

MIAMI, FLORIDA

AL-257 (FAA)

19115

APP CRS	Rwy Idg	<b>10220</b>
<b>272°</b>	TDZE	<b>8</b>
	Apt Elev	<b>9</b>

RNAV (RNP) Y RWY 26L  
MIAMI INTL (MIA)

**T** For uncompensated Baro-VNAV systems, procedure NA below 6°C (43°F) or above 54°C (130°F). GPS Required.  
For inop MALSF, increase RNP 0.20 Cat D visibility to RVR 6000 and increase RNP 0.30 Cat D visibility to 1 $\frac{3}{8}$  mile.

MALSF



**MISSED APPROACH:** Climb to 2000 direct LAWNN and on track 345° to BRBRA 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 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6 135.35	

### MISSED APCH FIX

$$\begin{array}{c} \Delta^{1049} \\ 1049 \Delta^{1049} \\ \Delta^{1049} \\ 1049 \end{array}$$

ELEV	9		TDZE	8
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272° to  
RW261

2000 ↑	LAWN ☼	tr 345°	BRBR ☼
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

Diagram illustrating the proposed runway layout for RW26L. The layout shows a runway segment starting from a dashed line, extending 1600 units to the AGLER point, and then continuing 3000 units to the BASHO point. The bearing from the start to AGLER is 272°, and the bearing from AGLER to BASHO is 273°. The distance from BASHO to the ZILBI point is 3000 units. The diagram also indicates a GP 3.00° TCH 58.

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

25°48'N-80°17'W

MIAMI INTL (MIA)

RNAV (RNP) Y RWY 26L

SE-3, 03 DEC 2020 to 31 DEC 2020

SE-3, 03 DEC 2020 to 31 DEC 2020