

LOC/DME I-MFA <b>110.3</b> Chan <b>40</b>	APP CRS <b>092°</b>	Rwy Idg <b>10506</b> TDZE <b>8</b> Apt Elev <b>9</b>
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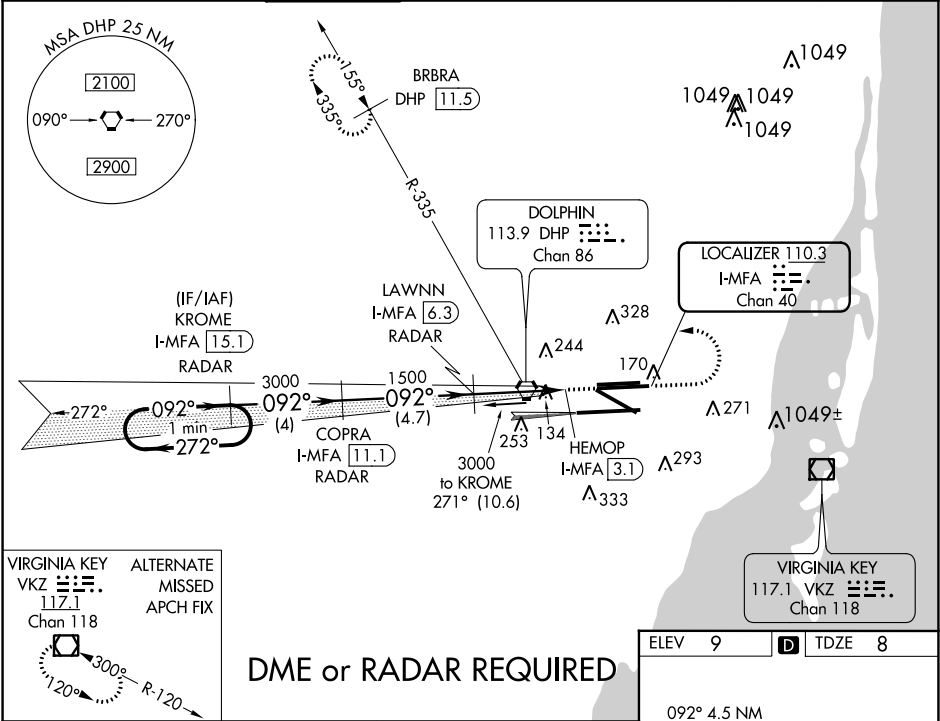
ILS or LOC RWY 8R  
MIAMI INTL (MIA)

**▼** For inop MALSR, increase S-ILS 8 all Cats visibility to 1½ mile.  
Simultaneous approach authorized with Rwy 9. Autopilot coupled approach NA below 500 feet. DME required.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 270° and on DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

D-ATIS ARR <b>119.15</b> DEP <b>133.675</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>127.5</b> (9/27/30)	<b>348.6</b>	CLNC DEL <b>135.35</b>	CPDLC
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).

One Minute Holding Pattern

GS 3.00° TCH 51

4 NM 4.7 NM 3.3 NM 1.2 NM

CATEGORY	A	B	C	D
S-ILS 8R	450/50 442 (500-1)			
S-LOC 8R	560/50 552 (600-1)			560/60 552 (600-1½)

ELEV 9 TDZE 8

092° 4.5 NM from FAF

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

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SE-3, 03 DEC 2020 to 31 DEC 2020

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