

LOC/DME I-VIN <b>109.1</b> Chan 28	APP CRS <b>272°</b>	Rwy Idg <b>10220</b> TDZE <b>9</b> Apt Elev <b>9</b>
------------------------------------------	------------------------	------------------------------------------------------------

# ILS or LOC RWY 26L

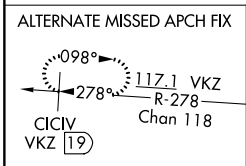
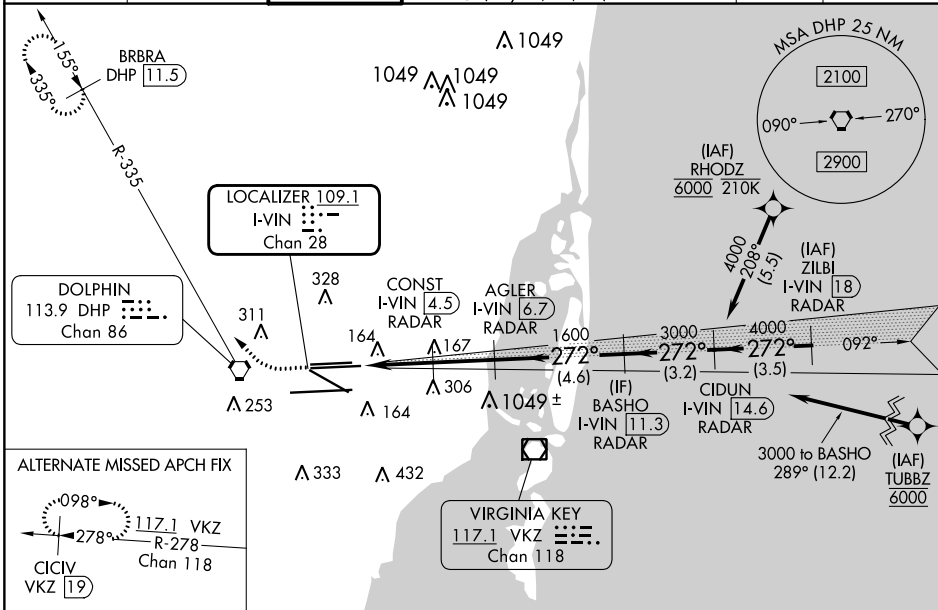
MIAMI INTL (MIA)

DME required. RNP APCH-GPS. From RHODZ, TUBBZ.

**MALSF**  
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.

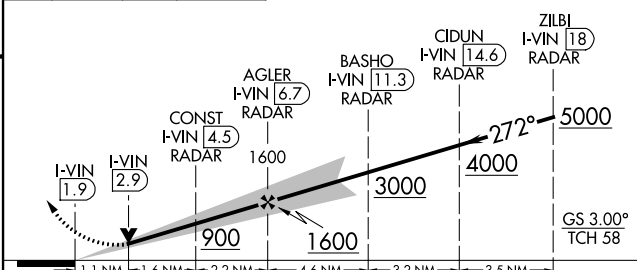
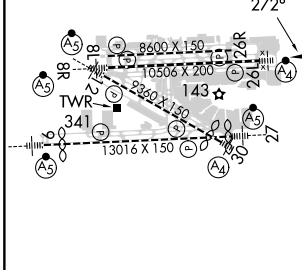
**Simultaneous approach authorized.** Inop table does not apply to S-ILS 26L all Cats. For inop ALS, increase S-LOC 26L Cats C/D visibility to RVR 6000.

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> (Rwys 8L/R, 12, 26L/R) <b>127.5</b> (Rwys 9, 27, 30)	<b>348.6</b>	CINC DEL <b>135.35</b>	CPDLC
---------------------------------------------------	--------------------------------------	-----------------------------------	---------------------------------------------------------------------------------	--------------	---------------------------	-------



ELEV 9	<b>D</b>	TDZE 9
--------	----------	--------

800 4000 DHP R-335 BRBRA DHP 11.5  
 VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).



	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)

SE-3, 28 NOV 2024 to 26 DEC 2024

SE-3, 28 NOV 2024 to 26 DEC 2024