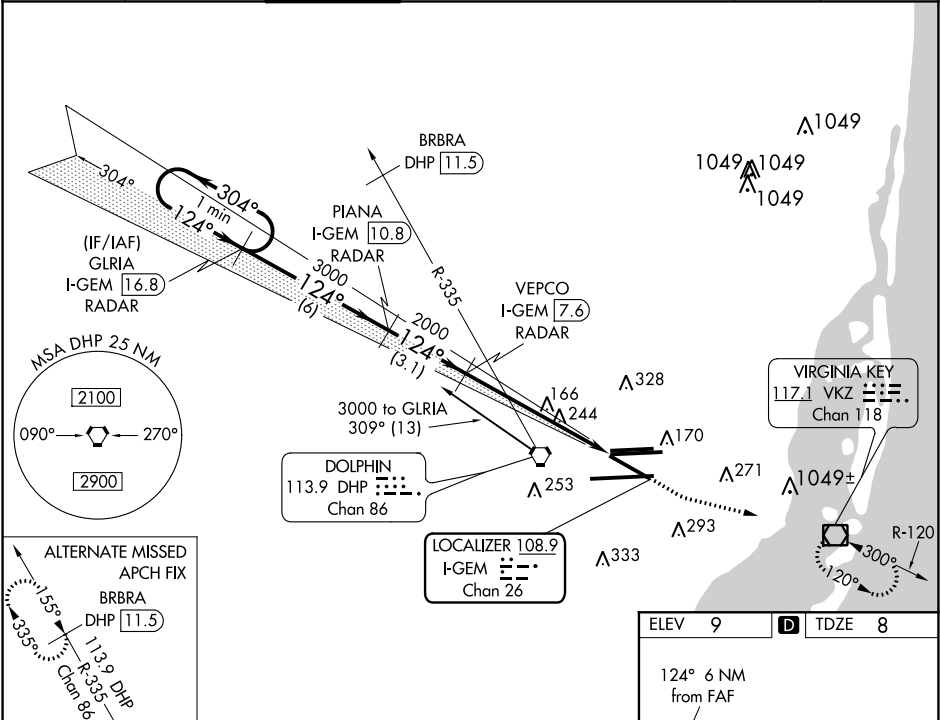


| | | |
|----------------|-------------|---------------------------|
| LOC/DME I-GEM | APP CRS | Rwy Idg |
| 108.9 | 124° | 8579 |
| Chan 26 | | TDZE Apt Elev 9 |

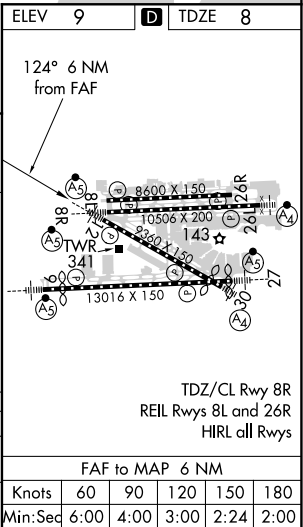
ILS or LOC RWY 12

MIAMI INTL (MIA)

| | | | | | | | |
|---|---------------|-------------|--|---------------------------------|--|----------|--------|
| <div><div></div><div>For inoperative MALS, increase S-ILS 12 all Cats visibility to 1¼, increase S-LOC 12 Cats A and B visibility to RVR 5000. DME or Radar required. Visibility reduction by helicopters NA.</div></div> | | | <div><div>MALS</div><div><div></div><div></div><div></div><div></div><div></div></div></div> | | MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct VKZ VOR/DME and hold. | | |
| D-ATIS | MIAMI APP CON | MIAMI TOWER | GND CON | | | CLNC DEL | CPDLC |
| ARR DEP 119.15 133.675 | 124.85 322.3 | 118.3 256.9 | 121.8 127.5 | (8L/8R/12/26L/26R) (9/27/30) | | 348.6 | 135.35 |



| | | | | |
|---|--------------------|-------------|--------------------|---------------------|
| VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72). | | | | |
| One Minute Holding Pattern | | | | |
| GS 3.00° TCH 56 | | | | |
| 3000 ← 304° 124° → 3000 2000 2000 | | | | |
| 6 NM 3.1 NM 4.5 NM 1.5 NM | | | | |
| CATEGORY | A | B | C | D |
| S-ILS 12 | 376/40 368 (400-¾) | | | |
| S-LOC 12 | 560/40 | 552 (600-¾) | 560/50 552 (600-1) | 560/60 552 (600-1¼) |



SE-3, 03 DEC 2020 to 31 DEC 2020

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