIAMI TOWER | GND CON | CLNC DEL | CPDLC |
|---------------------------|---------------|-------------|---|----------|--------|
| ARR 119.15 DEP 133.675 | 124.85 322.3 | 118.3 256.9 | 121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) | 348.6 | 135.35 |

CAUTION: Lights on highway ¼ mile south of final approach course may be mistaken for runway.

1049 A A 1049
1049



Procedure NA for arrivals at
VKZ VOR/DME on V159 southbound.



TDZ/CL Rwy 8R
REIL Rwy 8L and 26R
HIRL all Rwy

MIAMI, FLORIDA

AL-257 (FAA)

16259

| | | |
|--------------------------|-----------------|---|
| WAAS CH 42703 W08A | APP CRS 092° | Rwy Idg 8600 TDZE 8 Apt Elev 9 |
|--------------------------|-----------------|---|

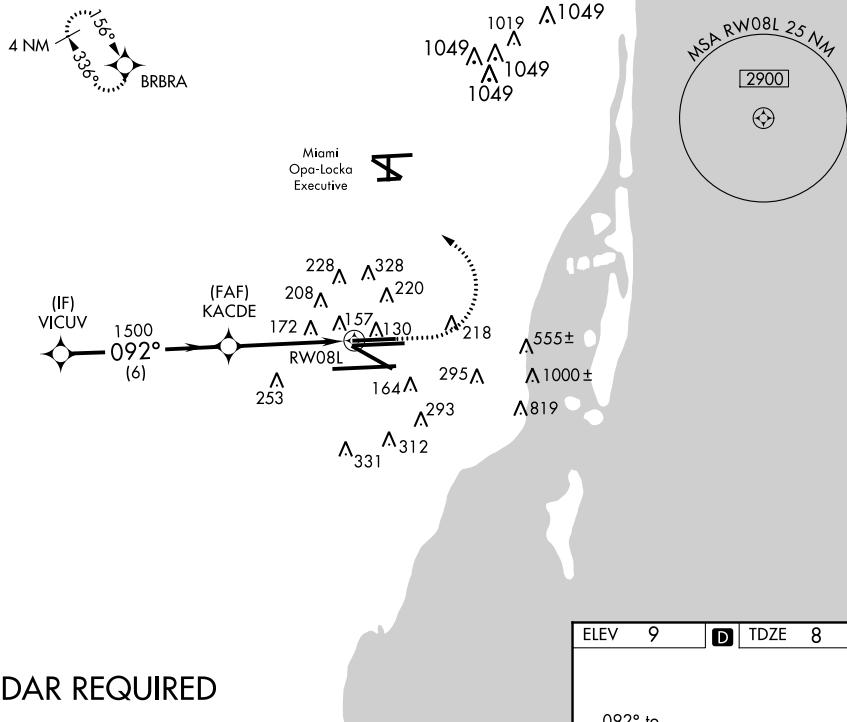
RNAV (GPS) RWY 8L

MIAMI INTL (MIA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 9. DME/DMP RNP-0.3 NA. Helicopter visibility reduction below RVR 5000 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

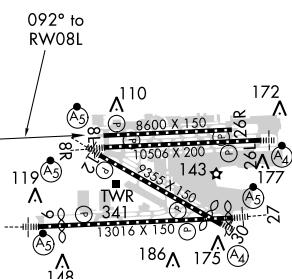
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct BRBRA and hold.

| | | | | | |
|-----------------------------------|-------------------------------|----------------------------|--|--------------------|-------|
| 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) | CLNC DEL 135.35 | CPDLC |
|-----------------------------------|-------------------------------|----------------------------|--|--------------------|-------|



RADAR REQUIRED

| | | | | | | | | | |
|------------------|--------|--------------------|-----------------|-----------|-----------------|------|-----|------|-------|
| VICUV | 3000 | GP 3.00° TCH 60 | 092° | KACDE | 1500 | 1500 | 800 | 3000 | BRBRA |
| | | | | | | | | | |
| CATEGORY | A | B | C | D | | | | | |
| LPV DA | | 258/50 | 250 (300-1) | | | | | | |
| LNAV/ VNAV DA | | 512-1 1/8 | 504 (600-1 1/8) | | | | | | |
| LNAV MDA | 600/55 | 592 (600-1 1/4) | | 600-1 3/4 | 592 (600-1 3/4) | | | | |



TDZ/CL Rwy 8R
REIL Rwy 8L and 26R
HIRL all Rwy's

MIAMI, FLORIDA
Amdt 2A 15OCT15

25°48'N-80°17'W

MIAMI INTL (MIA)
RNAV (GPS) RWY 8L

| | | |
|--------------------------|-----------------|---------------------------|
| WAAS CH 61204 W12A | APP CRS 124° | Rwy Idg 8579 8 9 |
| | | TDZE Apt Elev |

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

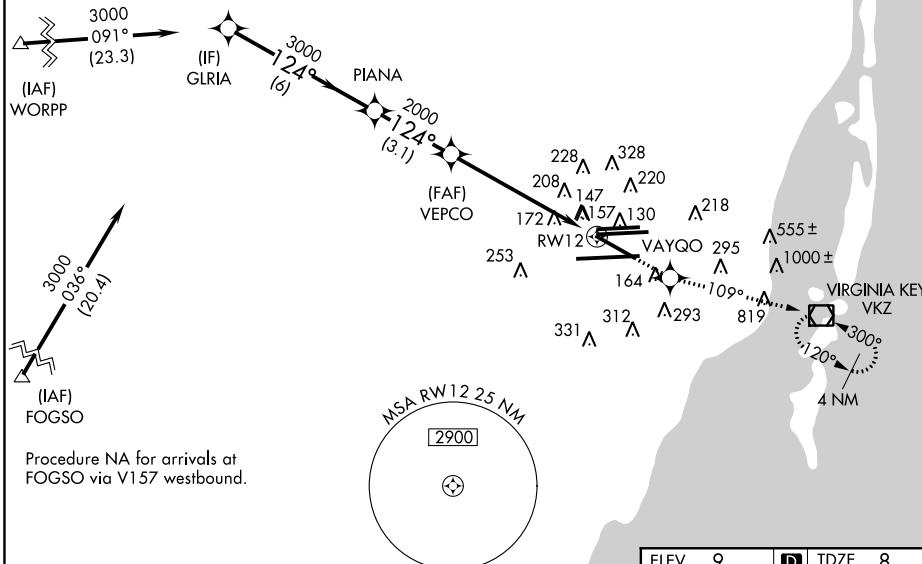
▼ For inoperative MALSR, increase LPV DA all Cats visibility to $1\frac{1}{4}$, increase LNAV MDA Cats A and B visibility to RVR 5000.
 ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.



MISSSED APPROACH: Climb to 3000 direct VAYQO and via 109° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

| | | | | | |
|-----------------------------------|-------------------------------|----------------------------|---|--------------------|-------|
| 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/12/26L/26R) 127.5 (9/27/30) | CLNC DEL 135.35 | CPDLC |
|-----------------------------------|-------------------------------|----------------------------|---|--------------------|-------|

Procedure NA for arrivals at WORPP via V35 westbound and via V529 northwest bound.



| | | | | | | | |
|--|---------------------------|---------------|------------------|-------------|--------------|--------|--------|
| Procedure Turn NA | GLRIA | PIANA | VAYQO | 109° tr | VKZ | ELEV 9 | TDZE 8 |
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72). | | | 3000 ↑ | *LNAV only. | | | |
| GP 3.00° TCH 56 | 3000 → 124° → 3000 → 2000 | → 124° → 2000 | → 109° tr → RW12 | | | | |
| CATEGORY | A | B | C | D | | | |
| LPV DA | | 390/40 | 382 (400-¾) | | | | |
| LNAV/ VNAV DA | | 506/60 | 498 (500-1¼) | | | | |
| LNAV MDA | 600/40 | 592 (600-¾) | 600/50 | 600/60 | 592 (600-1¼) | | |

TDZ/CL Rwy 8R
REIL Rwy 8L and 26R
HIRL all Rwy

| | | |
|--|------------------------|--|
| LOC/DME I-BUL 110.9 Chgn 46 | APP CRS 092° | Rwy Idg 11397 TDZE 7 Apt Elev 9 |
|--|------------------------|--|

**ILS or LOC RWY 9
MIAMI INTL (MIA)**

T Simultaneous approach authorized. For inop ALS, increase S-ILS 9 Cat E visibility to RVR 4000, and S-LOC 9 Cat C/D/E visibility to 1% 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.

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

CAUTION: Lights on highway $\frac{1}{4}$ mile south of final approach course may be mistaken for runway.

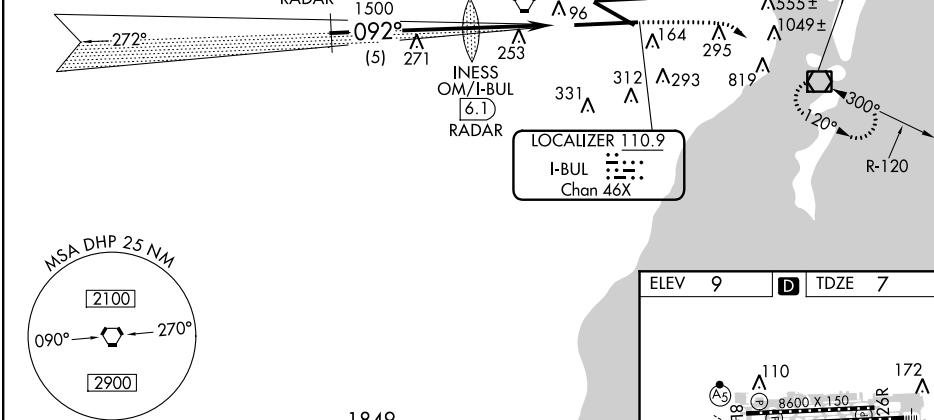
Λ_{1049}

ALTERNATE MISSED
APCH FIX

DOLPHIN
113.9 DHP 
Chan 86

RADAR REQUIRED

VIRGINIA KEY
17.1 VKZ 118
Chgn 118



VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH72)

GRITT
I-BUL 11.1
RADAR

| | 5 NM | | 2.7 NM | | 1.3 NM | | TDZ/CL Rwy 8R | | | | | |
|----------|----------|-------------|-------------|---|-------------|--|---------------------|------|------|------|------|-----|
| CATEGORY | A | B | C | D | E | | REIL Rwy 8L and 26R | | | | | |
| S-ILS 9 | **207/24 | | 200 (200-½) | | | | HIRL all Rwy | | | | | |
| S-LOC 9 | 480/24 | 473 (500-½) | 480/50 | | 473 (500-1) | | FAF to MAP 4 NM | | | | | |
| CIRCLNG | N/A | | | | | | Knots | 60 | 90 | 120 | 150 | 180 |
| | Min-Sec | | | | | | 4:00 | 2:40 | 2:00 | 1:34 | 1:20 | |

MIAMI, FLORIDA

AL-257 (FAA)

16259

| | | |
|-----------------------------------|-----------------|--------------------------------------|
| LOC/DME I-CNV 109.3 Chan 30 | APP CRS 272° | Rwy Idg 8600 TDZE 8 Apt Elev 9 |
|-----------------------------------|-----------------|--------------------------------------|

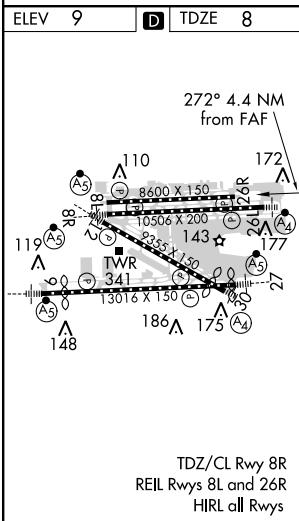
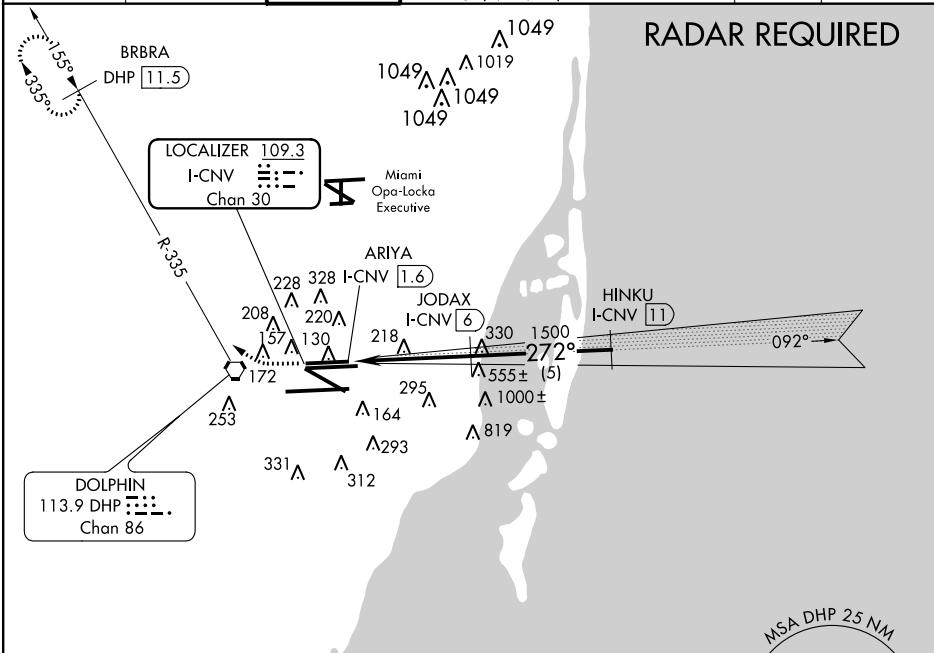
LOC/DME RWY 26R

MIAMI INTL (MIA)

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 290° and DHP R-335 to BRBRA/11.5 DME and hold.

| | | |
|-----------------------------------|-------------------------------|----------------------------|
| 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) | CLNC DEL 348.6 | CPDLC 135.35 |
|--|-------------------|-----------------|



MIAMI, FLORIDA
Orig-B 07MAY09

25°48'N-80°17'W

MIAMI INTL (MIA)

LOC/DME RWY 26R

| | | |
|--------------------------|-----------------|---------------------------------------|
| WAAS CH 97404 W08B | APP CRS 092° | Rwy Idg 10506 TDZE 8 Apt Elev 9 |
|--------------------------|-----------------|---------------------------------------|

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). For inop MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV/VNAV all Cats visibility to $\frac{1}{3}$. DME/DME RNP-0.3 NA.

RNAV (GPS) Z RWY 8R

MIAMI INTL (MIA)

MALSR
AS
MISSIED APPROACH: Climb to 3000 direct EWKIF and on track 127° to VKZ VOR/DME and hold.

| | | | | | | |
|-----------------------------------|-------------------------------|----------------------------|--|-------|--------------------|-------|
| 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 |
|-----------------------------------|-------------------------------|----------------------------|--|-------|--------------------|-------|

A1049
A1019
A1049
A1049

Procedure NA for arrivals at WORPP on V35 westbound and V529 northwest bound.

(IAF) WORPP
3000 110° (24.1)

(IF) KROME 3000 092° (4)
COPRA 1500 092° (4.7)

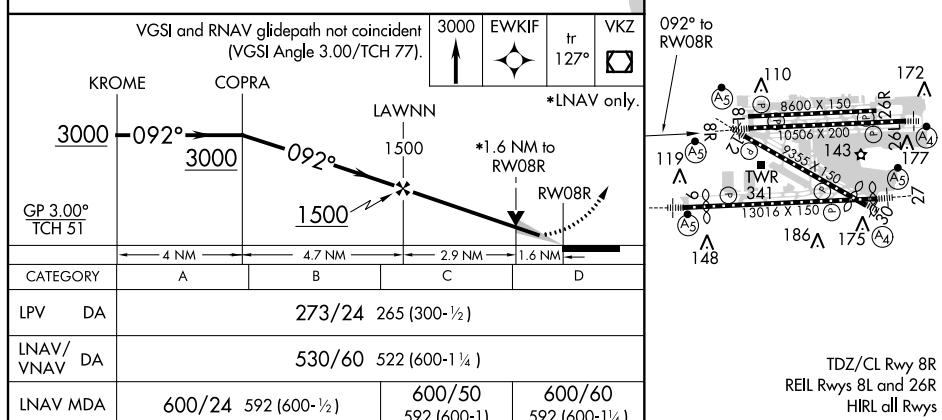
(FAF) LAWNN 228 A 328
208 A 119± A 220
172 A 157 A 130
253 A 164 A 218
295 A 127° (5.8) A 555±

VIRGINIA KEY
VKZ 1000± 300° 120°
A 819 A 312 A 331

(IAF) FOGSO
3000 052° (14.2)

ASA RW08R 25 NM
2900

Procedure NA for arrivals at FOGSO on V157 westbound.



MIAMI, FLORIDA

AL-257 (FAA)

16259

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

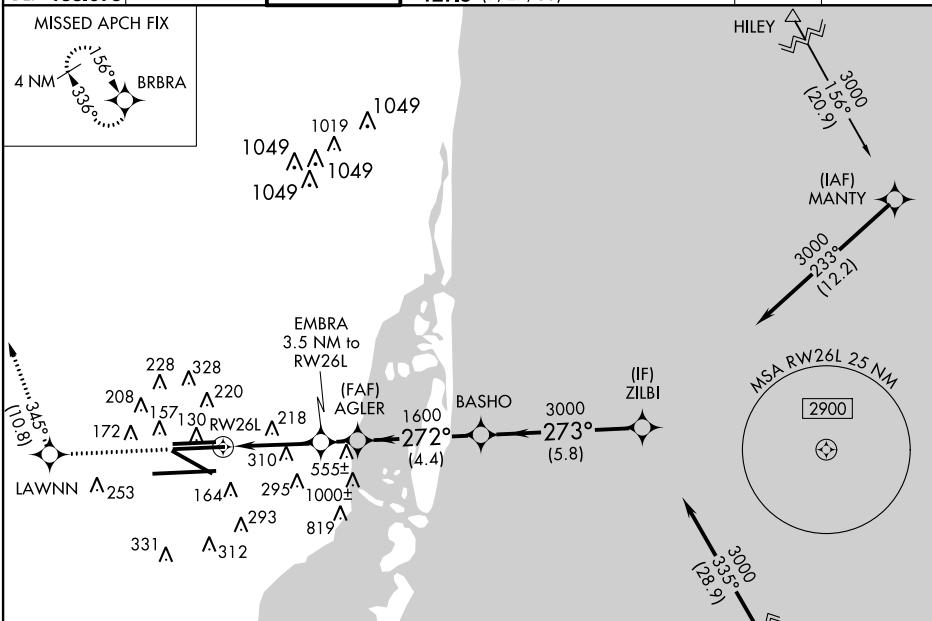
| | | |
|--------------------------|-----------------|---------------------------------------|
| WAAS CH 81905 W26B | APP CRS 272° | Rwy Idg 10506 TDZE 8 Apt Elev 9 |
|--------------------------|-----------------|---------------------------------------|

▼ Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C (43°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSF, increase LNAV/VNAV Cat D visibility to RVR 6000 and LNAV Cat D visibility to 1 1/2 mile.

MALSF
(A4)

MISSIED APPROACH: Climb to 2000 direct LAWNN and on track 345° to BRBRA and hold.

| | | | | | | |
|-----------------------------------|-------------------------------|----------------------------|--|-------|--------------------|-------|
| 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 |
|-----------------------------------|-------------------------------|----------------------------|--|-------|--------------------|-------|



| ELEV 9 | D | TDZE 8 | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 73). | | | |
|------------------|--------|-------------|--|-------------|---------------|-------|
| 2000 | LAWNN | tr 345° | BRBRA | AGLER | BASHO | ZILBI |
| *LNAV only. | | | | 1600 | 3000 | 3000 |
| *1.5 NM to RW26L | | | | 1600 | 273° | 3000 |
| RW26L | | | | 1180 | | |
| 1.5 | 2 NM | | | 1600 | | |
| 1.3 NM | | | | 3000 | | |
| 4.4 NM | | | | 273° | | |
| 5.8 NM | | | | | | |
| CATEGORY | A | B | C | D | | |
| LPV DA | | 208/40 | 200 (200-¾) | | | |
| LNAV/VNAV DA | | | 348/45 | 340 (400-⅞) | | |
| LNAV MDA | 560/40 | 552 (600-¾) | | 560-1 ½ | 552 (600-1 ½) | |

TDZ/CL Rwy 8R
REIL Rwy 8L and 26R
HIRL all Rwy'sMIAMI, FLORIDA
Amdt 2 21JUL16

25°48'N-80°17'W

MIAMI INTL (MIA)

RNAV (GPS) Z RWY 26L

SE-3 10 NOV 2016 to 08 DEC 2016

SE-3, 10 NOV 2016 to 08 DEC 2016

MIAMI, FLORIDA

AL-257 (FAA)

16259

| | | |
|-----------------------------------|-----------------|--------------------------------------|
| LOC/DME I-ROY 109.3 Chan 30 | APP CRS 092° | Rwy Idg 8600 TDZE 8 Apt Elev 9 |
|-----------------------------------|-----------------|--------------------------------------|

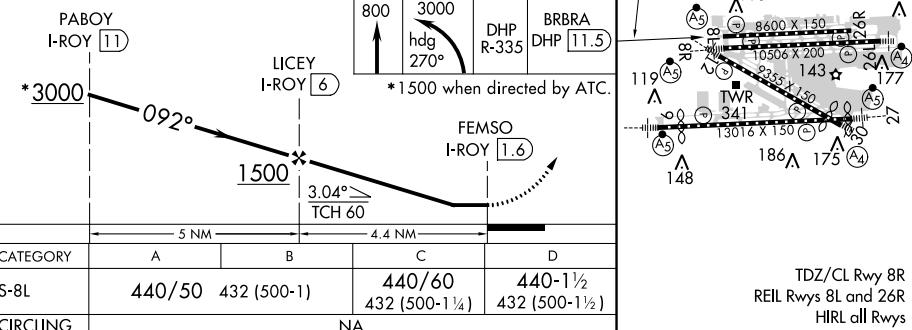
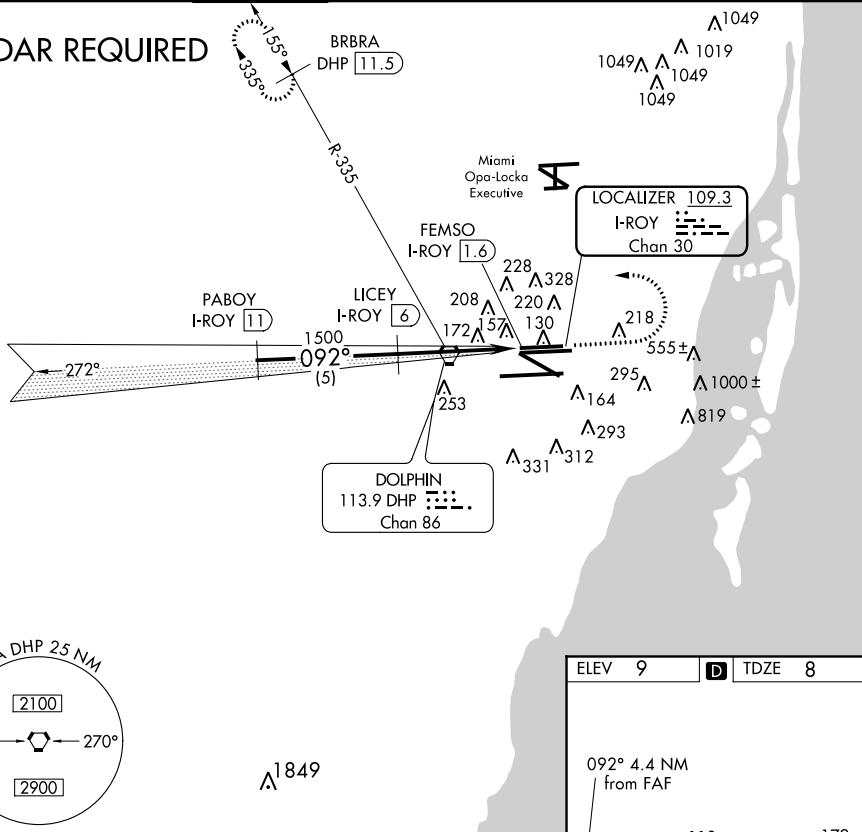
LOC/DME RWY 8L

MIAMI INTL (MIA)

MISSSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 270° and DHP R-335 to BRBRA/11.5 DME and hold.

| | | | | | |
|-----------------------------------|-------------------------------|----------------------------|--|--------------------|-------|
| 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) | CLNC DEL 135.35 | CPDLC |
|-----------------------------------|-------------------------------|----------------------------|--|--------------------|-------|

RADAR REQUIRED



MIAMI, FLORIDA
Orig-B 07MAY09

25°48'N-80°17'W

MIAMI INTL (MIA)
LOC/DME RWY 8L

MIAMI, FLORIDA

AL-257 (FAA)

16259

| | | |
|--|------------------------|---|
| LOC/DME I-MFA 110.3 Chan 40 | APP CRS 092° | Rwy Idg 10506 TDZE Apt Elev 8 9 |
|--|------------------------|---|

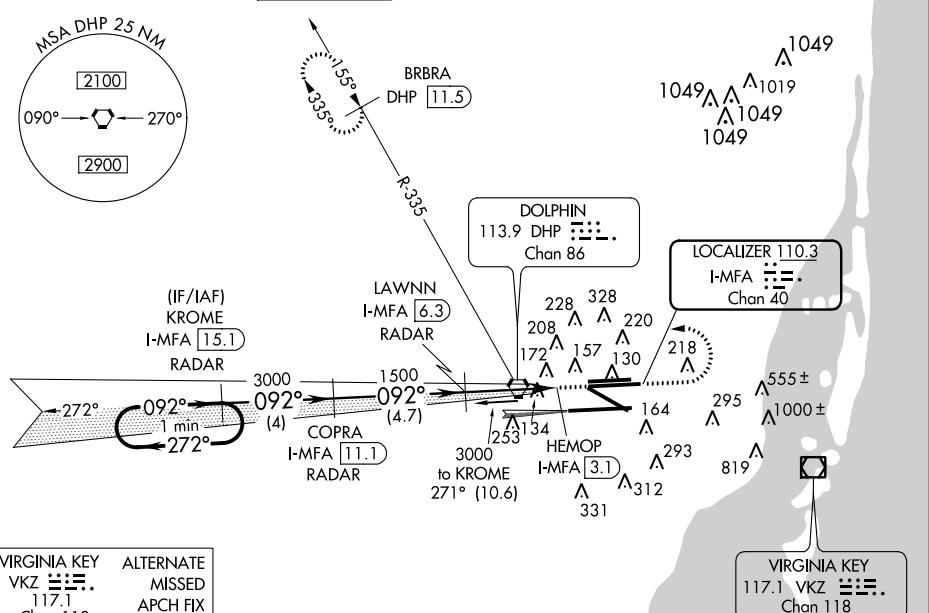
ILS or LOC RWY 8R MIAMI INTL (MIA)

▼ For inop MALSR, increase S-ILS 8 all Cts visibility to 1½ mile.
Simultaneous approach authorized with Rwy 9. Autopilot coupled approach NA below 500 feet. DME required.



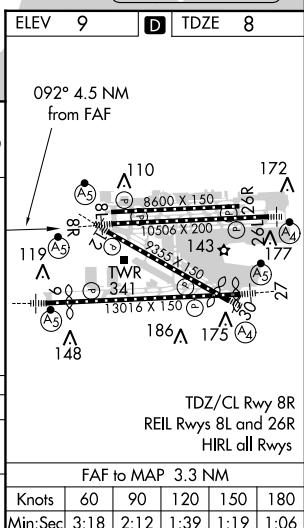
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 270° and on DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

| | | | | | |
|---|--------------------------------------|-----------------------------------|--|--------------------------|------------------------|
| 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) | CLNC DEL 348.6 | CPDLC 135.35 |
|---|--------------------------------------|-----------------------------------|--|--------------------------|------------------------|



DME or RADAR REQUIRED

| | | | | | |
|--|------------------------|------------------------|-----------------------|-----------------|---|
| VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 77). | | 800 | 3000 | DHP R-335 | BRBRA DHP 11.5 |
| One Minute Holding Pattern | KROME I-MFA 15.1 RADAR | COPRA I-MFA 11.1 RADAR | LAWNN I-MFA 6.3 RADAR | HEMOP I-MFA 3.1 | Localizer unusable 1.2 NM from threshold. |
| 3000 ← 272° | 3000 → 092° | 3000 → 092° | 1500 → 1500 | 1500 → 1500 | 1500 → 1500 |
| GS 3.00° | TCH 51 | 4 NM | 4.7 NM | 3.3 NM | 1.2 NM |
| CATEGORY | A | B | C | D | |
| S-ILS 8R | | 450/50 | 442 (500-1) | | |
| S-LOC 8R | 560/50 | 552 (600-1) | | 560/60 | 552 (600-1 1/4) |



MIAMI, FLORIDA
Amdt 30D 11DEC14

25°48'N-80°17'W

MIAMI INTL (MIA)
ILS or LOC RWY 8R

MIAMI, FLORIDA

AL-257 (FAA)

16259

| | | |
|--------------------------|-----------------|---------------------------------------|
| WAAS CH 40205 W27A | APP CRS 272° | Rwy Idg 12755 TDZE 8 Apt Elev 9 |
|--------------------------|-----------------|---------------------------------------|

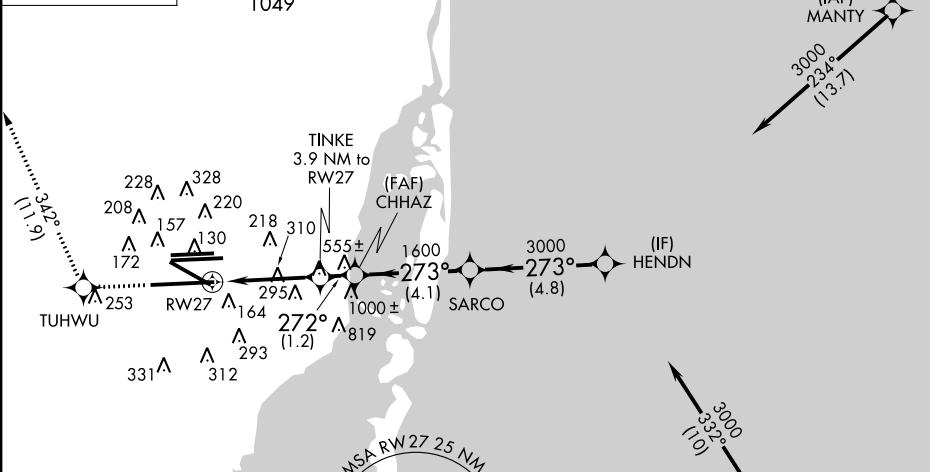
RNAV (GPS) Z RWY 27
MIAMI INTL (MIA)

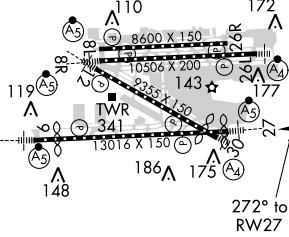
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C (43°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1 1/8 mile, and LNAV Cat E visibility 1 1/8 mile.

| | |
|---------------|---|
| MALSR (A5) | MISSED APPROACH: Climb to 2000 direct TUHWU and on track 342° to BRBRA and hold. |
|---------------|---|

| | | | | | | |
|-----------------------------------|-------------------------------|----------------------------|--|-------|--------------------|-------|
| 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 |
|-----------------------------------|-------------------------------|----------------------------|--|-------|--------------------|-------|

| | | |
|--|------------------------------|--|
| MISSING APCH FIX  4 NM 333° 135° BRBRA | 1049 1019 1049 1049 | HILEY  3000 3000 224 (13.7) (IAF) MANTY |
|--|------------------------------|--|



| | | |
|---|----------------------|----------------------|
| ELEV 9 | D | TDZE 8 |
|  | | |
| <p>TDZ/CL Rwy 8R REIL Rwy 8L and 26R HIRL all Rwy</p> | | |
| <p>2000 TUHWU tr 342° BRBRA VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).</p> | | |
| <p>*LNAV only. *1.5 NM to RW27 TINKE 3.9 NM to RW27 CHHAZ SARCO HENDN GP 3.00° TCH 55</p> | | |
| <p>RW27 272° to RW27 *1300 1700 1700 273° 3000 -1.5 -2.4 NM -1.2 NM -4.1 NM -4.8 NM</p> | | |
| CATEGORY | A | B |
| LPV DA | 208/24 200 (200-1/2) | |
| LNAV/VNAV DA | 440/50 432 (500-1) | |
| LNAV MDA | 560/24 552 (600-1/2) | 560/60 552 (600-1/4) |

MIAMI, FLORIDA

Amdt 3 21JUL16

25°48'N-80°17'W

MIAMI INTL (MIA)

RNAV (GPS) Z RWY 27

SE-3 10 NOV 2016 to 08 DEC 2016

SE-3, 10 NOV 2016 to 08 DEC 2016

MIAMI, FLORIDA

AL-257 (FAA)

16259

| | | | |
|--|------------------------|-----------------------------|-------------------------------------|
| WAAS CH 40105 W30A | APP CRS 305° | Rwy Idg TDZE Apt Elev | 7913 8 9 |
|--|------------------------|-----------------------------|-------------------------------------|

T Inoperative table does not apply to LNAV Cat C and D.
W DME/DME RNP-0.3 NA

MALS
A₁

**RNAV (GPS) Z RWY 30
MIAMI INTL (MIA)**

MIAMI INTL (MIA)

| | | | | | | | |
|-----|-----------------------|--------------------------------|-----------------------------|---|-------|---------------------------|-------|
| ARR | ATIS 119.15 | MIAMI APP CON 124.85 | MIAMI TOWER 118.3 | GND CON 121.8 (8L/8R/12L/26R) 127.5 (9/27/30) | 348.6 | CLNC DEL 135.35 | CPDLC |
| DEP | 133,675 | 322.3 | 256.9 | | | | |

MISSED APCH FIX
4 NM  BRBRA

1049
A
1019
A
1049
1049

Procedure NA for arrivals at HILEY via Y295 northbound.

The diagram illustrates the IPFAH area with several runway numbers and associated aircraft symbols:

- Runway 328 (top)
- Runway 220 (top right)
- Runway 218 (right)
- Runway 295 (right)
- Runway 310 (center)
- Runway 312 (bottom left)
- Runway 331 (bottom)
- Runway 164A (center)
- Runway 172 (left)
- Runway 130 (center)
- Runway 157 (center)
- Runway 208 (top left)
- Runway 228 (top left)
- Aircraft symbol 253 (left)
- Aircraft symbol 252 (center)
- Aircraft symbol 293 (center)
- Aircraft symbol OSKIE (right)
- Aircraft symbol 3.2 NM to (right)

$\Delta 555 \pm$
 $\Delta 1000 \pm$

MSA RW30 25 NM
[2900]

ELEY 9 P TDZE 8

100% y 90%

| | | | | | |
|-----------|-----------|----------------|-----------|--|-------------------------|
| 3000 ↑ | IPFAH | 329° tr | BRBRA | VGSI and LPV glidepath not coincident (VGSI Angle 3.00/TCH 71). | Procedure Turn NA |
|-----------|-----------|----------------|-----------|--|-------------------------|

*LNAV only.

OSKIE
3.2 NM to RW30

BIRDD

OLDDE

SHANN

RW30

*1.5 NM to RW30

*1080

305° 3000

305° 3000

305° 3000

1600

GP 3.00°
TCH 51

TDZ/CL Rwy 8R
REIL Rwy 8L and 26R
HIRL all Rwy

25848'N 80817'W

MIAMI INTL (MIA)
RNAV (GPS) Z RWY 30

16259

AIRPORT DIAGRAM

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