

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 1½ SM.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

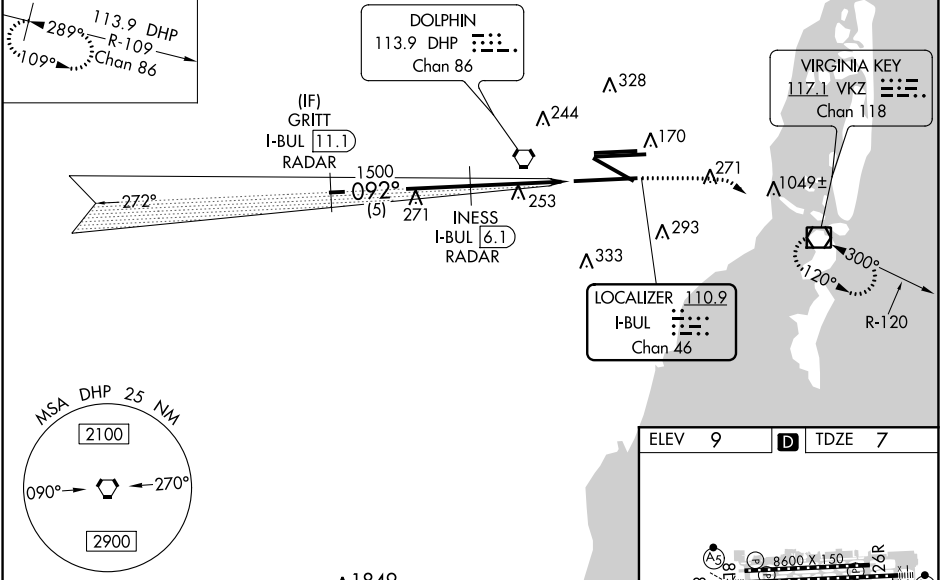
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold, continue climb-in-hold to 3000.

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 ¼ mile south of final approach course may be mistaken for runway.

ALTERNATE MISSED
APCH FIX

ZOMGU
DHP **10.9**



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

GRITT I-BUL 11.1 RADAR, INESS I-BUL 6.1 RADAR, *I-BUL 3.4, I-BUL 2.1

GS 3.00° TCH 56

3000, 1500, 1347, 5 NM, 2.7 NM, 1.3 NM

092°

800, 3000, VKZ

* LOC only.

092° 4 NM from FAF

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

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 (200-½)				
S-LOC 9	480/24	473 (500-½)	480/50	473 (500-1)	NA