


LOC/DME I-BUL 110.9 Chan 46	APP CRS 092°	Rwy Idg 11397 TDZE 7 Apt Elev 9
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ILS or LOC RWY 9

MIAMI INTL (MIA)

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

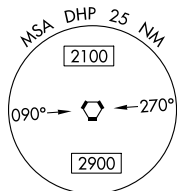
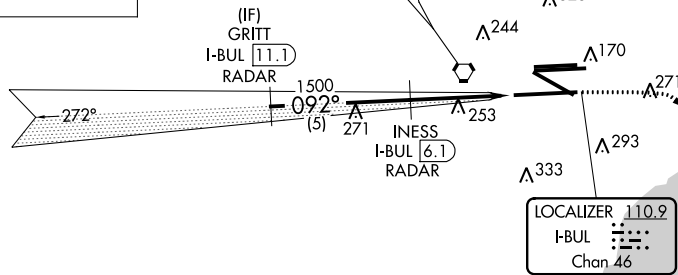
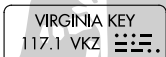
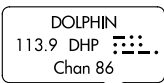
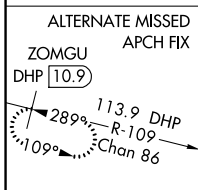
Autopilot coupled approach NA. Simultaneous approach authorized. For inop ALS, increase S-ILS 9 Cat E visibility to RVR 4000 and S-LOC 9 Cat C/D visibility to 1 $\frac{1}{2}$ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR 

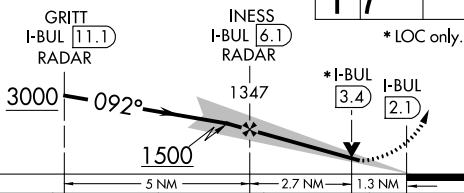
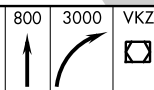
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold, continue climb-in-hold to 3000.

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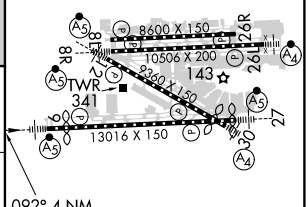
CAUTION: Lights on highway $\frac{1}{4}$ mile south of final approach course may be mistaken for runway.



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



ELEV 9	TDZE 7
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092° 4 NM from FAF

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

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D	E
S-ILS 9**	207/24		200 (200- $\frac{1}{2}$)		
S-LOC 9	480/24	473 (500- $\frac{1}{2}$)	480/50	473 (500-1)	NA