

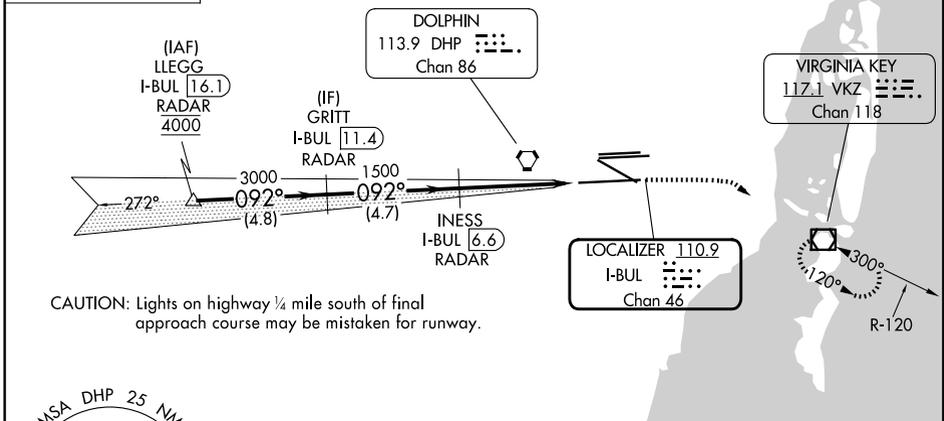
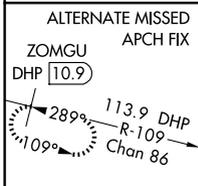
LOC/DME I-BUL <b>110.9</b> Chan <b>46</b>	APP CRS <b>092°</b>	Rwy Ldg <b>11397</b> TDZE <b>8</b> Apt Elev <b>9</b>
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# ILS or LOC RWY 9

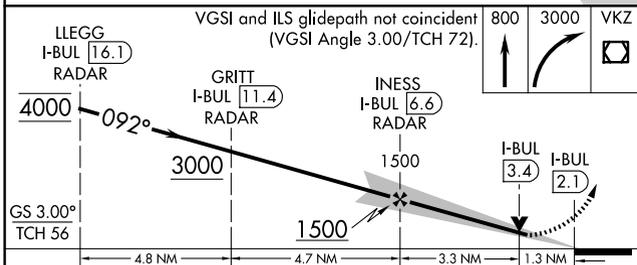
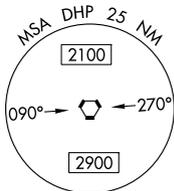
MIAMI INTL (MIA)

RADAR required for procedure entry. DME required for LOC only.		MALSR 	MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold, continue climb-in-hold to 3000.
Autopilot coupled approach NA. Simultaneous approach authorized. For inop ALS, increase S-ILS 9 Cat E visibility to RVR 4000 and S-LOC 9 Cat C/D visibility to 1 3/8 SM. *RVR 1800 authorized with use of FD or HUD to DA.			

D-ATIS <b>119.15</b>	MIAMI APP CON <b>124.85 322.3</b>	MIAMI TOWER <b>118.3 256.9</b>	GND CON <b>121.8</b> (8L/8R/12/26L/26R) <b>348.6</b> <b>127.5</b> (9/27/30)
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CAUTION: Lights on highway 1/4 mile south of final approach course may be mistaken for runway.



ELEV 9	TDZE 8
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8600 X 150  
10306 X 200  
2350 X 150  
13016 X 150

092°

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

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D	E
S-ILS 9*	208/24 200 (200-1/2)				
S-LOC 9	480/24	472 (500-1/2)	480/50	472 (500-1)	NA

SE-3, 19 FEB 2026 to 19 MAR 2026

SE-3, 19 FEB 2026 to 19 MAR 2026