

WAAS CH <b>81931</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg <b>11397</b> TDZE <b>7</b> Apt Elev <b>9</b>
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RNAV (GPS) RWY 9

MIAMI INTL (MIA)

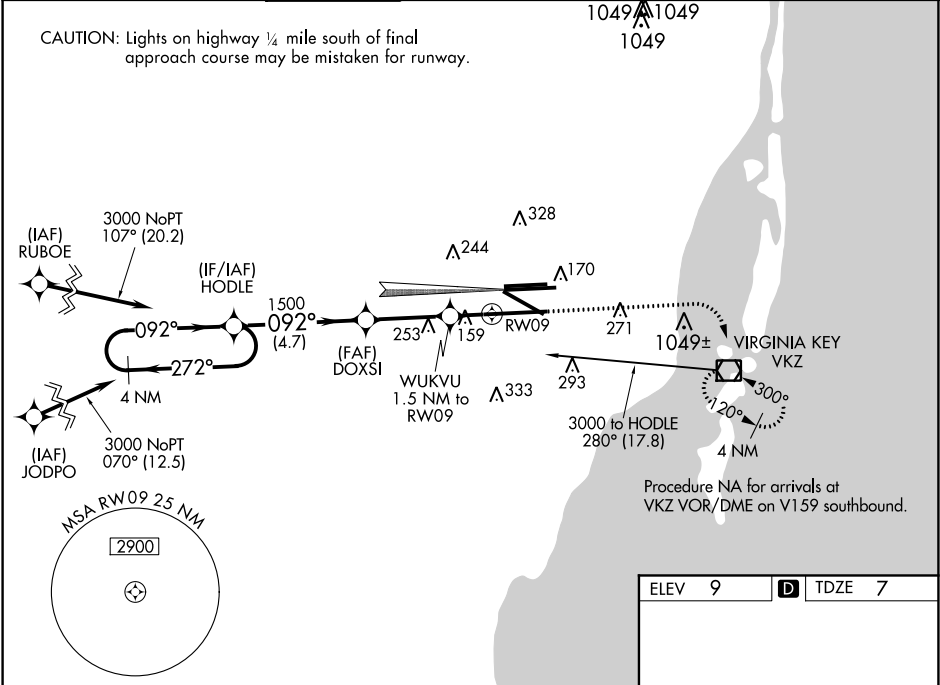
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 8R and RNAV (GPS) Rwy 8L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Helicopter visibility reduction below RVR 4000 NA. For inop MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1 3⁄8 mile, LNAV Cats A and B visibility to RVR 5500 and Cats C, D, and E visibility to 1 3⁄8 mile. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

AS

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 <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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4 NM Holding Pattern

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

HODLE

DOXSI

WUKVU 1.5 NM to RW09

RW09

\*INAV only.

\*540

GP 3.00° TCH 56

4.7 NM

3 NM

1.5 NM

CATEGORY	A	B	C	D	E
LPV DA**	207/24 200 (200-1⁄2)				
LNAV/VNAV DA	428/46 421 (500-1)				
LNAV MDA	460/40	453 (500-3⁄4)	460/45	453 (500-7⁄8)	

TDZ/CL Rwy 8R

REIL Rwy 8L and 26R

HIRL all Rwy 9