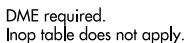


24137

ILS or LOC RWY 30
MIAMI INTL (MIA)

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

RADAR REQUIRED

BRBRA DHP 11.5

LOCALIZER 111.7
I-DCX
Chan 54

DOLPHIN 113.9 DHP Chan 86

ALTERNATE MISSED APCH FIX

CICIV VKZ 117.1 Chan 118

OLDDE I-DCX 10.6

SHANN I-DCX 16.7

MSA DHP 25 NM

2100

2900

090° 270°

155° 335°

098° 278°

124°

328 311 164 108 164 306 1049 ± 432 1600 304° (4.4) 304° (6.1) 3000

333 164 108 164 306 1049 ± 432 1600 304° (4.4) 304° (6.1) 3000

PECOT I-DCX 3.9

BIRDD I-DCX 6.3

1049 1049 1049

ELEV 9 TDZE 8

Diagram illustrating the FAF to MAP 4.8 NM for Runway 8R. The diagram shows a 304° approach vector leading to a 13016 X 150 intersection. From there, a 2349 X 150 vector leads to a 10506 X 200 intersection. A 3600 X 150 vector leads to a 2016 X 26R intersection. The diagram includes various navigation aids like TWR, A5, A4, and A3, and distance markers like 341, 143, and 201. The diagram is labeled '304°' and '26R'.

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

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

800 ↑	2000 hdg 310°	DHP R-335	BRBRA DHP 11.5	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 71).			
*LOC only.							
CATEGORY	A		B		C		D
S-ILS 30	258/40				250 (300-¾)		
S-LOC 30	460/40	452 (500-¾)		460/60 452 (500-¼)	460-1½ 452 (500-1½)		

MIAMI INTL (MIA)
ILS or LOC RWY 30