ILS or LOC RWY 9

MIAMI INTL (MIA)

LOC/DME I-BUL	APP CRS	Rwy Ldg 11397
110.9	092°	TDZE 8
Chan 46		Apt Elev 9

RADAR required for procedure entry. DME required for LOC only.

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 1⅜ SM. *RVR 1800 authorized with use of FD 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.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6

ALTERNATE MISSED APCH FIX
ZOMGU
DHP 10.9
289°
109°
113.9 DHP
R-109
Chan 86

DOLPHIN
113.9 DHP
Chan 86

(IAF)
LLEGG
I-BUL 16.1
RADAR
4000

(IF)
GRITT
I-BUL 11.4
RADAR

3000
1500
272°
092°
092°
(4.8)
(4.7)

INESS
I-BUL 6.6
RADAR

LOCALIZER 110.9
I-BUL
Chan 46

VIRGINIA KEY
117.1 VKZ
Chan 118

300°
120°
R-120

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

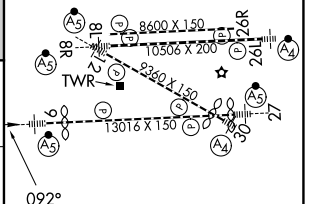
MSA DHP 25 NM
2100
090°
270°
2900

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

800	3000	VKZ

LLEGG
I-BUL 16.1
RADAR
4000
092°
3000
GRITT
I-BUL 11.4
RADAR
INESS
I-BUL 6.6
RADAR
1500
1500
I-BUL 3.4
I-BUL 2.1
GS 3.00°
TCH 56
4.8 NM
4.7 NM
3.3 NM
1.3 NM

ELEV 9 D TDZE 8



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

CATEGORY	A	B	C	D	E
S-ILS 9*	208/24 200 (200-½)				
S-LOC 9	480/24 472 (500-½)		480/50 472 (500-1)		NA

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3, 29 OCT 2026 to 26 NOV 2026
SE-3, 29 OCT 2026 to 26 NOV 2026