

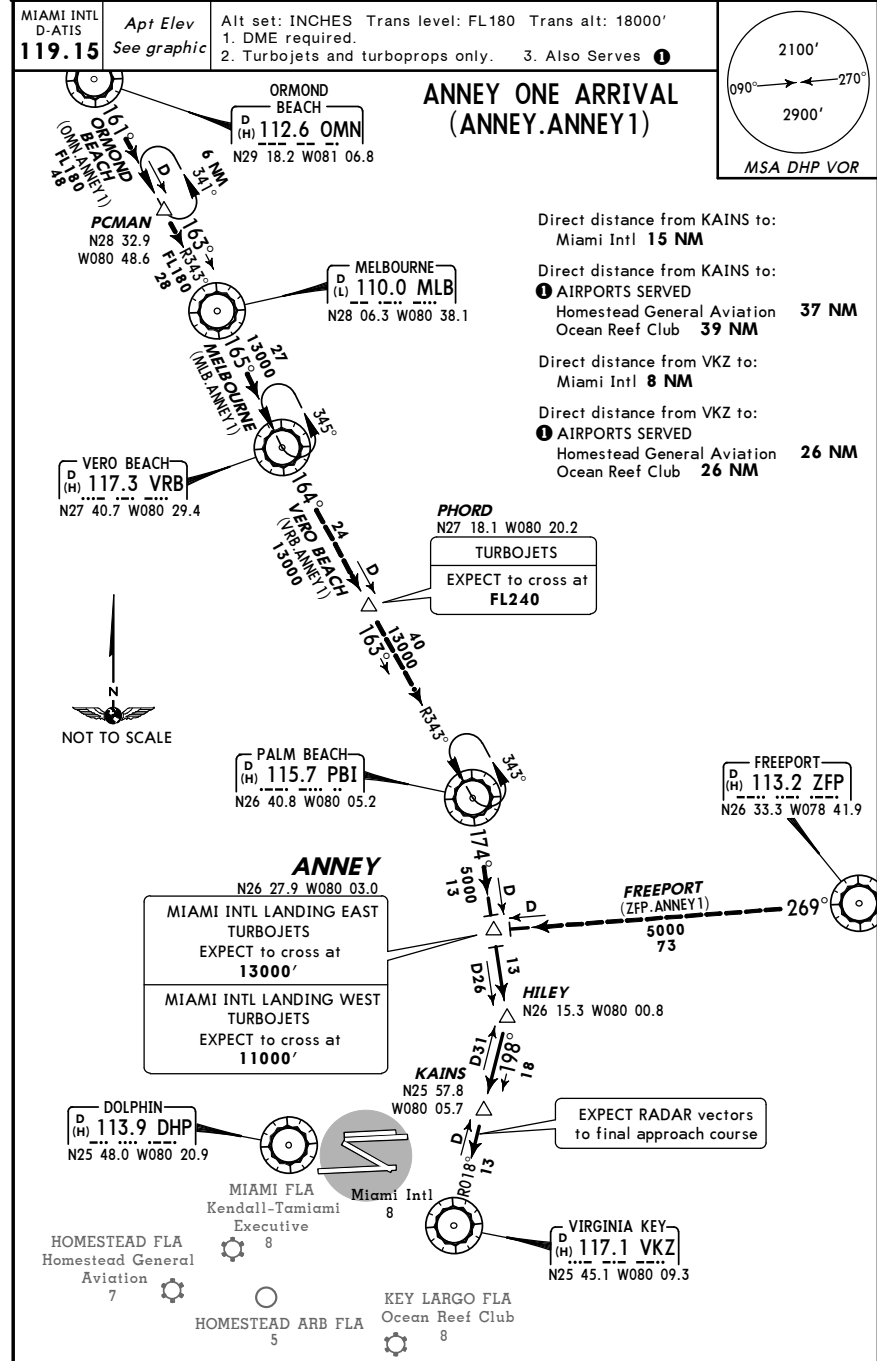
FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
 SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft within the Class B airspace are required to operate in accordance with ATC clearances and instructions.

VFR Flights-

1. Arriving aircraft should contact Miami Approach Control on specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B airspace must obtain an ATC clearance to enter the Class B airspace and will be handled on an ATC workload permitting basis.



ROUTING
 From over ANNEY via PBI R-174 to HILEY, then via VKZ R-018 to VKZ. EXPECT RADAR vectors to final approach course after KAINS.

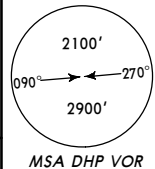
KMIA/MIA
 MIAMI INTL

JEPPESEN
 17 OCT 08 (10-2A)

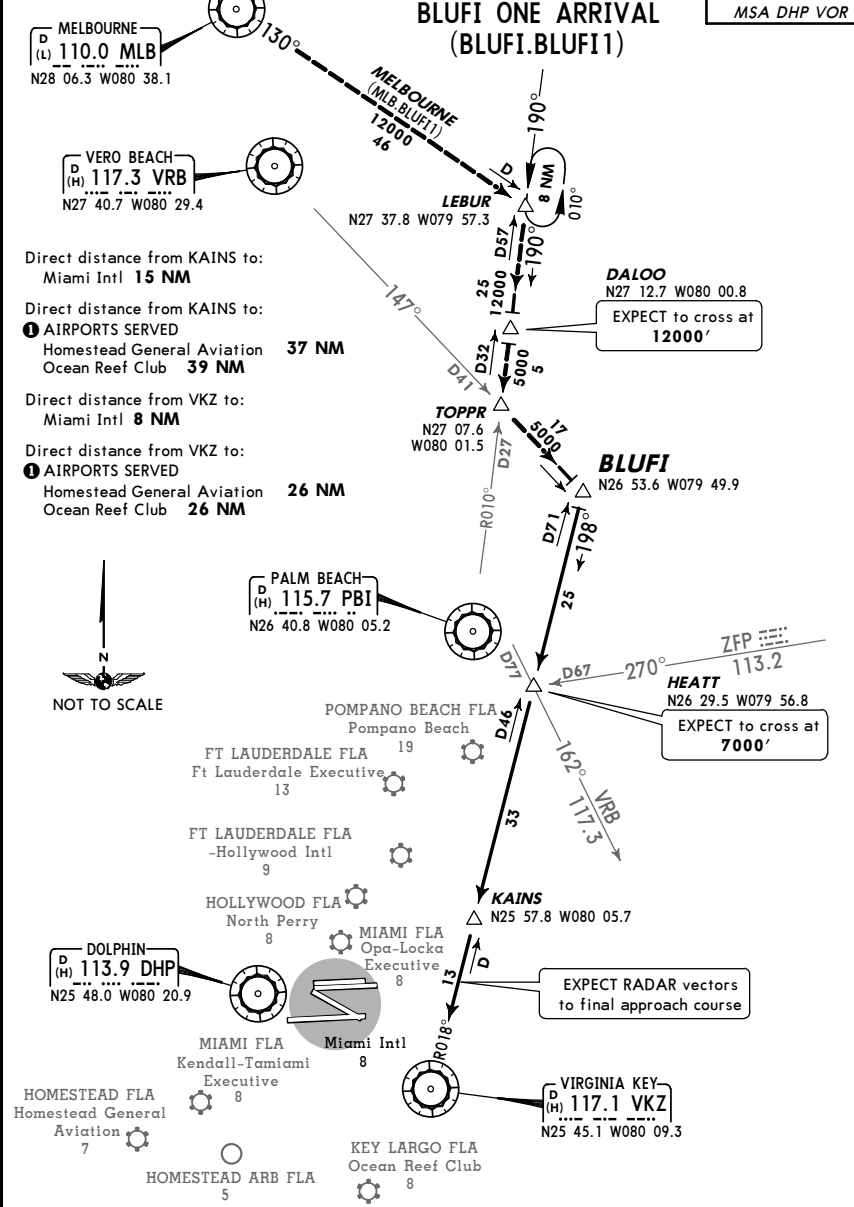
MIAMI, FLA
 STAR

MIAMI INTL
 D-ATIS
119.15
 Apt Elev
 See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
 1. MELBOURNE transition available to Miami Intl,
 Homestead ARB, Homestead General Aviation, Ocean
 Reef Club and Kendall-Tamiami Executive only when
 Miami Intl is landing WEST.
 2. DME required.
 3. Turboprops only. 4. Also Serves **1**



**BLUFI ONE ARRIVAL
 (BLUFI.BLUFI1)**



Direct distance from KAINS to:
 Miami Intl **15 NM**

Direct distance from KAINS to:
1 AIRPORTS SERVED
 Homestead General Aviation **37 NM**
 Ocean Reef Club **39 NM**

Direct distance from VKZ to:
 Miami Intl **8 NM**

Direct distance from VKZ to:
1 AIRPORTS SERVED
 Homestead General Aviation **26 NM**
 Ocean Reef Club **26 NM**

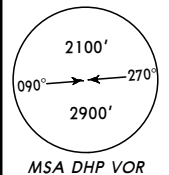


ROUTING

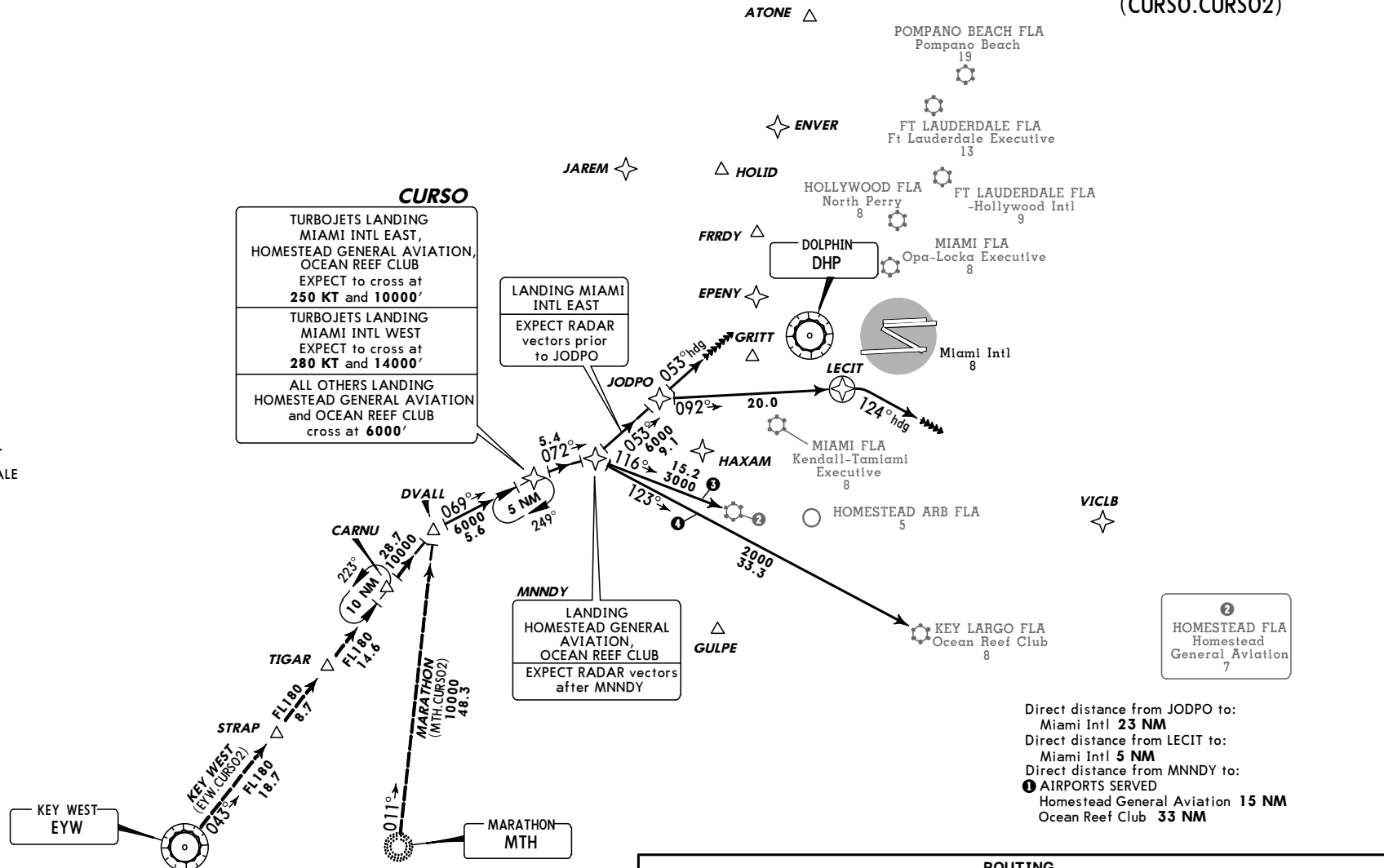
From over BLUFI via VKZ R-018 to VKZ. EXPECT RADAR vectors to final approach course after KAINS.

KMIA/MIA
MIAMI INTL

MIAMI INTL D-ATIS 119.15	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. KEY WEST transition: For non-GPS equipped aircraft PHK DME must be operational. 5. MARATHON Transition: For non-GPS equipped aircraft, EYW and PHK DMEs must be operational. 6. Also Serves 1
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CURSO TWO RNAV ARRIVAL (CURSO.CURSO2)



2
 HOMESTEAD FLA
 Homestead
 General Aviation
 7

ROUTING	
From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, then as depicted.	
LANDING	
MIAMI INTL EAST RWYS 8L/R, 9, 12	From over MNNDY via 053° track to JODPO, then fly heading 053°. EXPECT RADAR vectors to final approach course.
MIAMI INTL WEST RWYS 26L/R, 27, 30	From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. EXPECT RADAR vectors to final approach course.
HOMESTEAD GENERAL AVIATION	3 From over MNNDY via 116° track to Homestead General Aviation airport.
OCEAN REEF CLUB	4 From over MNNDY via 123° track to Ocean Reef Club airport.

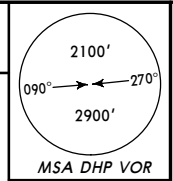
COMMIS ▼ LOST COMMIS ▼ LOST COMMIS ▼ LOST COMMIS ▼ LOST COMMIS ▼
 LOST COMMIS ▼ LOST COMMIS ▼ LOST COMMIS ▼ LOST COMMIS ▼ LOST COMMIS ▼
 MIAMI INTL LANDING EAST: Track to JODPO, then proceed direct to GRITT, intercept Rwy 9 final approach course, conduct approach.
 MIAMI INTL LANDING WEST: Track to LECIT, then proceed direct to VICLB, turn LEFT to intercept Rwy 30 final approach course, conduct approach.

KMIA/MIA
 MIAMI INTL

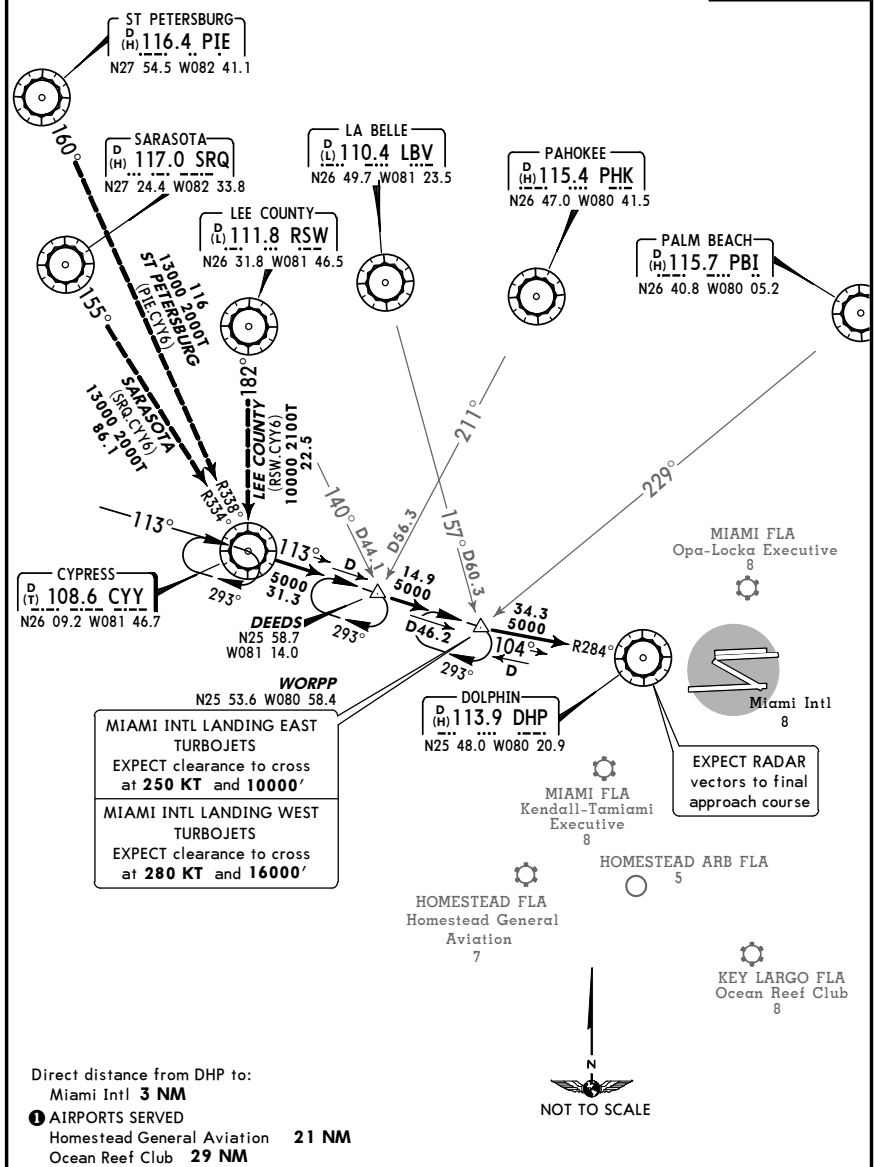
JEPPESEN
 7 JAN 11 (10-2C) Eff 13 Jan

MIAMI, FLA
 STAR

MIAMI INTL D-ATIS 119.15	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000' Also Serves 1
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CYPRESS SIX ARRIVAL (CYY.CYY6)



ROUTING

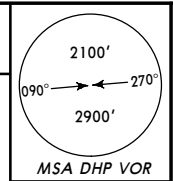
From over CYY via CYY R-113 to WORPP, then via DHP R-284 to DHP. EXPECT RADAR vectors to final approach course.

KMIA/MIA
 MIAMI INTL

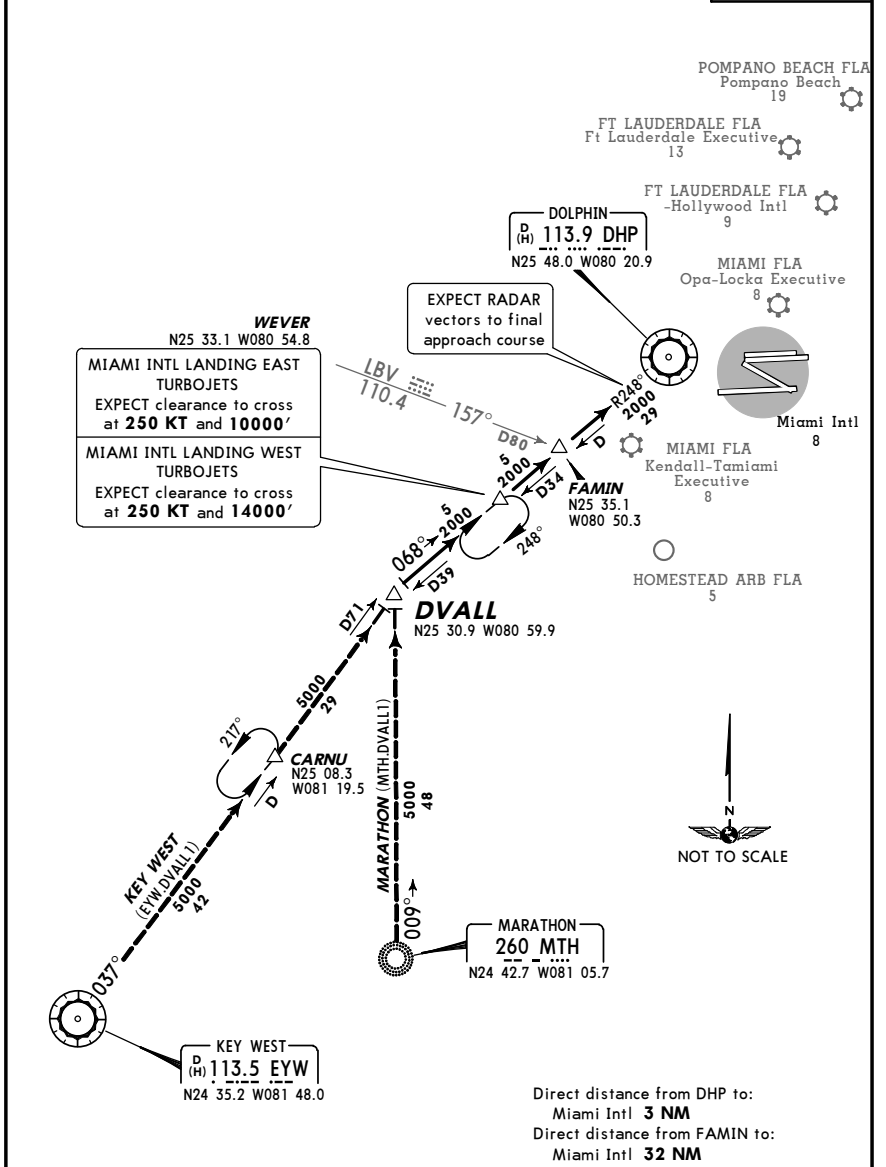
JEPPESEN
 2 APR 10 (10-2D) Eff 8 Apr

MIAMI, FLA
 STAR

D-ATIS 119.15	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000' DME required.
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DVALL ONE ARRIVAL (DVALL.DVALL1)



ROUTING

From over DVALL via DHP R-248 to DHP. EXPECT RADAR vectors to final approach course after FAMIN.

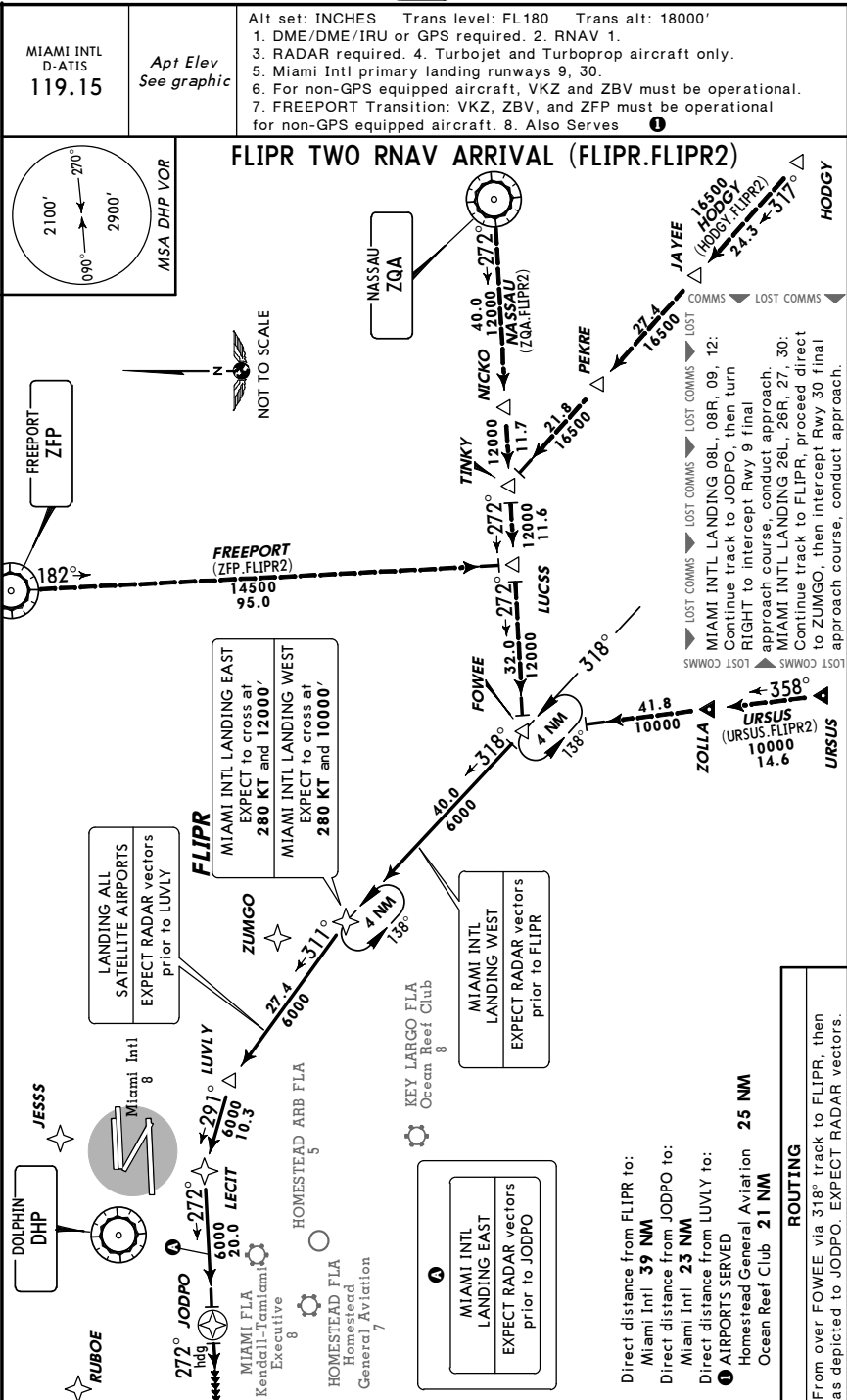
KMIA/MIA
MIAMI INTL

JEPPESEN

2 APR 10 **10-2E** Eff 8 Apr

MIAMI, FLA

RNAV STAR



CHANGES: FLIPR crossing restrictions.

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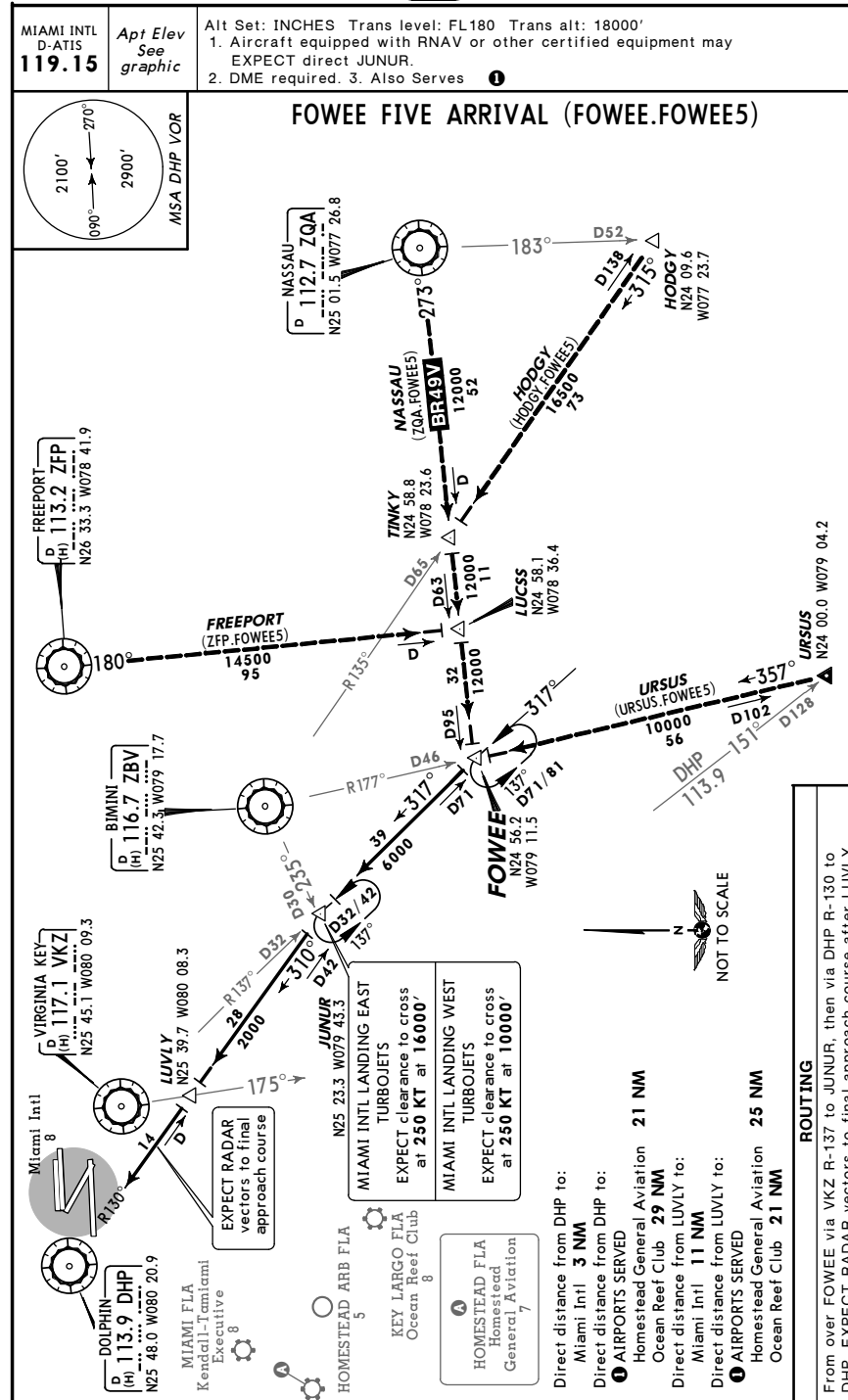
KMIA/MIA
MIAMI INTL

JEPPESEN

19 SEP 08 **10-2F** Eff 25 Sep

MIAMI, FLA

STAR



CHANGES: Airports served, chart reindexed.

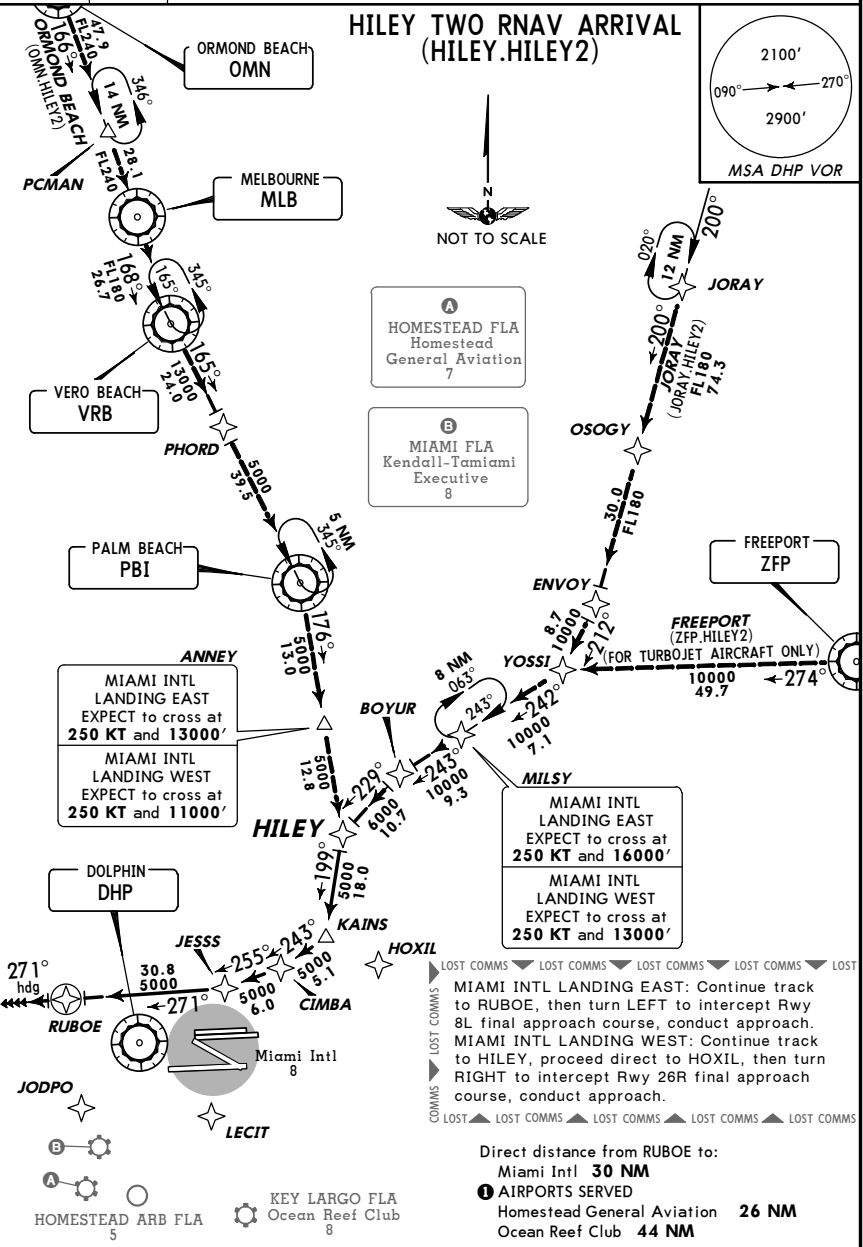
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KMIA/MIA
 MIAMI INTL

JEPPESEN
 19 SEP 08 **10-2G** Eff 25 Sep

MIAMI, FLA
RNAV STAR

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
 1. DME/DME/IRU or GPS required. 2. RNAV 1.
 3. RADAR required. 4. Turbojet and Turboprop aircraft only.
 5. Primary landing runways 8L, 12, 26R. 6. ORMOND BEACH Transition:
 DHP must be operational for non-GPS equipped aircraft. 7. FREEPORT
 Transition: FLL and PBI must be operational for non-GPS equipped aircraft.
 8. Also Serves **1**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 MIAMI INTL LANDING EAST: Continue track to RUBOE, then turn LEFT to intercept Rwy 8L final approach course, conduct approach.
 MIAMI INTL LANDING WEST: Continue track to HILEY, proceed direct to HOXIL, then turn RIGHT to intercept Rwy 26R final approach course, conduct approach.

Direct distance from RUBOE to:
 Miami Intl **30 NM**
1 AIRPORTS SERVED
 Homestead General Aviation **26 NM**
 Ocean Reef Club **44 NM**

ROUTING
 From HILEY via 199° track to KAINS, then as depicted to RUBOE.

KMIA/MIA
MIAMI INTL

JEPPESEN
 19 SEP 08
 Eff 25 Sep (10-2H)

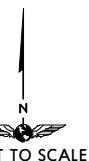
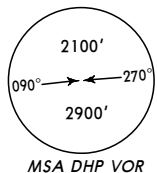
MIAMI, FLA
RNAV STAR

MIAMI INTL
 D-ATIS
119.15

Apt Elev
 See graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
 1. DME/DME/IRU or GPS required. 2. RNAV 1.
 3. RADAR required. 4. Turbojet and Turboprop aircraft only.

5. For non-GPS equipped aircraft, PHK must be operational.
 6. Also Serves **1**



**SSCOT ONE RNAV ARRIVAL
 (SSCOT.SSCOT1)**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 ▼ LOST COMMS
 MIAMI INTL LANDING EAST: Continue track to LECIT, intercept the Rwy 8L approach.
 MIAMI INTL LANDING WEST: Continue track to LECIT, then proceed direct to JUNUR, then turn LEFT to intercept the Rwy 30 approach.
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

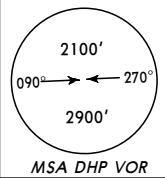
Direct distance from LECIT to:
 Miami Intl **5 NM**
 Direct distance from RUBOE to:
 Miami Intl **30 NM**
 Direct distance from RUBOE to:
1 AIRPORTS SERVED
 Homestead General Aviation **26 NM**
 Ocean Reef Club **44 NM**
 Direct distance from WALIP to:
 Miami Intl **18 NM**

ROUTING

From over BAARY via 141° track to CY, then as depicted to LECIT, then via 126° heading. EXPECT RADAR vectors.

KMIA/MIA
MIAMI INTL

MIAMI Departure (R) 125.5	Apt Elev 8'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. For non-GPS equipped aircraft: DHP must be operational for take-off Rws 8L/R, 9, 12; FLL, VKZ, and ZBV must be operational for take-off Rws 26L/R, 27, 30. 5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.
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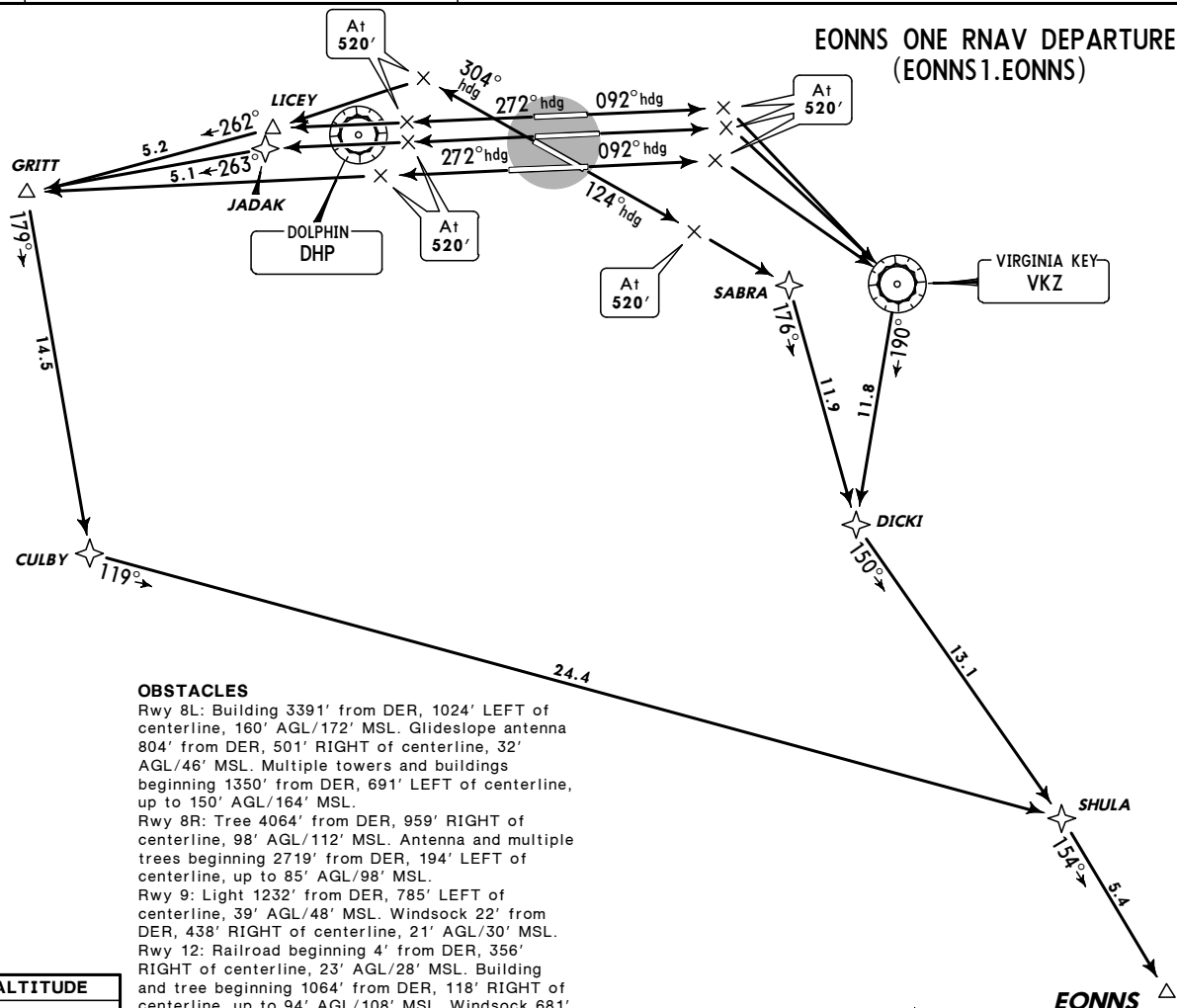
Direct distance from Miami Intl
 (Rws 8L/R, 9) to: VKZ **8 NM**
 (Rwy 12) to: SABRA **5 NM**
 (Rwy 27) to: GRITT **10 NM**
 (Rwy 26L) to: JADAK **5 NM**
 (Rws 26R, 30) to: LICEY **5 NM**

This SID requires take-off minimums
 (for standard minimums, refer to airport chart):
 Rwy 8L: 300-1 1/4 with minimum obstacle climb
 of 221' per NM to **1200'**, or standard (or lower
 than standard, if authorized) with minimum
 obstacle climb of 382' per NM to **300'**, minimum
 ATC climb of 500' per NM to **520'**.
 Rwy 8R: Standard (or lower than standard, if
 authorized) with minimum obstacle climb of 237'
 per NM to **1200'**, minimum ATC climb of 500'
 per NM to **520'**.
 Rwy 9: Standard (or lower than standard, if
 authorized) with minimum obstacle climb of 233'
 per NM to **1200'**, minimum ATC climb of 500'
 per NM to **520'**.
 Rwy 12: Standard (or lower than standard, if
 authorized) with minimum obstacle climb of 226'
 per NM to **1200'**, minimum ATC climb of 500'
 per NM to **520'**.
 Rws 26L/R, 27, 30: Standard (or lower than
 standard, if authorized) with minimum ATC
 climb of 300' per NM to **520'**.

Gnd speed-KT	75	100	150	200	250	300
221' per NM	276	368	553	737	921	1105
226' per NM	283	377	565	753	942	1130
233' per NM	291	388	583	777	971	1165
237' per NM	296	395	593	790	988	1185
300' per NM	375	500	750	1000	1250	1500
382' per NM	478	637	955	1273	1592	1910
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L/R, 9	Climb heading 092° to 520' , then RIGHT turn direct VKZ, then via depicted route to EONNS.	MAINTAIN 5000' or ATC assigned altitude
12	Climb heading 124° to 520' , then RIGHT turn direct SABRA, then via depicted route to EONNS.	
26L	Climb heading 272° to 520' , then LEFT turn direct JADAK, then via depicted route to EONNS.	
26R	Climb heading 272° to 520' , then LEFT turn direct LICEY, then via depicted route to EONNS.	
27	Climb heading 272° to 520' , then LEFT turn direct GRITT, then LEFT turn via track 179° to CULBY, then via depicted route to EONNS.	
30	Climb heading 304° to 520' , then LEFT turn direct LICEY, then via depicted route to EONNS.	

ROUTING
 EXPECT further clearance to filed altitude within 10 minutes after departure.



OBSTACLES
 Rwy 8L: Building 3391' from DER, 1024' LEFT of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' RIGHT of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from DER, 691' LEFT of centerline, up to 150' AGL/164' MSL.
 Rwy 8R: Tree 4064' from DER, 959' RIGHT of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' LEFT of centerline, up to 85' AGL/98' MSL.
 Rwy 9: Light 1232' from DER, 785' LEFT of centerline, 39' AGL/48' MSL. Windssock 22' from DER, 438' RIGHT of centerline, 21' AGL/30' MSL.
 Rwy 12: Railroad beginning 4' from DER, 356' RIGHT of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' RIGHT of centerline, up to 94' AGL/108' MSL. Windssock 681' from DER, 345' LEFT of centerline, 21' AGL/30' MSL.
 Rwy 26L: Tower and multiple trees beginning 1306' from DER, 638' RIGHT of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.
 Rwy 26R: Tower, building, multiple light poles and trees beginning 741' from DER, 1' RIGHT of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from DER, 5' LEFT of centerline, up to 34' AGL/48' MSL.
 Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 94' LEFT of centerline, up to 62' AGL/76' MSL.
 Rwy 30: Pole, multiple towers and trees beginning 1414' from DER, 189' RIGHT of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' LEFT of centerline, 52' AGL/66' MSL.

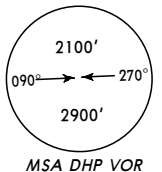


KMIA/MIA
 MIAMI INTL

JEPPESEN
 9 MAR 07 10-3A Eff 15 Mar

MIAMI, FLA
 RNAV SID

MIAMI Departure (R) 119.45	Apt Elev 8'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. For non-GPS equipped aircraft: FLL must be operational for take-off Rws 26L/R, 27, 30. 5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.
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**HEDLY ONE RNAV DEPARTURE
 (HEDLY1.HEDLY)**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 8L: 300-1 1/4, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to **300'**, minimum ATC climb of 500' per NM to **520'**.
 Rws 8R, 9: Standard (or lower than standard, if authorized) with minimum ATC climb of 500' per NM to **520'**.
 Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 229' per NM to **1200'**, minimum ATC climb of 500' per NM to **520'**.
 Rws 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300' per NM to **520'**.

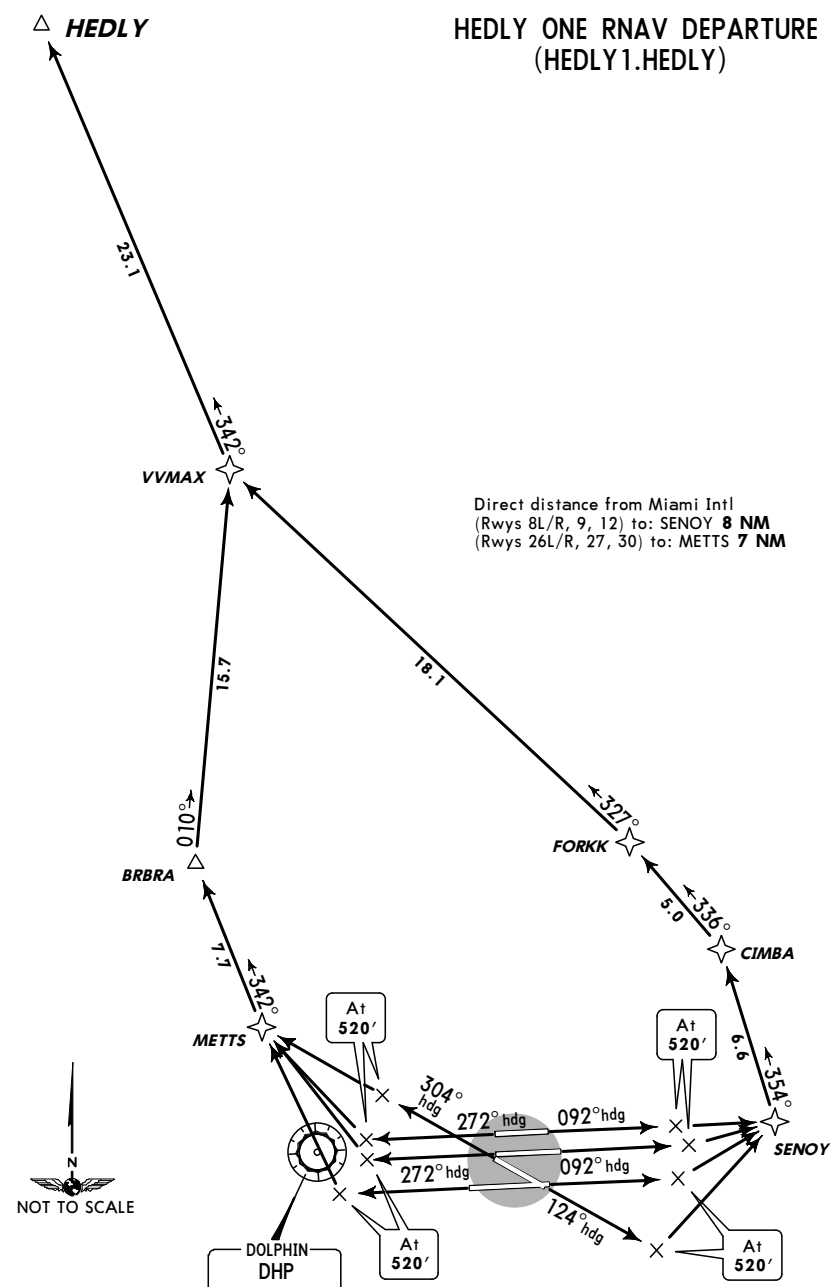
OBSTACLES

Rwy 8L: Building 3391' from DER, 1024' LEFT of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' RIGHT of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from DER, 691' LEFT of centerline, up to 150' AGL/164' MSL.
 Rwy 8R: Tree 4064' from DER, 959' RIGHT of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' LEFT of centerline, up to 85' AGL/98' MSL.
 Rwy 9: Light 1232' from DER, 785' LEFT of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' RIGHT of centerline, 21' AGL/30' MSL.
 Rwy 12: Railroad beginning 4' from DER, 356' RIGHT of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' RIGHT of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' LEFT of centerline, 21' AGL/30' MSL.
 Rwy 26L: Tower and multiple trees beginning 1306' from DER, 638' RIGHT of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.
 Rwy 26R: Tower, building, multiple light poles and trees beginning 741' from DER, 1' RIGHT of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from DER, 5' LEFT of centerline, up to 34' AGL/48' MSL.
 Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 94' LEFT of centerline, up to 62' AGL/76' MSL.
 Rwy 30: Pole, multiple towers and trees beginning 1414' from DER, 189' RIGHT of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' LEFT of centerline, 52' AGL/66' MSL.

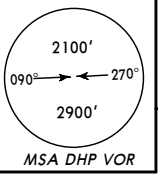
Gnd speed-KT	75	100	150	200	250	300
229' per NM	286	382	573	763	954	1145
300' per NM	375	500	750	1000	1250	1500
382' per NM	478	637	955	1273	1592	1910
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L/R, 9	Climb heading 092° to 520' , then LEFT turn direct SENOY, then via depicted route to HEDLY.	MAINTAIN 5000' or ATC assigned altitude
12	Climb heading 124° to 520' , then LEFT turn direct SENOY, then via depicted route to HEDLY.	
26L/R, 27	Climb heading 272° to 520' , then RIGHT turn direct METTS, then via depicted route to HEDLY.	
30	Climb heading 304° to 520' , then LEFT turn direct METTS, then via depicted route to HEDLY.	

ROUTING
 EXPECT further clearance to filed altitude within 10 minutes after departure.



KMIA/MIA
MIAMI INTL



MIAMI Departure (R)		Apt Elev	Trans level: FL180
BEECH, HEDLY, JANUS, PADUS, WINCO Transitions	EONNS, MNATE, SKIPS Transitions	See Graphic	Trans alt: 18000'
119.45	125.5		

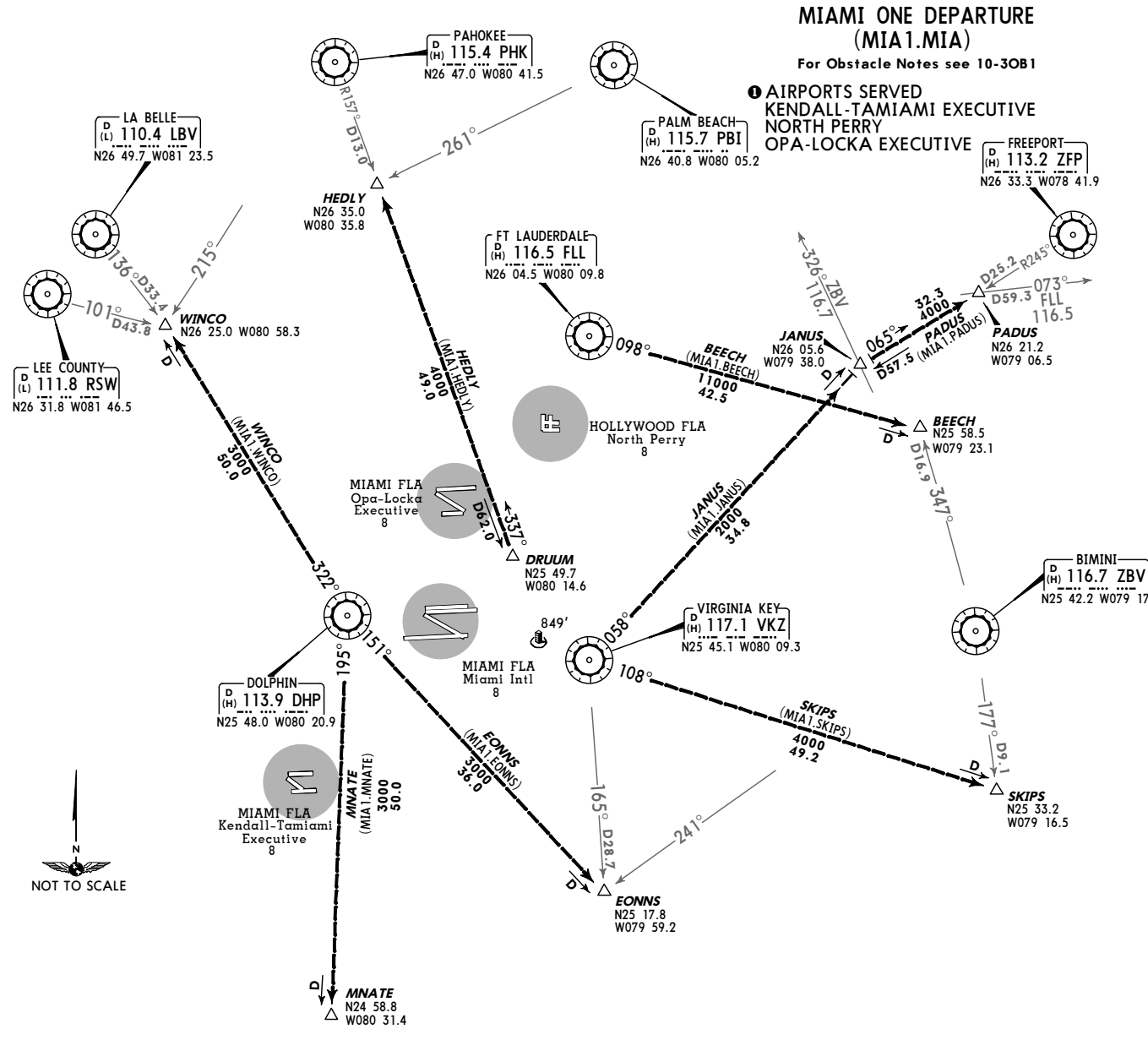
1. File DP in remarks section of flight plan.
2. **DME and RADAR required.**
3. Also serves ①
4. SPECIAL INSTRUCTIONS: Unless otherwise assigned, use departure frequency depicted associated with the transition in clearance.
5. Turbojets: Accelerate to 250 KT as rapidly as feasible until reaching 10000', unless requested by ATC to do otherwise.
6. Turboprops: Operate in a manner that will result in best forward speed and climb rate.

This SID requires take-off minimums: (for standard minimums, refer to airport chart):
KENDALL-TAMIAMI EXECUTIVE:
 Rwy 9L/R, 13, 27L/R, 31: Standard (or lower than standard, if authorized).
MIAMI INTL:
 Rwy 8L: 300-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 382' per NM to 300'. ATC climb gradient of 382' per NM to 1800'.
 Rwy 8R: Standard (or lower than standard, if authorized) with minimum ATC climb of 370' per NM to 1800'.
 Rwy 9: Standard (or lower than standard, if authorized) with minimum climb of 240' per NM to 1200'. ATC climb of 370' per NM to 1800'.
 Rwy 12: Standard (or lower than standard, if authorized) with minimum climb of 220' per NM to 1100'. ATC climb of 370' per NM to 1800'.
 Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized).

NORTH PERRY:
 Rwys 9L/R, 18L/R, 36L/R: Not Authorized - Obstacles (ATC request).
 Rwys 27L/R: Standard (or lower than standard, if authorized).
OPA-LOCKA EXECUTIVE:
 Rwys 9L, 12, 27L/R, 30: Standard (or lower than standard, if authorized).
 Rwy 9R: 300-1.

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100
240' per NM	300	400	600	800	1000	1200
370' per NM	463	617	925	1233	1542	1850
382' per NM	478	637	955	1273	1592	1910

AIRPORT	INITIAL CLIMB	ALTITUDE
MIAMI INTL ALL RWYS	Climb on heading as assigned by ATC. EXPECT RADAR vectors to appropriate transition. NOTE: Rwys 8L/R: If assigned RIGHT turn, climb heading 092° to 1000' before RIGHT turn. Rwy 12: If assigned LEFT turn, climb heading 124° to 1100' before LEFT turn. Rwys 26L/R: If assigned LEFT turn, climb heading 272° to 600' before LEFT turn. Rwy 27: If assigned RIGHT turn, climb heading 272° to 600' before RIGHT turn. Rwy 30: If assigned LEFT turn, climb heading 304° to 600' before LEFT turn.	MAINTAIN 5000' or assigned lower altitude
KENDALL-TAMIAMI EXECUTIVE	EXPECT RADAR vectors to appropriate transition. NOTE: Rwy 9L: If assigned RIGHT turn, climb heading 093° to 1400' before RIGHT turn. Rwy 9R: Climb heading 093° to 1400' before RIGHT turn. Rwy 13: If assigned RIGHT turn, climb heading 133° to 1400' before RIGHT turn. Rwys 27L/R: If assigned LEFT turn, climb heading 273° to 1400' before LEFT turn. Rwy 31: If assigned LEFT turn, climb heading 313° to 1400' before LEFT turn.	MAINTAIN 2000' or assigned higher altitude
NORTH PERRY RWYS 27L, 27R	Climb on heading as assigned by ATC. EXPECT RADAR vectors to appropriate transition.	
OPA-LOCKA EXECUTIVE ALL RWYS	EXPECT vectors to appropriate transition. NOTE: Rwy 9L: Climb heading 089° to 1200' before turning NORTH. Rwy 9R: Climb heading 089° to 1000' before turning NORTH. Rwy 12: Climb heading 124° to 600' before turning NORTH. Rwy 27R: Climb heading 269° to 500' before turning NORTH.	MAINTAIN 2000' or assigned lower altitude
ROUTING		
EXPECT further clearance to filed altitude 10 minutes after departure.		



MIAMI ONE DEPARTURE (MIA1.MIA)
 For Obstacle Notes see 10-30B1

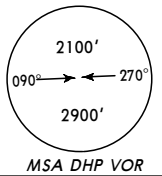
- ① AIRPORTS SERVED
 KENDALL-TAMIAMI EXECUTIVE
 NORTH PERRY
 OPA-LOCKA EXECUTIVE
 FREEPORT

KMIA/MIA
 MIAMI INTL

JEPPESEN
 7 JAN 11 10-3C Eff 13 Jan

MIAMI, FLA
 RNAV SID

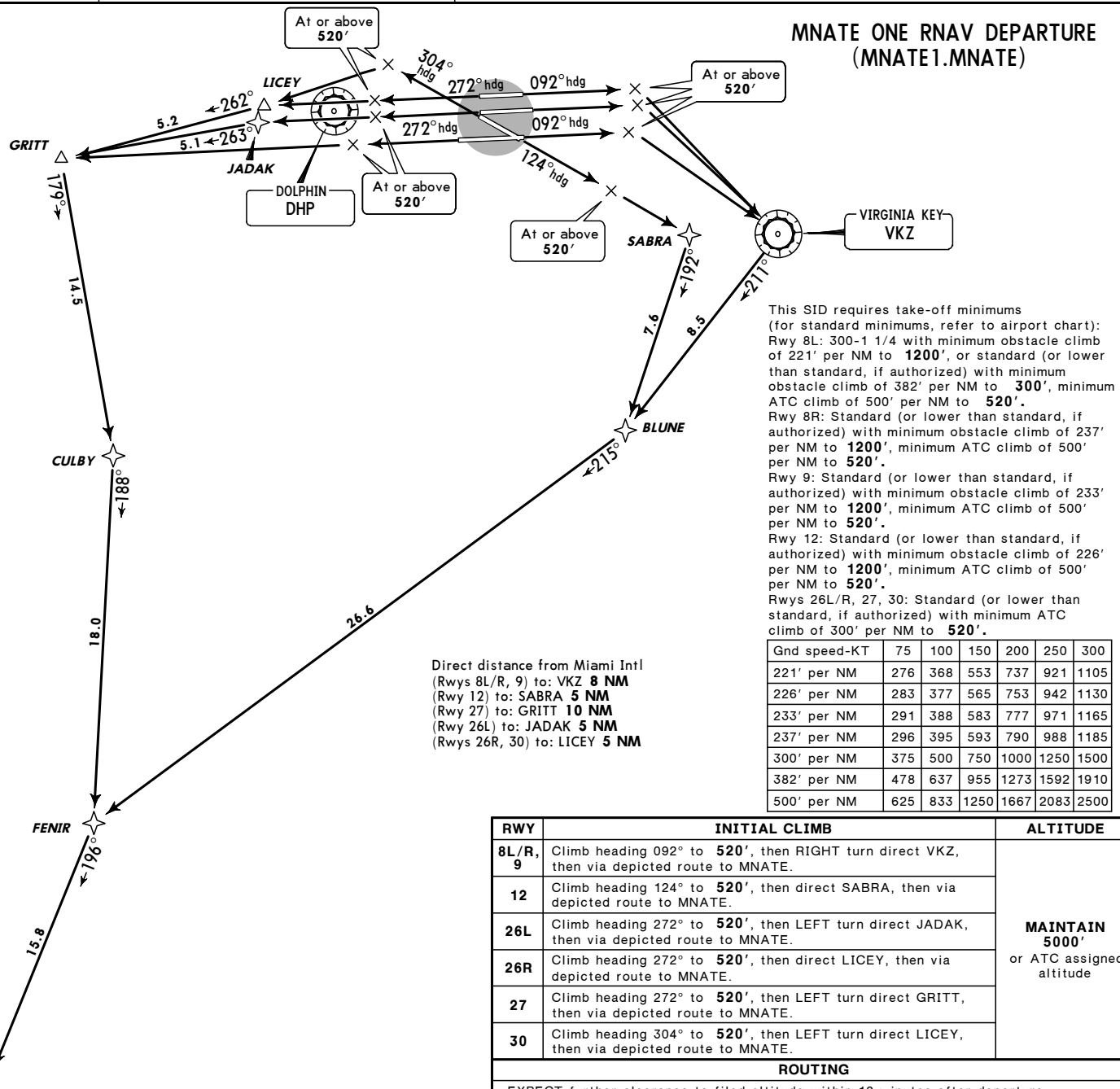
MIAMI Departure (R) 125.5	Apt Elev 8'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. For non-GPS equipped aircraft: DHP must be operational for take-off Rwy 8L/R, 9, 12; FLL, VKZ, EYW and DHP must be operational for take-off Rwy 26L/R, 27, 30. 5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.
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MSA DHP VOR

OBSTACLES

Rwy 8L: Building 3391' from DER, 1024' LEFT of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' RIGHT of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from DER, 691' LEFT of centerline, up to 150' AGL/164' MSL.
 Rwy 8R: Tree 4064' from DER, 959' RIGHT of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' LEFT of centerline, up to 85' AGL/98' MSL.
 Rwy 9: Light 1232' from DER, 785' LEFT of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' RIGHT of centerline, 21' AGL/30' MSL.
 Rwy 12: Railroad beginning 4' from DER, 356' RIGHT of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' RIGHT of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' LEFT of centerline, 21' AGL/30' MSL.
 Rwy 26L: Tower and multiple trees beginning 1306' from DER, 638' RIGHT of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.
 Rwy 26R: Tower, building, multiple light poles and trees beginning 741' from DER, 1' RIGHT of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from DER, 5' LEFT of centerline, up to 34' AGL/48' MSL.
 Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 94' LEFT of centerline, up to 62' AGL/76' MSL.
 Rwy 30: Pole, multiple towers and trees beginning 1414' from DER, 189' RIGHT of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' LEFT of centerline, 52' AGL/66' MSL.



MNATE ONE RNAV DEPARTURE (MNATE1.MNATE)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 8L: 300-1 1/4 with minimum obstacle climb of 221' per NM to 1200', or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.
 Rwy 8R: Standard (or lower than standard, if authorized) with minimum obstacle climb of 237' per NM to 1200', minimum ATC climb of 500' per NM to 520'.
 Rwy 9: Standard (or lower than standard, if authorized) with minimum obstacle climb of 233' per NM to 1200', minimum ATC climb of 500' per NM to 520'.
 Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 226' per NM to 1200', minimum ATC climb of 500' per NM to 520'.
 Rwy 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300' per NM to 520'.

Direct distance from Miami Intl
 (Rwys 8L/R, 9) to: VKZ 8 NM
 (Rwy 12) to: SABRA 5 NM
 (Rwy 27) to: GRITT 10 NM
 (Rwy 26L) to: JADAK 5 NM
 (Rwys 26R, 30) to: LICEY 5 NM

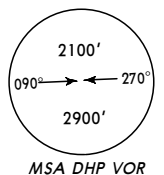
Gnd speed-KT	75	100	150	200	250	300
221' per NM	276	368	553	737	921	1105
226' per NM	283	377	565	753	942	1130
233' per NM	291	388	583	777	971	1165
237' per NM	296	395	593	790	988	1185
300' per NM	375	500	750	1000	1250	1500
382' per NM	478	637	955	1273	1592	1910
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L/R, 9	Climb heading 092° to 520', then RIGHT turn direct VKZ, then via depicted route to MNATE.	MAINTAIN 5000' or ATC assigned altitude
12	Climb heading 124° to 520', then direct SABRA, then via depicted route to MNATE.	
26L	Climb heading 272° to 520', then LEFT turn direct JADAK, then via depicted route to MNATE.	
26R	Climb heading 272° to 520', then direct LICEY, then via depicted route to MNATE.	
27	Climb heading 272° to 520', then LEFT turn direct GRITT, then via depicted route to MNATE.	
30	Climb heading 304° to 520', then LEFT turn direct LICEY, then via depicted route to MNATE.	

ROUTING
 EXPECT further clearance to filed altitude within 10 minutes after departure.

KMIA/MIA
MIAMI INTL

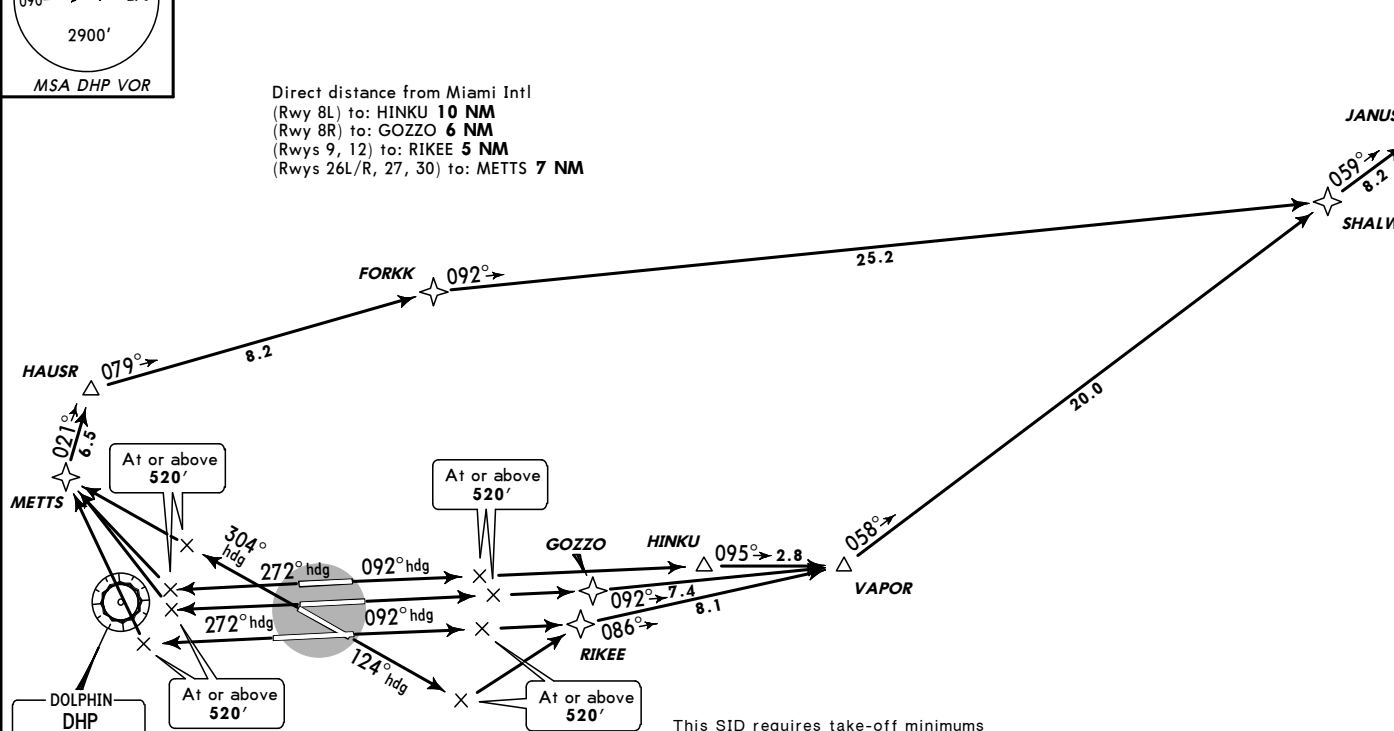
MIAMI Departure (R) 119.45	Apt Elev 8'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 5. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.
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Direct distance from Miami Intl
 (Rwy 8L) to: HINKU 10 NM
 (Rwy 8R) to: GOZZO 6 NM
 (Rwys 9, 12) to: RIKEE 5 NM
 (Rwys 26L/R, 27, 30) to: METTS 7 NM

PADUS ONE RNAV DEPARTURE (PADUS1.PADUS)

PADUS



OBSTACLES

Rwy 8L: Building 3391' from DER, 1024' LEFT of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' RIGHT of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from DER, 691' LEFT of centerline, up to 150' AGL/164' MSL.
 Rwy 8R: Tree 4064' from DER, 959' RIGHT of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' LEFT of centerline, up to 85' AGL/98' MSL.
 Rwy 9: Light 1232' from DER, 785' LEFT of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' RIGHT of centerline, 21' AGL/30' MSL.
 Rwy 12: Railroad beginning 4' from DER, 356' RIGHT of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' RIGHT of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' LEFT of centerline, 21' AGL/30' MSL.
 Rwy 26L: Tower and multiple trees beginning 1306' from DER, 638' RIGHT of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.
 Rwy 26R: Tower, building, multiple light poles and trees beginning 741' from DER, 1' RIGHT of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from DER, 5' LEFT of centerline, up to 34' AGL/48' MSL.
 Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 94' LEFT of centerline, up to 62' AGL/76' MSL.
 Rwy 30: Pole, multiple towers and trees beginning 1414' from DER, 189' RIGHT of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' LEFT of centerline, 52' AGL/66' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 8L: 300-1 1/4, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.
 Rwy 8R: Standard (or lower than standard, if authorized) with minimum ATC climb of 500' per NM to 520'.
 Rwy 9: Standard (or lower than standard, if authorized) with minimum obstacle climb of 233' per NM to 1200', minimum ATC climb of 500' per NM to 520'.
 Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520'.
 Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300' per NM to 520'.

Gnd speed-KT	75	100	150	200	250	300
229' per NM	286	382	573	763	954	1145
233' per NM	291	388	583	777	971	1165
300' per NM	375	500	750	1000	1250	1500
382' per NM	478	637	955	1273	1592	1910
500' per NM	625	833	1250	1667	2083	2500

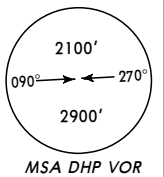


RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to 520', then RIGHT turn direct HINKU, then via depicted route to PADUS.	MAINTAIN 5000' or ATC assigned altitude
8R	Climb heading 092° to 520', then RIGHT turn direct GOZZO, then via depicted route to PADUS.	
9	Climb heading 092° to 520', then RIGHT turn direct RIKEE, then via depicted route to PADUS.	
12	Climb heading 124° to 520', then LEFT turn direct RIKEE, then via depicted route to PADUS.	
26L/R, 27	Climb heading 272° to 520', then RIGHT turn direct METTS, then via depicted route to PADUS.	
30	Climb heading 304° to 520', then LEFT turn direct METTS, then via depicted route to PADUS.	

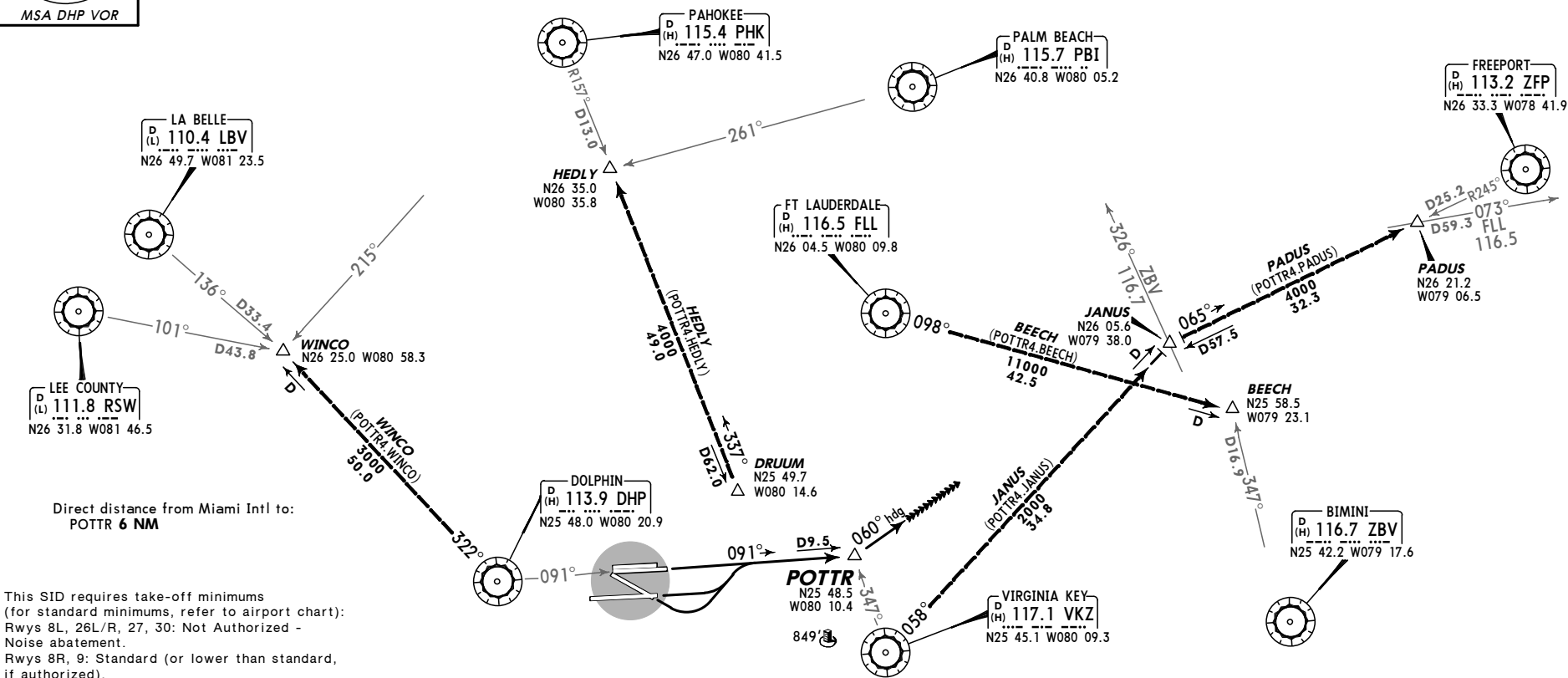
ROUTING

EXPECT further clearance to filed altitude within 10 minutes after departure.

MIAMI Departure (R) 119.45	Apt Elev 8'	Trans level: FL180 Trans alt: 18000'	1. File DP in remarks section of flight plan. 2. DME required. 3. Turbojets only: Night use for noise abatement (2300LT-0600LT). 4. SPECIAL INSTRUCTION: Turbojets accelerate to 250 KT as rapidly as feasible until reaching 10000' , unless requested by ATC to do otherwise.
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POTTR FOUR DEPARTURE
(POTTR4.POTTR)



Direct distance from Miami Intl to:
POTTR 6 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 8L, 26L/R, 27, 30: Not Authorized - Noise abatement.
 Rwy 8R, 9: Standard (or lower than standard, if authorized).
 Rwy 12: Standard (or lower than standard, if authorized) with a minimum climb gradient of 233' per NM to **1200'**. ATC climb of 370' per NM to **1800'**.

Gnd speed-KT	75	100	150	200	250	300
233' per NM	291	388	583	777	971	1165
370' per NM	463	617	925	1233	1542	1850

OBSTACLES

Rwy 8L: Multiple buildings with antennas and towers beginning 1350' from DER, 690' LEFT of centerline, up to 160' AGL/172' MSL.
 Rwy 8R: Tree 4064' from DER, 958' RIGHT of centerline, 93' AGL/112' MSL. Antenna and trees beginning 1856' from DER, 238' LEFT of centerline, up to 81' AGL/98' MSL.
 Rwy 9: Light windsock 21' from DER, 437' RIGHT of centerline, 21' AGL/30' MSL. Pole 702' from DER, 600' RIGHT of centerline, 21' AGL/38' MSL. Antenna 4035' from DER, 1528' RIGHT of centerline, 108' AGL/125' MSL. Electrical system 1231' from DER, 785' LEFT of centerline, 32' AGL/48' MSL.
 Rwy 12: Train 3' from DER, 436' RIGHT of centerline, 23' AGL/51' MSL. Antenna 2917' from DER, 1140' RIGHT of centerline, 89' AGL/106' MSL. Antenna on building 3164' from DER, 992' RIGHT of centerline, 91' AGL/108' MSL. Trees beginning 114' from DER, 117' RIGHT of centerline, up to 20' AGL/37' MSL. Sign 1191' from DER, 438' RIGHT of centerline, 32' AGL/49' MSL. Windsock 680' from DER, 345' LEFT of centerline, 16' AGL/30' MSL.



RWY	INITIAL CLIMB	ALTITUDE
8R	Intercept DHP R-091 to POTTR.	MAINTAIN 5000' or assigned lower altitude
9, 12	Climbing LEFT turn to intercept DHP R-091 to POTTR.	

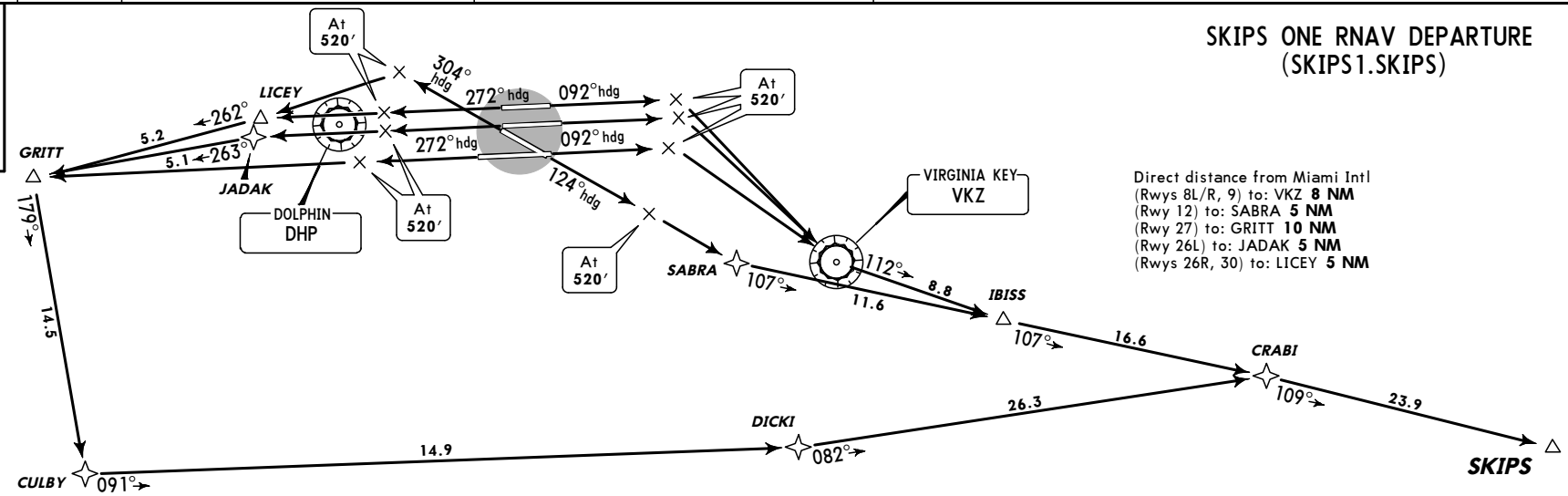
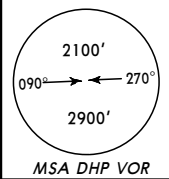
ROUTING

At POTTR turn LEFT heading 060°. EXPECT RADAR vectors to appropriate transition. EXPECT clearance to filed altitude 10 minutes after departure.

KMIA/MIA
MIAMI INTL

JEPPESEN MIAMI, FLA
 29 JUN 07 **10-3F** Eff 5 Jul **RNAV SID**

MIAMI Departure (R) 125.5	Apt Elev 8'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. For non-GPS equipped aircraft: FLL must be operational for take-off Rws 8L/R, 9, 12; FLL and VKZ must be operational for take-off Rws 26L/R, 27, 30. 5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.
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This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 8L: 300-1 1/4 with minimum obstacle climb of 221' per NM to **1200'**, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to **300'**, minimum ATC climb of 500' per NM to **520'**.
 Rwy 8R: Standard (or lower than standard, if authorized) with minimum obstacle climb of 237' per NM to **1200'**, minimum ATC climb of 500' per NM to **520'**.
 Rwy 9: Standard (or lower than standard, if authorized) with minimum obstacle climb of 233' per NM to **1200'**, minimum ATC climb of 500' per NM to **520'**.
 Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 229' per NM to **1200'**, minimum ATC climb of 500' per NM to **520'**.
 Rws 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300' per NM to **520'**.

Gnd speed-KT	75	100	150	200	250	300
221' per NM	276	368	553	737	921	1105
229' per NM	286	382	573	763	954	1145
233' per NM	291	388	583	777	971	1165
237' per NM	296	395	593	790	988	1185
300' per NM	375	500	750	1000	1250	1500
382' per NM	478	637	955	1273	1592	1910
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

Rwy 8L: Building 3391' from DER, 1024' LEFT of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' RIGHT of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from DER, 691' LEFT of centerline, up to 150' AGL/164' MSL.
 Rwy 8R: Tree 4064' from DER, 959' RIGHT of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' LEFT of centerline, up to 85' AGL/98' MSL.
 Rwy 9: Light 1232' from DER, 785' LEFT of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' RIGHT of centerline, 21' AGL/30' MSL.
 Rwy 12: Railroad beginning 4' from DER, 356' RIGHT of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' RIGHT of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' LEFT of centerline, 21' AGL/30' MSL.
 Rwy 26L: Tower and multiple trees beginning 1306' from DER, 638' RIGHT of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.
 Rwy 26R: Tower, building, multiple light poles and trees beginning 741' from DER, 1' RIGHT of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from DER, 5' LEFT of centerline, up to 34' AGL/48' MSL.
 Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 94' LEFT of centerline, up to 62' AGL/76' MSL.
 Rwy 30: Pole, multiple towers and trees beginning 1414' from DER, 189' RIGHT of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' LEFT of centerline, 52' AGL/66' MSL.



RWY	INITIAL CLIMB	ALTITUDE
8L/R, 9	Climb heading 092° to 520' , then RIGHT turn direct VKZ, then via depicted route to SKIPS.	MAINTAIN 5000' or ATC assigned altitude
12	Climb heading 124° to 520' , then direct SABRA, then via depicted route to SKIPS.	
26L	Climb heading 272° to 520' , then LEFT turn direct JADAK, then via depicted route to SKIPS.	
26R	Climb heading 272° to 520' , then LEFT turn direct LICEY, then via depicted route to SKIPS.	
27	Climb heading 272° to 520' , then LEFT turn direct GRITT, then LEFT turn via track 179° to CULBY, then via depicted route to SKIPS.	
30	Climb heading 304° to 520' , then LEFT turn direct LICEY, then via depicted route to SKIPS.	
ROUTING		
EXPECT further clearance to filed altitude within 10 minutes after departure.		

KMIA/MIA
 MIAMI INTL

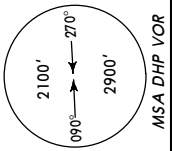
JEPPESEN
 29 JUN 07 **10-3G** Eff 5 Jul

MIAMI, FLA
SID

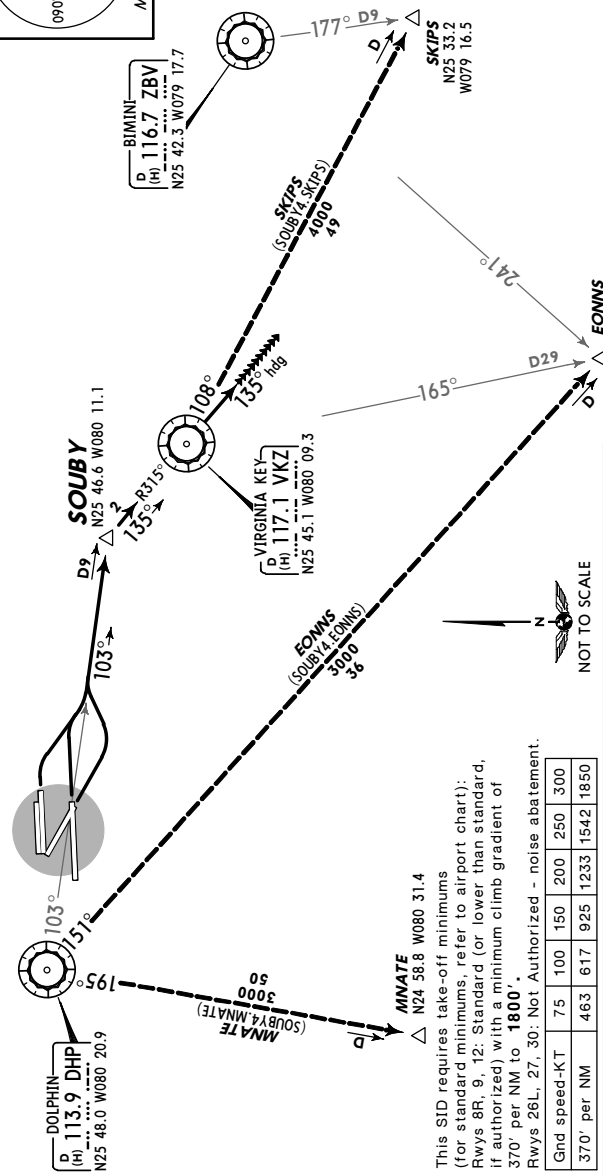
MIAMI
 Departure (R)
125.5

Apt Elev
8'

Trans level: FL180 Trans alt: 18000'
 1. File DP in remarks section of flight plan.
 2. DME required.
 3. Turbojets only: Night use for noise abatement (2300LT-0600LT).
 4. SPECIAL INSTRUCTION: Turbojets accelerate to 250 KT as rapidly as feasible until reaching **10000'** unless requested by ATC to do otherwise.



SOUBY FOUR DEPARTURE (SOUBY4.SOUBY)



Direct distance from Miami Intl to:
 SOUBY **6 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 8R, 9, 12: Standard (or lower than standard, if authorized) with a minimum climb gradient of 370' per NM to **1800'**.
 Rwy 26L, 27, 30: Not Authorized - noise abatement.

Grnd speed-KT	75	100	150	200	250	300
370' per NM	463	617	925	1233	1542	1850

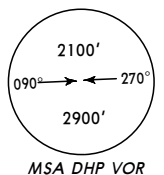
RWY	INITIAL CLIMB		ALTITUDE	
	Turn RIGHT.	Turn LEFT.	MAINTAIN 5000'	or assigned lower altitude
8R, 9				
12				

ROUTING

Intercept DHP R-103 to SOUBY/D9 DHP, then turn RIGHT via VKZ R-315 to VKZ, then via heading 135°. EXPECT RADAR vectors to appropriate transition. EXPECT further clearance to filed altitude 10 minutes after departure. Unless otherwise instructed, continue heading 135° after VKZ until ATC issues vectors to appropriate transition.

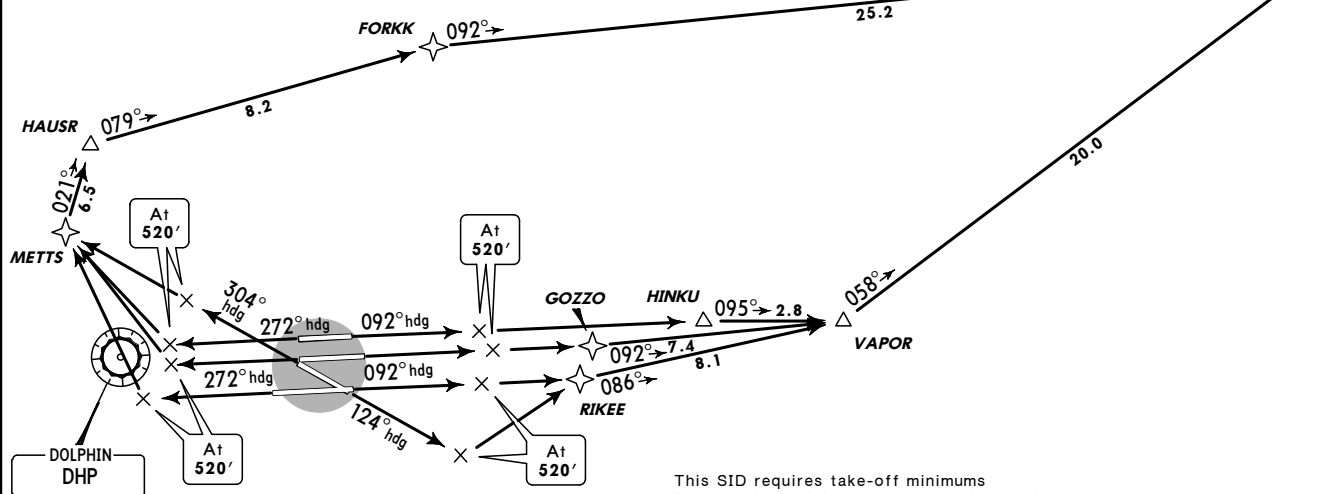
KMIA/MIA
MIAMI INTL

MIAMI Departure (R) 119.45	Apt Elev 8'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 5. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.
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Direct distance from Miami Intl
 (Rwy 8L) to: HINKU **10 NM**
 (Rwy 8R) to: GOZZO **6 NM**
 (Rwys 9, 12) to: RIKEE **5 NM**
 (Rwys 26L/R, 27, 30) to: METTS **7 NM**

VALLY ONE RNAV DEPARTURE
(VALLY1.VALLY)



OBSTACLES
 Rwy 8L: Building 3391' from DER, 1024' LEFT of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' RIGHT of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from DER, 691' LEFT of centerline, up to 150' AGL/164' MSL.
 Rwy 8R: Tree 4064' from DER, 959' RIGHT of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' LEFT of centerline, up to 85' AGL/98' MSL.
 Rwy 9: Light 1232' from DER, 785' LEFT of centerline, 39' AGL/48' MSL. Windssock 22' from DER, 438' RIGHT of centerline, 21' AGL/30' MSL.
 Rwy 12: Railroad beginning 4' from DER, 356' RIGHT of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' RIGHT of centerline, up to 94' AGL/108' MSL. Windssock 681' from DER, 345' LEFT of centerline, 21' AGL/30' MSL.
 Rwy 26L: Tower and multiple trees beginning 1306' from DER, 638' RIGHT of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.
 Rwy 26R: Tower, building, multiple light poles and trees beginning 741' from DER, 1' RIGHT of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from DER, 5' LEFT of centerline, up to 34' AGL/48' MSL.
 Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 94' LEFT of centerline, up to 62' AGL/76' MSL.
 Rwy 30: Pole, multiple towers and trees beginning 1414' from DER, 189' RIGHT of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' LEFT of centerline, 52' AGL/66' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 8L: 300-1 1/4, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to **300'**, minimum ATC climb of 500' per NM to **520'**.
 Rwy 8R: Standard (or lower than standard, if authorized) with minimum ATC climb of 500' per NM to **520'**.
 Rwy 9: Standard (or lower than standard, if authorized) with minimum obstacle climb of 233' per NM to **1200'**, minimum ATC climb of 500' per NM to **520'**.
 Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 229' per NM to **1200'**, minimum ATC climb of 500' per NM to **520'**.
 Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300' per NM to **520'**.



RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to 520' , then RIGHT turn direct HINKU, then via depicted route to VALLY.	MAINTAIN 5000' or ATC assigned altitude
8R	Climb heading 092° to 520' , then RIGHT turn direct GOZZO, then via depicted route to VALLY.	
9	Climb heading 092° to 520' , then RIGHT turn direct RIKEE, then via depicted route to VALLY.	
12	Climb heading 124° to 520' , then LEFT turn direct RIKEE, then via depicted route to VALLY.	
26L/R, 27	Climb heading 272° to 520' , then RIGHT turn direct METTS, then via depicted route to VALLY.	
30	Climb heading 304° to 520' , then LEFT turn direct METTS, then via depicted route to VALLY.	

Gnd speed-KT	75	100	150	200	250	300
229' per NM	286	382	573	763	954	1145
233' per NM	291	388	583	777	971	1165
300' per NM	375	500	750	1000	1250	1500
382' per NM	478	637	955	1273	1592	1910
500' per NM	625	833	1250	1667	2083	2500

ROUTING
 EXPECT further clearance to filed altitude within 10 minutes after departure.

KMIA/MIA
 MIAMI INTL

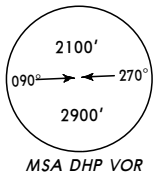
JEPPESEN

MIAMI, FLA

9 MAR 07 (10-3J) Eff 15 Mar

RNAV SID

MIAMI Departure (R) 119.45	Apt Elev 8'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. For non-GPS equipped aircraft: FLL must be operational for take-off Rws 26L/R, 27, 30. 5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.
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**WINCO ONE RNAV DEPARTURE
 (WINCO1.WINCO)**

OBSTACLES

Rwy 8L: Building 3391' from DER, 1024' LEFT of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' RIGHT of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from DER, 691' LEFT of centerline, up to 150' AGL/164' MSL.
 Rwy 8R: Tree 4064' from DER, 959' RIGHT of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' LEFT of centerline, up to 85' AGL/98' MSL.
 Rwy 9: Light 1232' from DER, 785' LEFT of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' RIGHT of centerline, 21' AGL/30' MSL.
 Rwy 12: Railroad beginning 4' from DER, 356' RIGHT of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' RIGHT of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' LEFT of centerline, 21' AGL/30' MSL.
 Rwy 26L: Tower and multiple trees beginning 1306' from DER, 638' RIGHT of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.
 Rwy 26R: Tower, building, multiple light poles and trees beginning 741' from DER, 1' RIGHT of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from DER, 5' LEFT of centerline, up to 34' AGL/48' MSL.
 Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 94' LEFT of centerline, up to 62' AGL/76' MSL.
 Rwy 30: Pole, multiple towers and trees beginning 1414' from DER, 189' RIGHT of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' LEFT of centerline, 52' AGL/66' MSL.

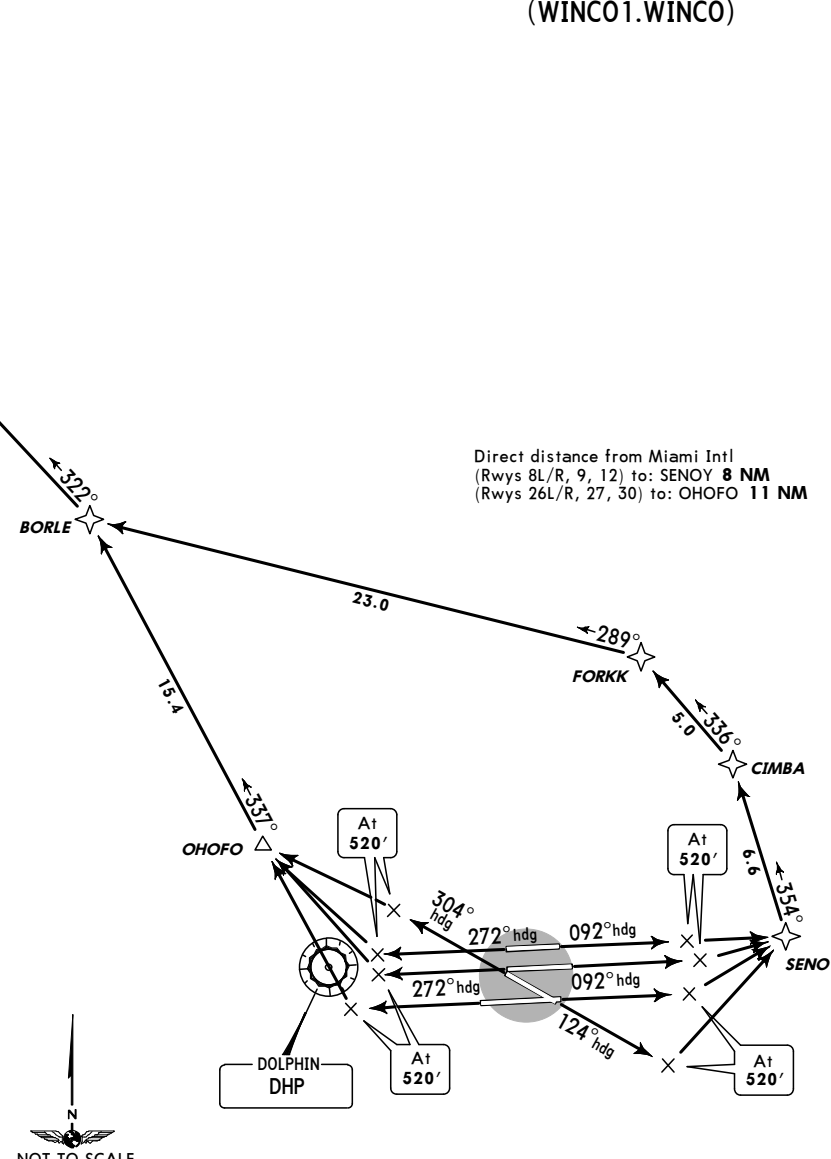
This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 8L: 300-1 1/4, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to **300'**, minimum ATC climb of 500' per NM to **520'**.
 Rws 8R, 9: Standard (or lower than standard, if authorized) with minimum ATC climb of 500' per NM to **520'**.
 Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 229' per NM to **1200'**, minimum ATC climb of 500' per NM to **520'**.
 Rws 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300' per NM to **520'**.

Gnd speed-KT	75	100	150	200	250	300
229' per NM	286	382	573	763	954	1145
300' per NM	375	500	750	1000	1250	1500
382' per NM	478	637	955	1273	1592	1910
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L/R, 9	Climb heading 092° to 520' , then LEFT turn direct SENOY, then via depicted route to WINCO.	MAINTAIN 5000' or ATC assigned altitude
12	Climb heading 124° to 520' , then LEFT turn direct SENOY, then via depicted route to WINCO.	
26L/R, 27	Climb heading 272° to 520' , then RIGHT turn direct OHOFO, then via depicted route to WINCO.	
30	Climb heading 304° to 520' , then LEFT turn direct OHOFO, then via depicted route to WINCO.	

ROUTING

EXPECT further clearance to filed altitude within 10 minutes after departure.



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MIAMI, FLA
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TAKEOFF OBSTACLE NOTES

KENDALL-TAMIAMI EXECUTIVE

- RWY 9L:
TREES BEGINNING 1731' FROM DER, 717' LEFT OF CENTERLINE, UP TO 100' AGL/
119' MSL. TREE 3013' FROM DER, 687' RIGHT OF CENTERLINE, 100' AGL/119' MSL.
- RWY 9R:
SIGNS BEGINNING 35' FROM DER, 182' LEFT OF CENTERLINE, UP TO 3' AGL/11' MSL.
TREES BEGINNING 1296' FROM DER, 516' LEFT OF CENTERLINE, UP TO 100' AGL/119'
MSL. TREE 2712' FROM DER, 1185' RIGHT OF CENTERLINE, 100' AGL/119' MSL.
- RWY 13:
TREE 1100' FROM DER, 764' RIGHT OF CENTERLINE, 100' AGL/119' MSL. POLE 1248'
FROM DER, 587' RIGHT OF CENTERLINE, 51' AGL/70' MSL.
- RWY 27L:
TRANSMISSION TOWERS 1858' FROM DER, 910' LEFT OF CENTERLINE, UP TO 72' AGL/
82' MSL.
- RWY 27R:
TREES BEGINNING 149' FROM DER, 352' RIGHT OF CENTERLINE, UP TO 100' AGL/119'
MSL. OBSTRUCTION LIGHT ON TOWER 372' FROM DER, 458' RIGHT OF CENTERLINE,
54' AGL/64' MSL. OBSTRUCTION LIGHT ON ANTENNA 385' FROM DER, 450' RIGHT OF
CENTERLINE, 49' AGL/59' MSL.
- RWY 31:
TREES BEGINNING 163' FROM DER, 410' LEFT OF CENTERLINE, UP TO 100' AGL/119'
MSL. TREE 3583' FROM DER, 360' RIGHT OF CENTERLINE, 100' AGL/119' MSL.

MIAMI INTL

- RWY 8L:
MULTIPLE BUILDINGS WITH ANTENNAS AND TOWERS BEGINNING 1350' FROM DER,
690' LEFT OF CENTERLINE, UP TO 160' AGL/172' MSL.
- RWY 8R:
TREE 4064' FROM DER, 958' RIGHT OF CENTERLINE, 93' AGL/112' MSL. MULTIPLE
POWERLINES, ANTENNAS AND TREES BEGINNING 1856' FROM DER, 283' LEFT OF
CENTERLINE, UP TO 150' AGL/153' MSL. NAVAID AND ROD ON OBSTRUCTION LIGHT
GLIDE SLOPE 804' FROM DER, 500' RIGHT OF CENTERLINE, 46' MSL.
- RWY 9:
LIGHT WINDSOCK 21' FROM DER, 437' RIGHT OF CENTERLINE, 21' AGL/30' MSL.
POLE 702' FROM DER, 600' RIGHT OF CENTERLINE, 21' AGL/38' MSL. ANTENNA 4035'
FROM DER, 1528' RIGHT OF CENTERLINE, 108' AGL/125' MSL. ELECTRICAL SYSTEM
1231' FROM DER, 785' LEFT OF CENTERLINE, 32' AGL/48' MSL.
- RWY 12:
TRAIN 3' FROM DER, 436' RIGHT OF RUNWAY, 23' AGL/51' MSL. ANTENNA 2917'
FROM DER, 1140' RIGHT OF CENTERLINE, 89' AGL/106' MSL. ANTENNA ON BUILDING
3164' FROM DER, 992' RIGHT OF CENTERLINE, 91' AGL/108' MSL. TREES BEGINNING
114' FROM DER, 117' RIGHT OF CENTERLINE, UP TO 20' AGL/37' MSL. SIGN 1191'
FROM DER, 438' RIGHT OF CENTERLINE, 32' AGL/49' MSL. WINDSOCK 680' FROM
DER, 345' LEFT OF CENTERLINE, 16' AGL/30' MSL.

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MIAMI, FLA
MIAMI INTL

TAKEOFF OBSTACLE NOTES (CONTD)

MIAMI INTL (CONTD)

- RWY 26L:
POLE 1080' FROM DER, 680' LEFT OF CENTERLINE, 33' AGL/47' MSL. LIGHT POLE
1773' FROM DER, 825' LEFT OF CENTERLINE, 34' AGL/53' MSL. TREE 1405' FROM DER,
848' LEFT OF CENTERLINE, 30' AGL/44' MSL. ROD ON TOWER 1305' FROM DER, 638'
RIGHT OF CENTERLINE, 34' AGL/48' MSL. TREE 2459' FROM DER, 1070' RIGHT OF
CENTERLINE, 63' AGL/71' MSL.
- RWY 26R:
NUMEROUS POLES BEGINNING 1090' FROM DER, 36' RIGHT OF CENTERLINE, UP TO
44' AGL/59' MSL. BUILDING 740' FROM DER, 511' RIGHT OF CENTERLINE, 14' AGL/
28' MSL. TREES BEGINNING 1047' FROM DER, 272' RIGHT OF CENTERLINE, UP TO 66'
AGL/80' MSL. TREE 888' FROM DER, ON CENTERLINE, 21' AGL/35' MSL. ROD ON
TOWER 1304' FROM DER, 160' LEFT OF CENTERLINE, 34' AGL/48' MSL.
- RWY 27:
NUMEROUS POLES AND LIGHT POLES BEGINNING 2056' FROM DER, 93' LEFT OF CEN-
TERLINE, UP TO 62' AGL/76' MSL. TRAIN ON TRACKS 750' FROM DER, 576' LEFT OF
CENTERLINE, 23' AGL/53' MSL. SIGN 2005' FROM DER, 386' LEFT OF CENTERLINE, 44'
AGL/58' MSL. TREE 1067' FROM DER, 680' LEFT OF CENTERLINE, 23' AGL/37' MSL.
POLE 2056' FROM DER, 95' RIGHT OF CENTERLINE, 46' AGL/60' MSL. POLE 2067'
FROM DER, 273' RIGHT OF CENTERLINE, 46' AGL/60' MSL.
- RWY 30:
POLE 560' FROM DER, 563' LEFT OF CENTERLINE, 33' AGL/47' MSL. ROD ON TOWER
2451' FROM DER, 434' RIGHT OF CENTERLINE, 34' AGL/48' MSL. ANTENNA ON
TOWER 1733' FROM DER, 911' RIGHT OF CENTERLINE, 41' AGL/55' MSL. ANTENNA
ON TOWER 4427' FROM DER, 1451' RIGHT OF CENTERLINE, 109' AGL/123' MSL. TREES
BEGINNING 2658' FROM DER, 188' RIGHT OF CENTERLINE, UP TO 63' AGL/77' MSL.

NORTH PERRY

- RWY 27L:
TREES, BUILDINGS AND POLES BEGINNING 37' FROM DER, 13' RIGHT OF CENTERLINE,
UP TO 110' AGL/112' MSL. TREES, BUILDINGS AND POLES BEGINNING 1115' FROM
DER, 28' LEFT OF CENTERLINE, UP TO 87' AGL/95' MSL.
- RWY 27R:
TREES AND POLES BEGINNING 17' FROM DER, 65' RIGHT OF CENTERLINE, UP TO 82'
AGL/90' MSL. TREES, POLES AND BUILDING BEGINNING 15' FROM DER, 28' LEFT OF
CENTERLINE, UP TO 102' AGL/112' MSL.

OPA-LOCKA EXECUTIVE

- RWY 9L:
FENCE 48' FROM DER, 497' LEFT OF CENTERLINE, 7' AGL/17' MSL. TREE 3246' FROM
DER, 885' RIGHT OF CENTERLINE, 78' AGL/92' MSL.
- RWY 9R:
TOWER 3832' FROM DER, 729' LEFT OF CENTERLINE, 166' AGL/181' MSL. TREES BEG-
INNING 1947' FROM DER, 366' LEFT OF CENTERLINE, UP TO 88' AGL/103' MSL. LIGHT
POLE 1438' FROM DER, 737' RIGHT OF CENTERLINE, 30' AGL/45' MSL.
- RWY 12:
TREE 1558' FROM DER, 610' RIGHT OF CENTERLINE, 49' AGL/63' MSL.

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MIAMI, FLA
MIAMI INTL

TAKEOFF OBSTACLE NOTES (CONTD 1)

OPA-LOCKA EXECUTIVE (CONTD)

◦ RWY 27L:

POLE 1381' FROM DER, 258' LEFT OF CENTERLINE, 33' AGL/47' MSL. POLE 1591'
FROM DER, 102' LEFT OF CENTERLINE, 37' AGL/51' MSL.

◦ RWY 27R:

TREES 1127' FROM DER, 745' RIGHT OF CENTERLINE, 72' AGL/86' MSL. TREES 1449'
FROM DER, 312' LEFT OF CENTERLINE, 32' AGL/46' MSL. TREES 4225' FROM DER, 229'
RIGHT OF CENTERLINE, 100' AGL/114' MSL.

◦ RWY 30:

TREE 1711' FROM DER, 614' RIGHT OF CENTERLINE, 72' AGL/86' MSL. TREE 1370'
FROM DER, 437' LEFT OF CENTERLINE, 32' AGL/46' MSL. TOWER 2542' FROM DER,
565' RIGHT OF CENTERLINE, 70' AGL/84' MSL. TOWER 3760' FROM DER, 968' RIGHT
OF CENTERLINE, 100' AGL/105' MSL.

KMIA/MIA

Apt Elev 8'
 N25 47.7 W080 17.4

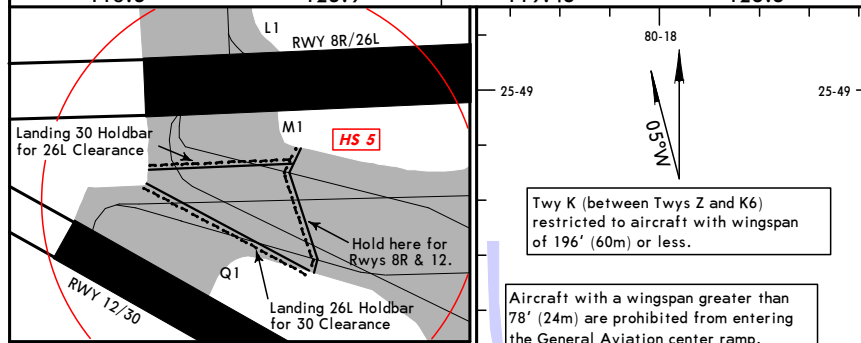
JEPPESEN

MIAMI, FLA

28 OCT 11 (10-9)

MIAMI INTL

Arrival 119.15 VOT 112.0	D-ATIS 133.67	ACARS: D-ATIS PDC TWIP	MIAMI Clearance 135.35	Ground Rwys 8L/R, 12, 26L/R 121.8	Rwys 9, 27, 30 127.5
Tower 270°-089° 118.3		090°-269° 123.9		MIAMI Departure (R) 270°-089° 119.45	
090°-269° 125.5					



POSITIVE APRON CONTROL AND PUSHBACKS

Miami Dade Aviation Department (MDAD) has implemented mandatory positive Apron and Pushback Control of the non-movement (non-FAA controlled) apron areas in the terminal area. MDAD Pushback Control has positive control of the following aircraft gates, hardstands and spots as indicated:

- Central Base- Spot 0
- South side of Concourse D Spot 1
- All gates located between Concourses E and F Spots 11N, 11S
- All gates located between Concourses F and G Spot 12
- All gates located between Concourses G and H Spot 13
- All gates located between Concourses H and J Spots 14W, 14C, 14E
- East gates located on Concourse J and adjacent remote parking area Spot 15
- All gates located on Western U Cargo Area Spot 73
- All gates located on Eastern U Cargo Area Spot 75

Spots 0 and 1: Apron Control and pushback request will be made using ARINC frequency 128.02 (call sign "Miami Gates").
 Spots 11 through 13: Apron Control and pushback request will be made using ARINC frequency 130.50 (call sign "Miami Gates").
 Spots 14 and 15: Apron Control and pushback request will be made using ARINC frequency 132.37 (call sign "Miami Gates").
 Spots 3, 5, 6, 7, 9 & 10: American Apron Control and pushback request will be made using ARINC frequency 130.95.
 Spots 73, 75: Pushback will be made via MIAMI ATCT on frequency 121.8 or 127.5.
 All aircraft requiring engine start prior to pushback must contact ARINC frequency 130.5 (call sign "Miami Gates") for startup clearance.

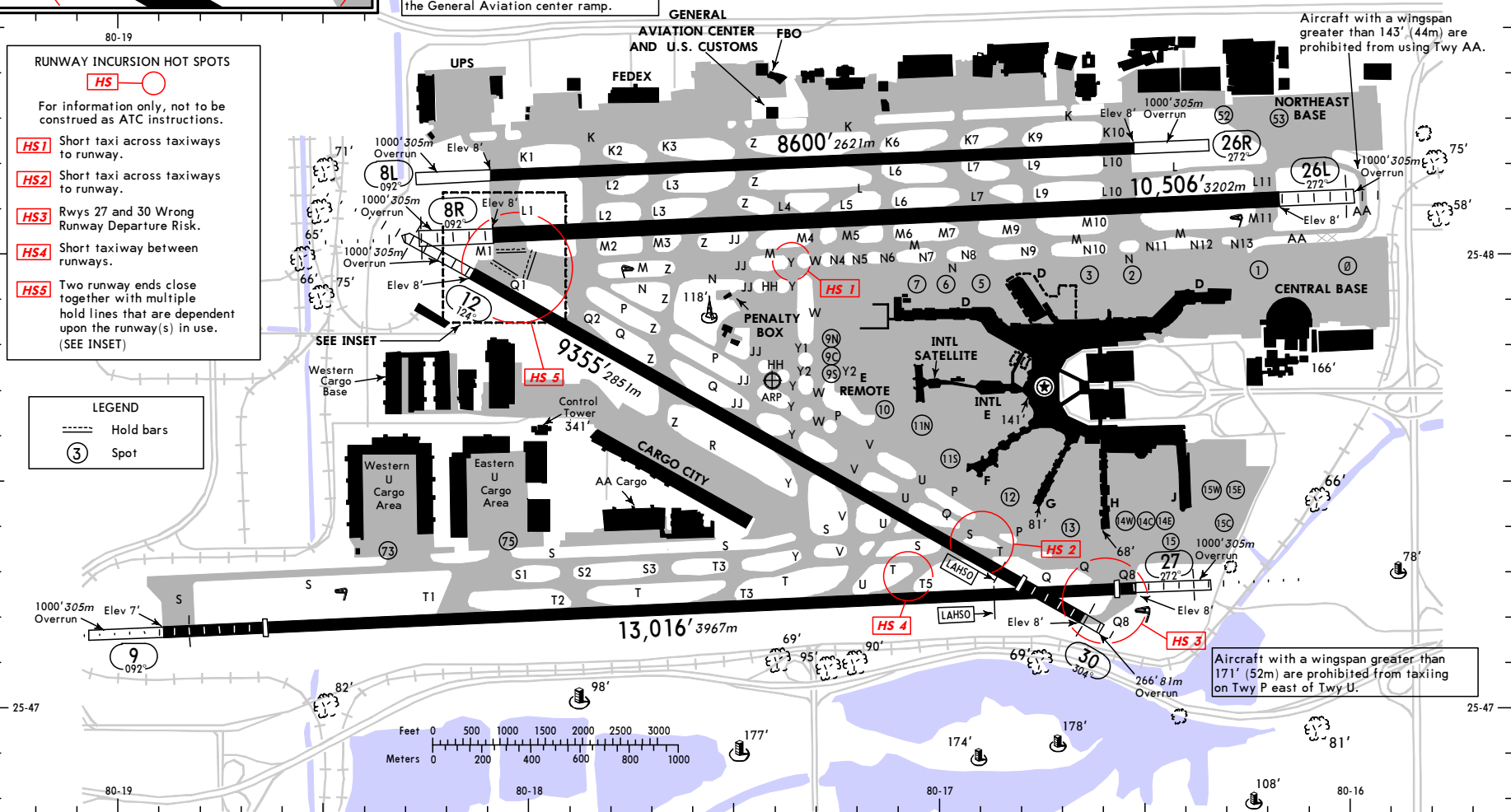
RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

- HS1** Short taxi across taxiways to runway.
- HS2** Short taxi across taxiways to runway.
- HS3** Rws 27 and 30 Wrong Runway Departure Risk.
- HS4** Short taxiway between runways.
- HS5** Two runway ends close together with multiple hold lines that are dependent upon the runway(s) in use. (SEE INSET)

LEGEND

- Hold bars
- ③ Spot



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MIAMI, FLA
 MIAMI INTL

GENERAL										
CAUTION: Be alert to runway crossing clearances. Readback of all runway holding instructions is required.										
ASDE-X Surveillance System in use: Pilots should operate transponders with mode C on all taxiways and runways.										
Airport closed to non-engine aircraft.										
Birds in vicinity of airport.										
Terminal Doppler Weather Radar.										
ADDITIONAL RUNWAY INFORMATION										
RWY						USABLE LENGTHS		LAHSO Distance	TAKE-OFF	WIDTH
	HIRL	CL	REIL	PAPI-L (angle 3.00°)	grooved RVR	—LANDING THRESHOLD	BEYOND GLIDE SLOPE			
8L ① 26R	HIRL	CL	REIL	PAPI-L (angle 3.00°)	grooved RVR					150' 46m
① Closed 2200-0700LT when Rwy 8R-26L and 9-27 are in use.										
8R ② 26L	HIRL	CL	MALSR	TDZ PAPI-L (angle 3.00°)	RVR		9545' 2909m			200' 61m
② Grooved.										
9 27	HIRL	CL	MALSR	PAPI-L (angle 3.00°)	grooved RVR	③ 11,397' 3474m	10,325' 3147m	12/30 9750'2972m		150' 46m
③ Last 269' (82m) is unavailable for landing distance computations.										
12 ④ 30	HIRL	CL	MALSR	PAPI-R (angle 3.00°)	grooved RVR	⑤ 8579' 2615m	7513' 2290m	9/27 8100'2469m		150' 46m
④ Closed 2200-0700LT when Rwy 8R-26L and 9-27 are in use.										
⑤ Last 776' (237m) is unavailable for landing distance computations.										
⑥ Last 503' (153m) is unavailable for landing distance computations.										

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE						
Rwys 12, 27						
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD			
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1		
Rwys 8R, 26L, 30						
Both RVRs are required and controlling		Adequate Vis Ref	STD			
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1		
Rwy 9						
With Min climb of 240'/NM to 1200'						
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD			
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1		
Rwy 26R						
Rwy 8L						
Adequate Vis Ref	STD		With Min climb of 382'/NM to 300'			Other
	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	STD		
1/4	1/2	1	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1 1/4
OBSTACLE DP						
Rwy 8L/R- Climb heading 092° to 1000' before turning right.						
Rwy 12- Climbing right turn to intercept DHP VOR R-125 to 1100' before turning left.						
Rwy 26L/R- Climb heading 272° to 600' before turning left.						
Rwy 27- Climb heading 272° to 600' before turning right.						
FOR FILING AS ALTERNATE						
ILS Rwy 8R ILS Rwy 9 ILS Rwy 12 ILS Rwy 26L ILS Rwy 30	LOC/DME Rwy 8L LOC Rwy 8R LOC Rwy 9 LOC Rwy 12 LOC Rwy 26L LOC/DME Rwy 26R	RNAV (GPS) Z Rwy 8R RNAV (GPS) Z Rwy 12 RNAV (GPS) Z Rwy 26L RNAV (GPS) Rwy 26R RNAV (GPS) Z Rwy 27 RNAV (RNP) Y Rwy 27 RNAV (GPS) Z Rwy 30	Authorized Only When Local Weather Available	ILS Rwy 27 LOC Rwy 27	LOC Rwy 30	RNAV (GPS) Rwy 8L RNAV (RNP) Y Rwy 8R RNAV (GPS) Rwy 9 RNAV (RNP) Y Rwy 12 RNAV (RNP) Y Rwy 26L RNAV (RNP) Y Rwy 30
A	600-2	800-2	600-2	800-2	900-2	NA
B					900-2 1/2	
C					900-2 3/4	
D					900-2 3/4	

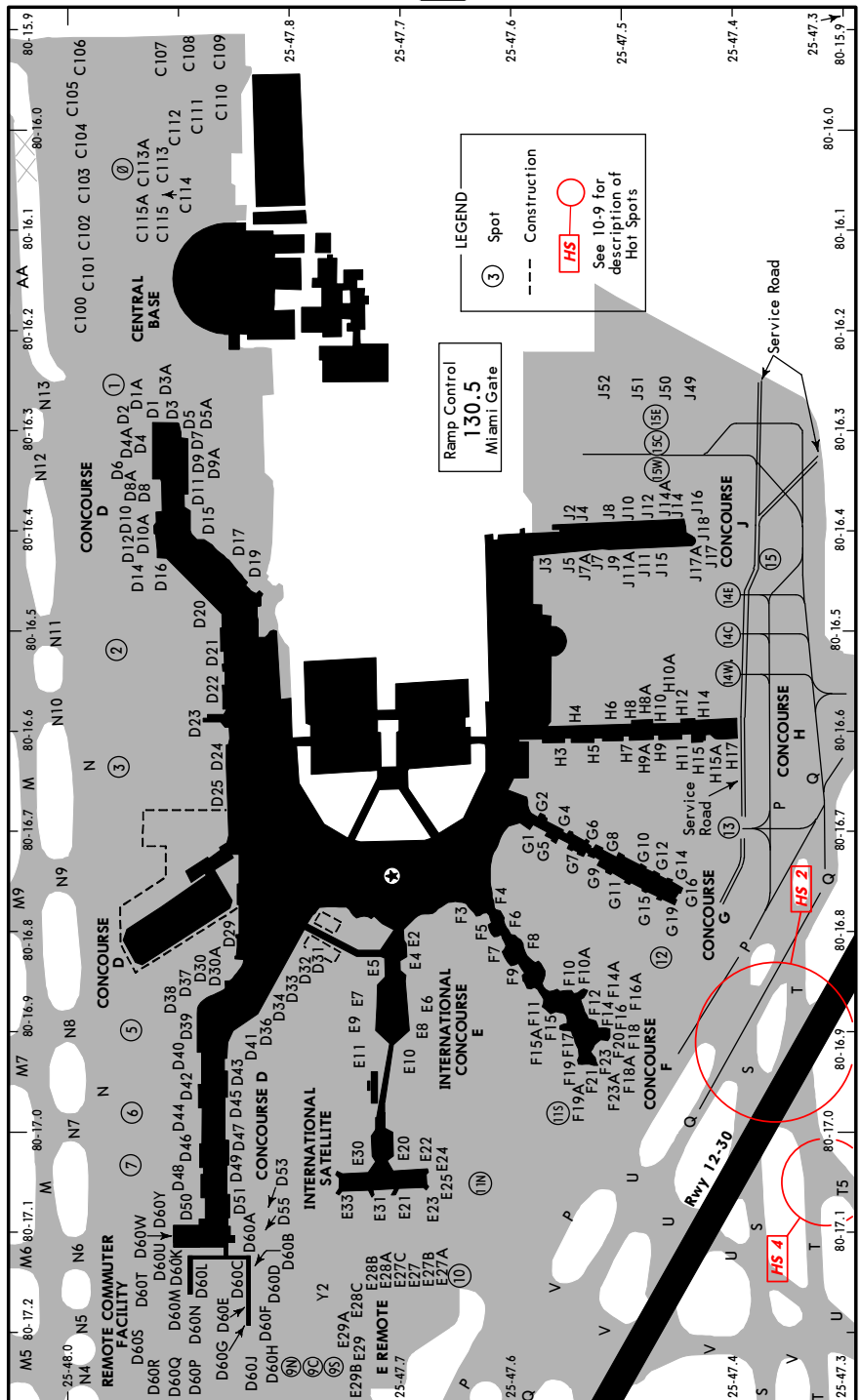
CHANGES: Usable lengths.

A
M
E
N
D
17

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JEPPESEN
 28 OCT 11 (10-9B)

MIAMI, FLA
 MIAMI INTL



CHANGES: Concourse D gates revised, J53 removed, construction areas modified.

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JEPPESEN
 28 OCT 11 (10-9C)

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PARKING BAY COORDINATES			
BAY No.	COORDINATES	BAY No.	COORDINATES
CONCOURSE D		CONCOURSE F	
D1 thru D5A	N25 47.9 W080 16.3	F3 thru F9	N25 47.6 W080 16.8
D6	N25 48.0 W080 16.3	F10, F10A	N25 47.5 W080 16.8
D7	N25 47.9 W080 16.3	F11	N25 47.6 W080 16.9
D8, D8A	N25 47.9 W080 16.4	F12, F14, F14A	N25 47.5 W080 16.9
D9, D9A	N25 47.9 W080 16.3	F15, F15A	N25 47.6 W080 16.9
D10, D10A	N25 47.9 W080 16.4	F16 thru F19	N25 47.5 W080 16.9
D11, D12	N25 47.9 W080 16.4	F19A	N25 47.5 W080 17.0
D14 thru D16	N25 47.9 W080 16.4	F20, F21, F23	N25 47.5 W080 16.9
D17, D19	N25 47.8 W080 16.4	F23A	N25 47.5 W080 17.0
D20, D21	N25 47.9 W080 16.5		
D22 thru D24	N25 47.9 W080 16.6	CONCOURSE G	
D25	N25 47.9 W080 16.7	G1, G2, G4, G5	N25 47.6 W080 16.7
D29 thru D30A	N25 47.9 W080 16.8	G6 thru G10	N25 47.5 W080 16.7
D31, D32	N25 47.8 W080 16.8	G11	N25 47.5 W080 16.8
D33, D34, D36	N25 47.8 W080 16.9	G12	N25 47.5 W080 16.7
		G14	N25 47.4 W080 16.7
D37 thru D40	N25 47.9 W080 16.9	G15	N25 47.5 W080 16.8
D41	N25 47.8 W080 16.9	G16	N25 47.4 W080 16.8
D42	N25 47.9 W080 17.0	G19	N25 47.5 W080 16.8
D43	N25 47.8 W080 16.9		
D44	N25 47.9 W080 17.0	CONCOURSE H	
D45	N25 47.8 W080 17.0	H3	N25 47.6 W080 16.6
D46	N25 47.9 W080 17.0	H4 thru H10A	N25 47.5 W080 16.6
D47	N25 47.8 W080 17.0	H11, H12	N25 47.4 W080 16.6
D48	N25 47.9 W080 17.1	H14 thru H15A	N25 47.4 W080 16.6
D49	N25 47.8 W080 17.0	H17	N25 47.4 W080 16.6
D50	N25 47.9 W080 17.1		
D51	N25 47.8 W080 17.1	CONCOURSE J	
REMOTE COMMUTER FACILITY		J2	N25 47.5 W080 16.4
D53, D55	N25 47.8 W080 17.1	J3	N25 47.6 W080 16.4
D60A thru D60C	N25 47.8 W080 17.1	J4, J5	N25 47.5 W080 16.4
D60D thru D60H	N25 47.8 W080 17.2	J7 thru J12	N25 47.5 W080 16.4
D60J	N25 47.8 W080 17.2	J14 thru J15	N25 47.5 W080 16.4
D60K, D60L	N25 47.9 W080 17.1	J16 thru J18	N25 47.4 W080 16.4
D60M, D60N	N25 47.9 W080 17.2		
D60P thru D60S	N25 47.9 W080 17.2	J BAYS	
D60T, D60U	N25 47.9 W080 17.1	J49	N25 47.4 W080 16.3
D60W, D60Y	N25 47.9 W080 17.1	J50 thru J52	N25 47.5 W080 16.3
E REMOTE		CENTRAL BASE	
E27 thru E28B	N25 47.7 W080 17.1	C100	N25 48.0 W080 16.2
E28C thru E29B	N25 47.7 W080 17.2	C101 thru C103	N25 48.0 W080 16.1
INTL CONCOURSE E		C104, C105	N25 48.0 W080 16.0
E2, E4, E5	N25 47.7 W080 16.8	C106	N25 48.0 W080 15.9
E6 thru E11	N25 47.7 W080 16.9	C107 thru C109	N25 47.9 W080 15.9
INTL SATELLITE		C110 thru C113A	N25 47.9 W080 16.0
E20	N25 47.7 W080 17.0	C114 thru C115A	N25 47.9 W080 16.1
E21	N25 47.7 W080 17.1		
E22	N25 47.7 W080 17.0		
E23	N25 47.7 W080 17.1		
E24	N25 47.7 W080 17.0		
E25	N25 47.7 W080 17.1		
E30	N25 47.7 W080 17.0		
E31, E33	N25 47.7 W080 17.1		

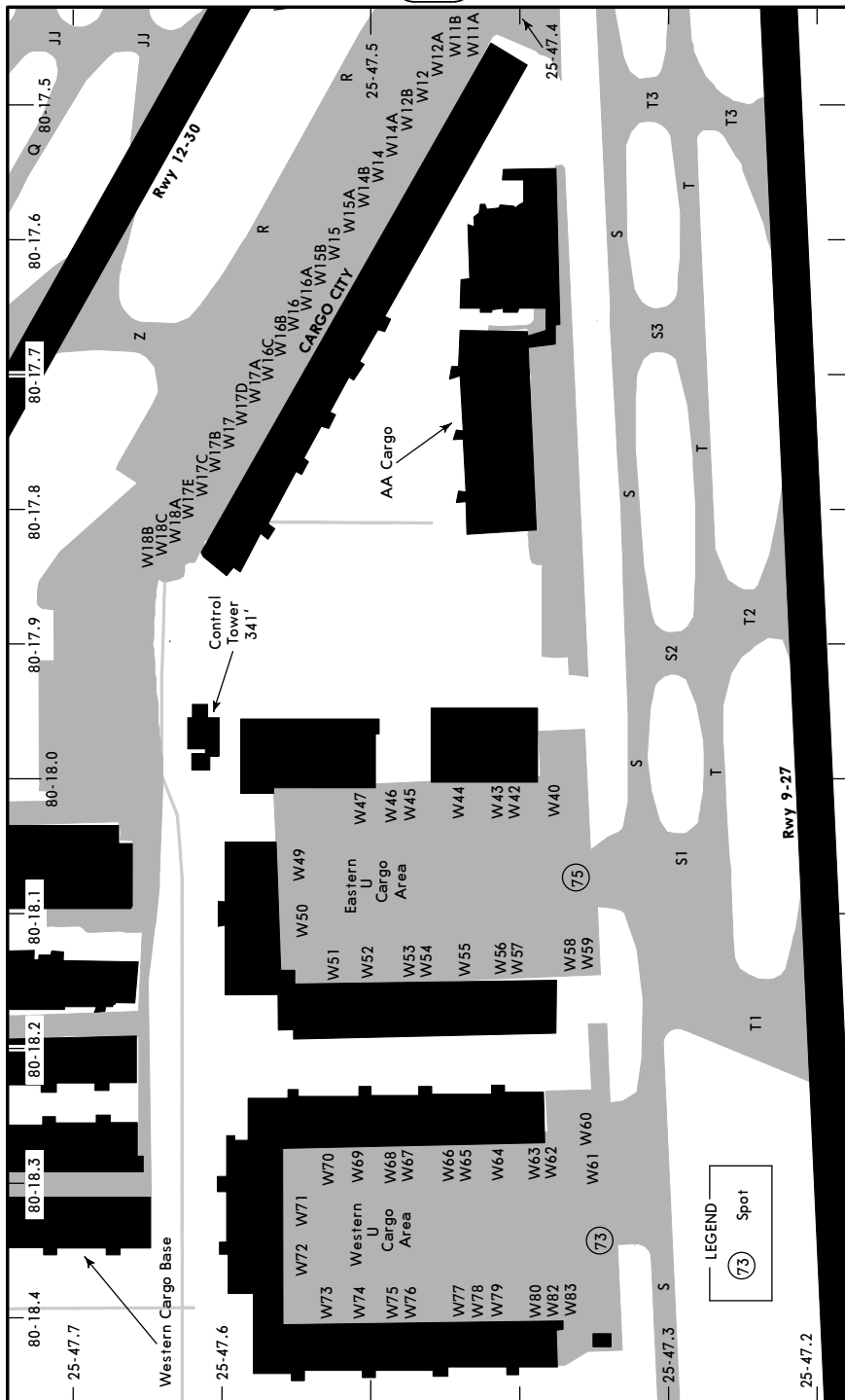
CHANGES: Concourse D & Remote Commuter Facility coordinates.

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KMIA/MIA

JEPPESEN
 28 OCT 11 (10-9D)

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 MIAMI INTL



CHANGES: Parking spots W17D, W17E and W18C added.

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KMIA/MIA

JEPPESEN
 28 OCT 11 (10-9E)

MIAMI, FLA
 MIAMI INTL

WEST CARGO PARKING BAY COORDINATES

BAY No.	COORDINATES	BAY No.	COORDINATES
CARGO CITY		EASTERN U CARGO AREA	
W11A, W11B	N25 47.4 W080 17.4	W40	N25 47.4 W080 18.0
W12, W12A, W12B	N25 47.5 W080 17.5	W42 thru W44	N25 47.4 W080 18.0
W14 thru W16C	N25 47.5 W080 17.6	W45 thru W47	N25 47.5 W080 18.0
W17 thru W18C	N25 47.6 W080 17.8	W49	N25 47.6 W080 18.0
		W50	N25 47.5 W080 18.1
		W51 thru W54	N25 47.5 W080 18.1
		W55 thru W57	N25 47.4 W080 18.1
		W58, W59	N25 47.4 W080 18.1
		WESTERN U CARGO AREA	
		W60, W61	N25 47.4 W080 18.3
		W62 thru W66	N25 47.4 W080 18.3
		W67 thru W70	N25 47.5 W080 18.3
		W71	N25 47.6 W080 18.3
		W72	N25 47.6 W080 18.4
		W73 thru W76	N25 47.5 W080 18.4
		W77 thru W79	N25 47.4 W080 18.4
		W80 thru W83	N25 47.4 W080 18.4

CHANGES: Cargo City coordinates revised.

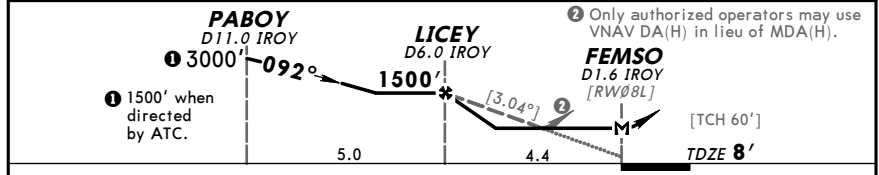
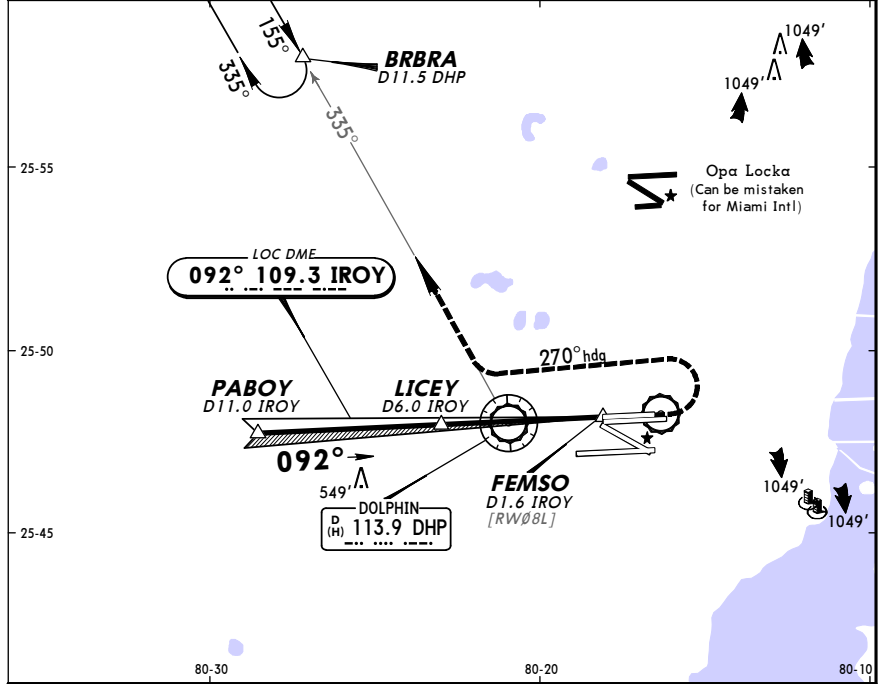
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KMIA/MIA
MIAMI INTL

JEPPESEN
 15 MAY 09 (11-1)

MIAMI, FLA
LOC DME Rwy 8L

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower	Ground	Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30
119.15	124.85	270°-089° 118.3 123.9	090°-269° 121.8		127.5
LOC IROY 109.3	Final Apch Crs 092°	Minimum Alt LICEY 1500' (1492')	MDA(H) 440' (432')	Apt Elev 8'	2100' 2900'
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' via heading 270° and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.					
Alt Set: INCHES 1. Radar required.					Trans level: FL 180 Trans alt: 18000'



Gnd speed-Kts	70	90	100	120	140	160	REIL	800'	3000'	270°	DHP
Descent angle [3.04°]	376	484	538	645	753	861	PAPI-L	↑	LT	via hdg	113.9
MAP at FEMSO											R-335

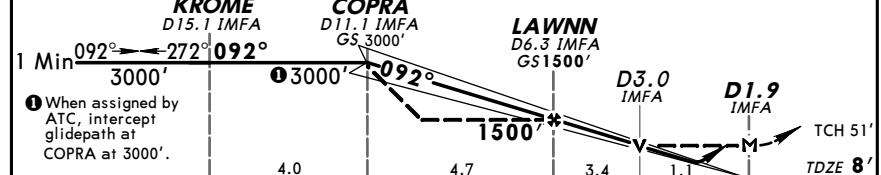
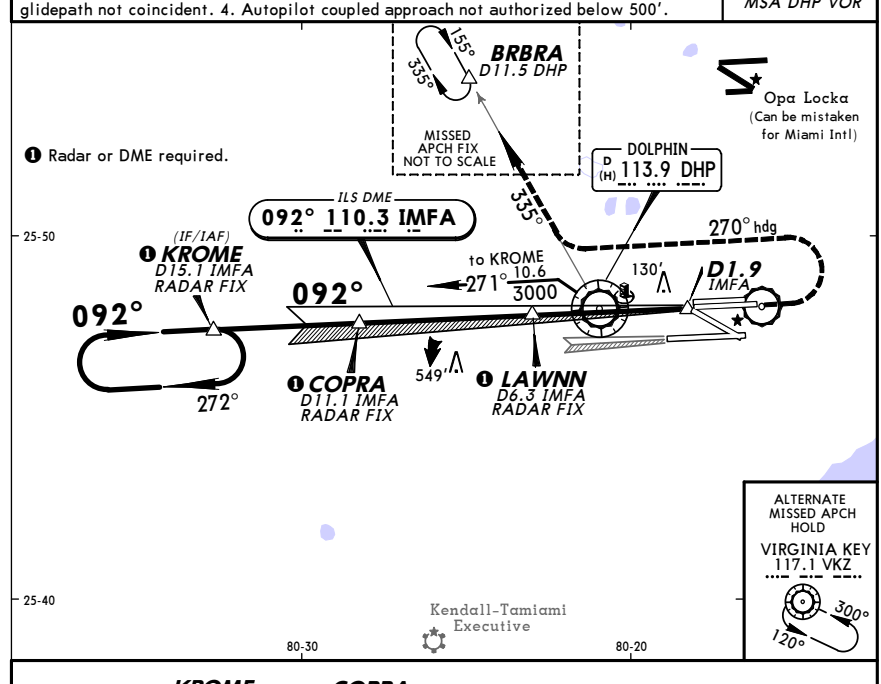
STRAIGHT-IN LANDING RWY 8L				CIRCLE-TO-LAND			
MDA(H) 440' (432')							
A	RVR 50 or 1			A	NA		
B				B			
C	RVR 60 or 1/4			C			
D	1 1/2			D			

KMIA/MIA
MIAMI INTL

JEPPESEN
 15 MAY 09 (11-2)

MIAMI, FLA
ILS or LOC Rwy 8R

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower	Ground	Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30
119.15	124.85	270°-089° 118.3 123.9	090°-269° 121.8		127.5
LOC IMFA 110.3	Final Apch Crs 092°	GS LAWNN 1500' (1492')	ILS DA(H) 208' (200')	Apt Elev 8'	2100' 2900'
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' via heading 270° and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.					
Alt Set: INCHES 1. DME required. 2. Simultaneous approach authorized with Rwy 9. 3. VGSI and ILS glidepath not coincident. 4. Autopilot coupled approach not authorized below 500'.					Trans level: FL 180 Trans alt: 18000'



Gnd speed-Kts	70	90	100	120	140	160	MALS R	800'	3000'	270°	DHP
GS	3.00°	377	484	538	646	753	861	PAPI	↑	LT	113.9
MAP at D1.9 IMFA or LAWNN to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41				R-335

STRAIGHT-IN LANDING RWY 8R				CIRCLE-TO-LAND							
ILS DA(H) 208' (200')				LOC (GS out) MDA(H) 560' (552')							
FULL		TDZ or CL out		RAIL or ALS out		RAIL out		ALS out			
A	RVR 24 or 1/2			A	RVR 24 or 1/2			A	NA		
B				B				B			
C	RVR 18 or 1/2			C	RVR 24 or 1/2			C			
D	RVR 60 or 1/4			D	RVR 40 or 3/4			D			

Not authorized during simultaneous operations.

KMIA/MIA MIAMI INTL **JEPPESEN** **MIAMI, FLA**
 15 MAY 09 (11-3) **ILS or LOC Rwy 9**

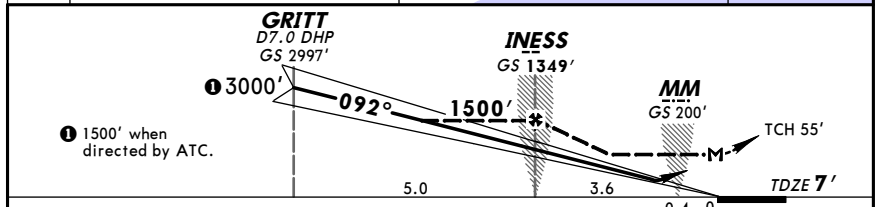
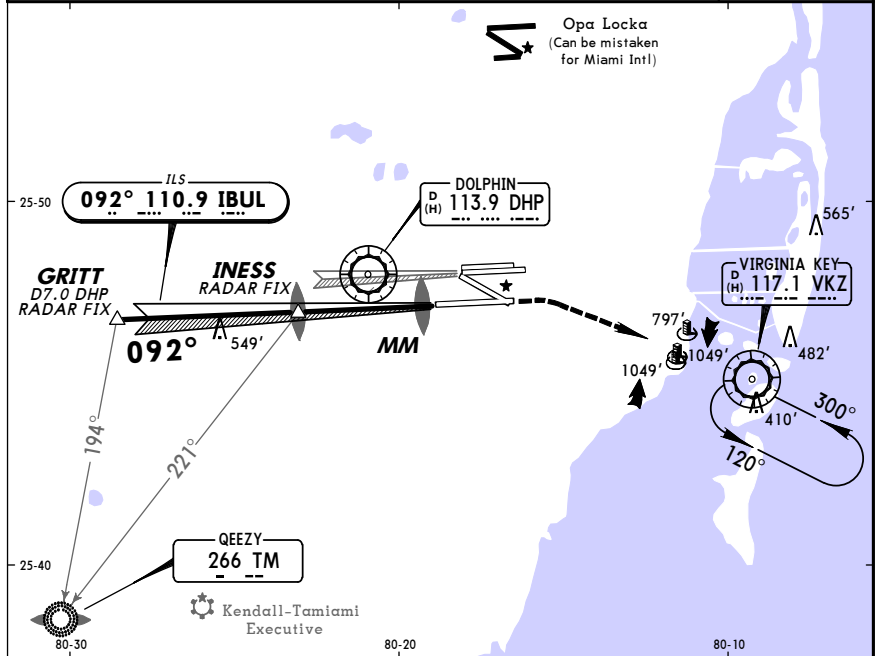
D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower		Rwys 9, 27, 30	Ground
119.15	124.85	270°-089°	090°-269°	127.5	Rwys 8L/R, 12, 26L/R 121.8
LOC IBUL	Final Apch Crs	GS INESS	ILS DA(H)	Apt Elev 8'	
110.9	092°	1349' (1342')	207' (200')	TDZE 7'	

MISSED APCH: Climb to 800' then climbing RIGHT turn to 3000' direct VKZ VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. CAUTION: Lights on highway 1/4 NM south of final approach course may be mistaken for runway. 3. Simultaneous approach authorized with Rwy 8R.

MSA DHP VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS R	800'	3000'	→	VKZ 117.1
GS	3:00°	377	484	538	646	753	PAPI				
INESS to MAP 4.0 3:26 2:40 2:24 2:00 1:43 1:30											

STRAIGHT-IN LANDING RWY9					CIRCLE-TO-LAND	
ILS		LOC (GS out)				
DA(H) 207' (200')		MDA(H) 440' (433')				
FULL		RAIL or ALS out			RAIL out ALS out	
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	A
B						B
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4		C
D			RVR 50 or 1	1 1/2		D

NA

KMIA/MIA MIAMI INTL **JEPPESEN** **MIAMI, FLA**
 15 MAY 09 (11-4) **ILS or LOC Rwy 12**

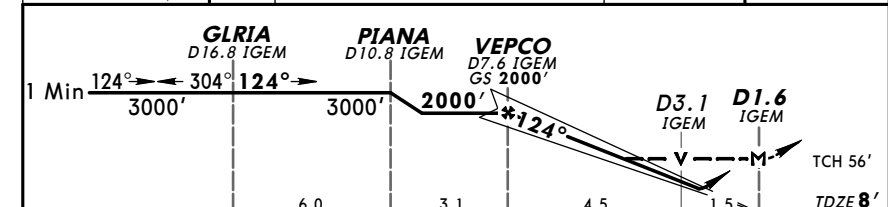
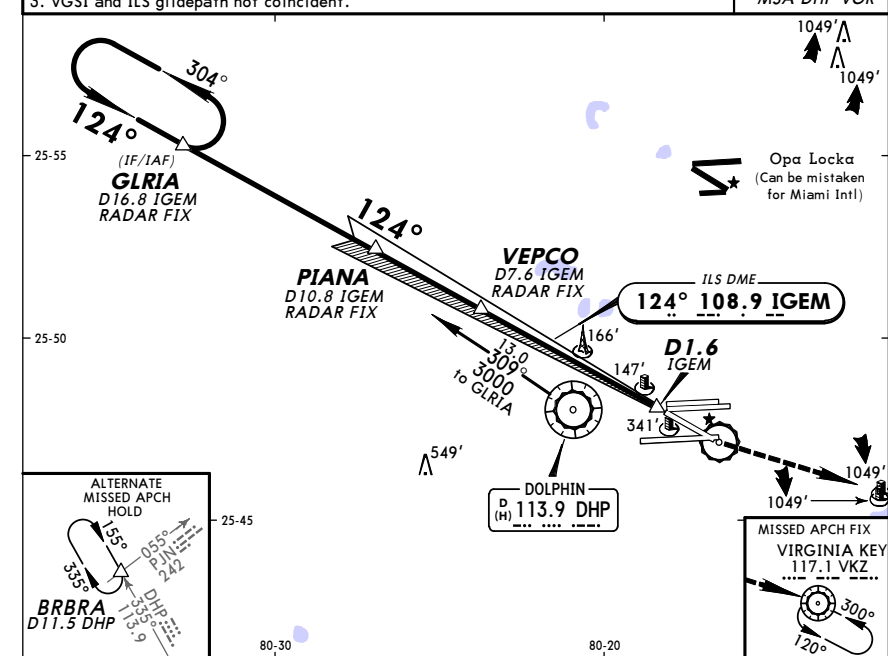
D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower		Rwys 8L/R, 12, 26L/R	Ground
119.15	124.85	270°-089°	090°-269°	127.5	Rwys 9, 27, 30 121.8
LOC IGEM	Final Apch Crs	GS VEPCO	ILS DA(H)	Apt Elev 8'	
108.9	124°	2000' (1992')	376' (368')	TDZE 8'	

MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' direct VKZ VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required. 2. Visibility reduction by helicopters not authorized. 3. VGSI and ILS glidepath not coincident.

MSA DHP VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS R	800'	3000'	→	VKZ 117.1
GS	3:00°	377	484	538	646	753	PAPI				
MAP at D1.6 IGEM or VEPCO to MAP 6.0 5:09 4:00 3:36 3:00 2:34 2:15											

STRAIGHT-IN LANDING RWY12					CIRCLE-TO-LAND	
ILS		LOC (GS out)				
DA(H) 376' (368')		MDA(H) 560' (552')				
FULL		RAIL out ALS out			RAIL out ALS out	
A			RVR 40 or 3/4	RVR 50 or 1		A
B						B
C	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	1 1/2		C
D			RVR 60 or 1/4	1 3/4		D

NA

KMIA/MIA MIAMI INTL 15 MAY 09 **(11-5)** **JEPPESEN** **MIAMI, FLA**
ILS or LOC Rwy 26L

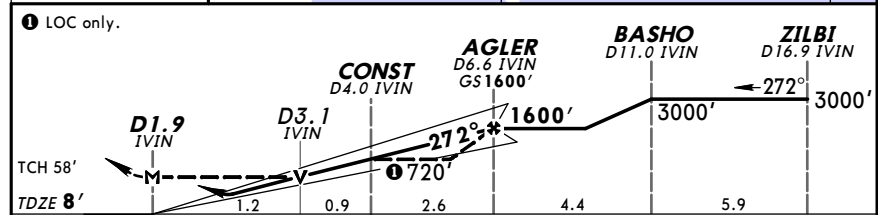
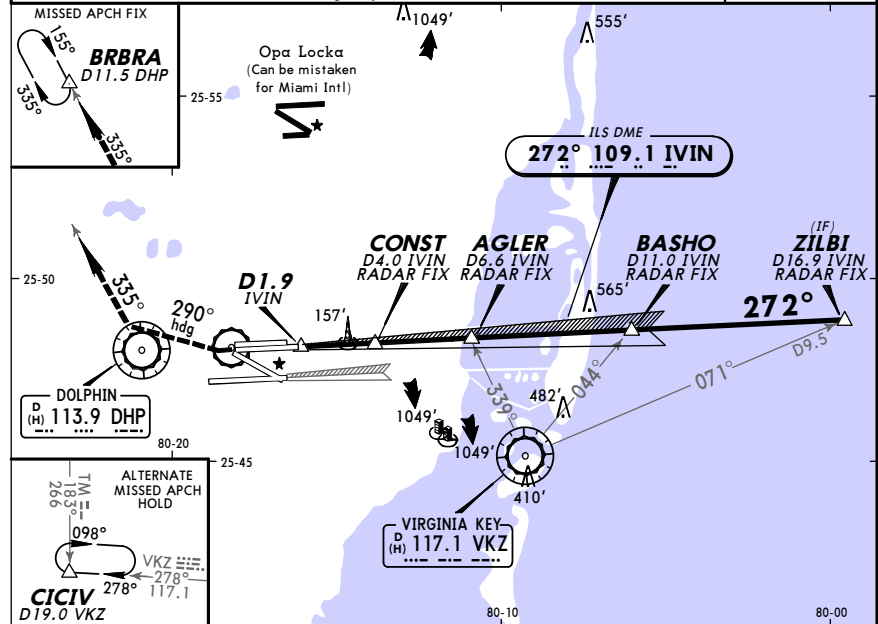
D-ATIS Arrivals	MIAMI Approach (R)	MIAMI Tower		Ground	
119.15	124.85	270°-089° 118.3	090°-269° 123.9	Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30 127.5
LOC IVIN	Final Apch Crs	GS AGLER	ILS DA(H)	Apt Elev 8'	
109.1	272°	1600' (1592')	208' (200')	TDZE 8'	

MISSED APCH: Climb to 800' then climbing RIGHT turn to 2000' via heading 290° and DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. Simultaneous approach authorized with Rwy 27. 3. LOC procedure not authorized during simultaneous operations. 4. Autopilot coupled approach not authorized below 385'. 5. VGSI and ILS glidepath not coincident.

MSA DHP VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS F	800'	2000'	290°	DHP
GS	3.00	377	484	538	646	753	PAPI	↑	RT	hdg	113.9
MAP at D1.9 IVIN or AGLER to MAP	4.8	4:07	3:12	2:53	2:24	2:03					R-335

STRAIGHT-IN LANDING RWY 26L				CIRCLE-TO-LAND			
ILS		LOC (GS out)					
DA(H) 208' (200')		MDA(H) 460' (452') with CONST		MDA(H) 720' (712') without CONST			
FULL	ALS out	ALS out	ALS out				
A		RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 50 or 1	A	
B						B	NA
C	RVR 40 or 3/4	1 1/4		2		C	
D		1 1/2		2 1/4		D	

KMIA/MIA MIAMI INTL 15 MAY 09 **(11-6)** **JEPPESEN** **MIAMI, FLA**
LOC DME Rwy 26R

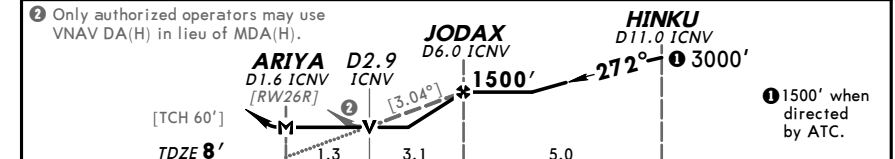
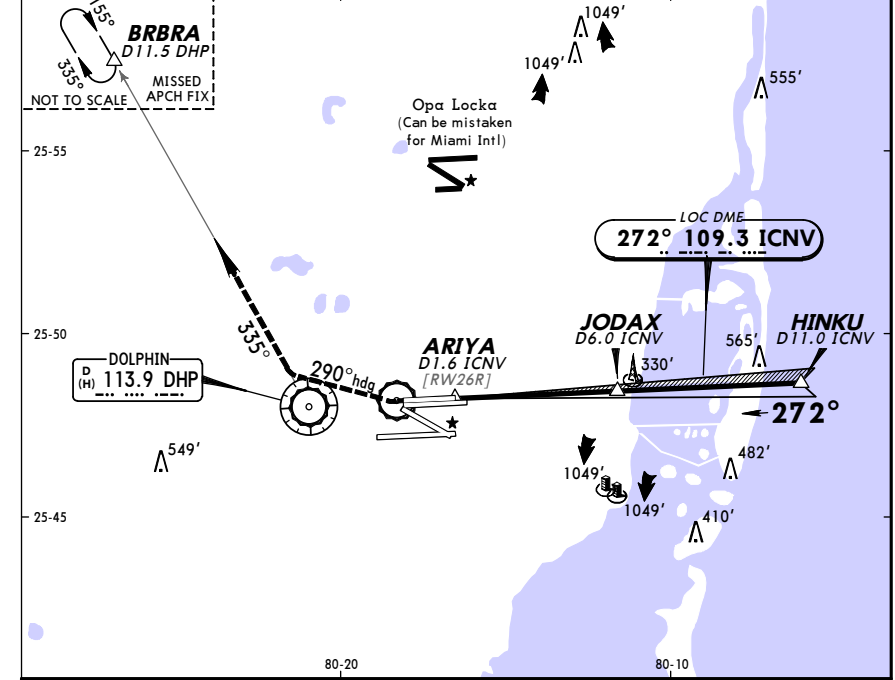
D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower		Ground	
119.15	124.85	270°-089° 118.3	090°-269° 123.9	Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30 127.5
LOC ICNV	Final Apch Crs	Minimum Alt JODAX	MDA(H)	Apt Elev 8'	
109.3	272°	1500' (1492')	480' (472')	TDZE 8'	

MISSED APCH: Climb to 800' then climbing RIGHT turn to 2000' via heading 290° and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required.

MSA DHP VOR



Gnd speed-Kts	70	90	100	120	140	160	REIL	800'	2000'	290°	DHP
Descent angle [3.04°]	376	484	538	645	753	861	PAPI-L	↑	RT	hdg	113.9
MAP at ARIYA											R-335

STRAIGHT-IN LANDING RWY 26R				CIRCLE-TO-LAND			
		MDA(H) 480' (472')					
A		1		A			
B				B			NA
C		1 1/4		C			
D		1 1/2		D			

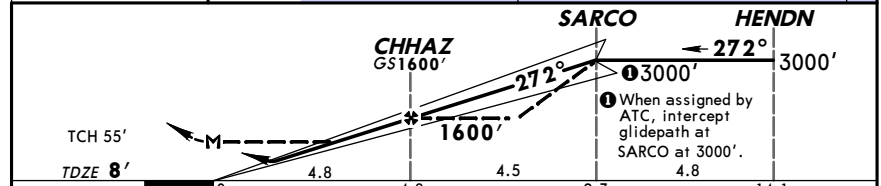
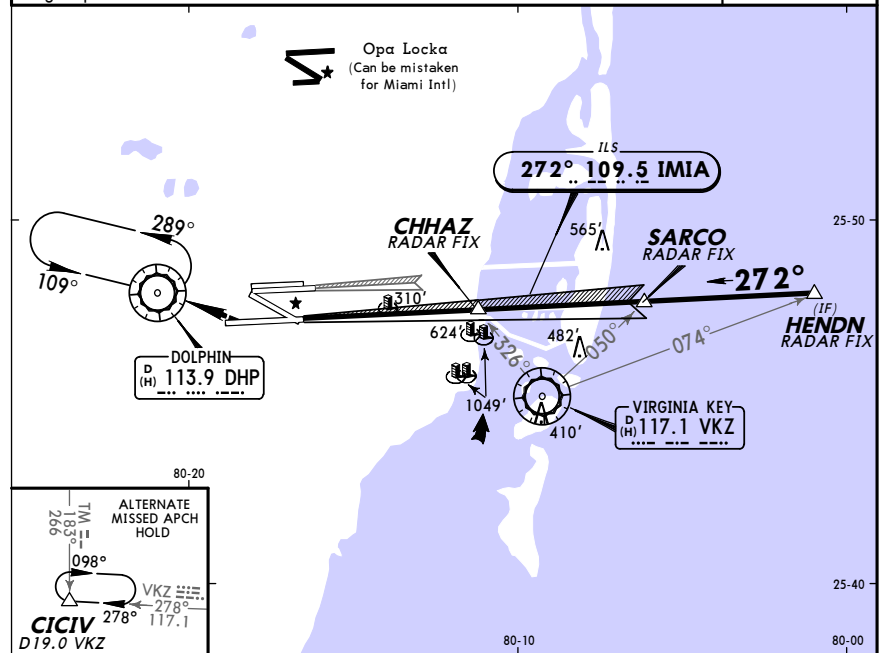
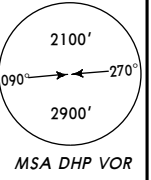
KMIA/MIA MIAMI INTL 24 JUL 09 (11-7) Eff 30 Jul **MIAMI, FLA ILS or LOC Rwy 27**

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270°-089°	MIAMI Tower 090°-269°	Rwys 9, 27, 30	Ground Rwys 8L/R, 12, 26L/R
119.15	124.85	118.3	123.9	127.5	121.8
LOC IMIA	Final Apch Crs	GS CHHAZ	ILS DA(H)	Apt Elev 8'	
109.5	272°	1600' (1592')	208' (200')	TDZE 8'	

MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' direct DHP VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. Simultaneous approach authorized with Rwy 26L. 3. VGSI and ILS glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALS	600'	3000'	DHP	113.9
GS	3.00°	377	484	538	646	753	PAPI				
CHHAZ to MAP	4.8	4:07	3:12	2:53	2:24	2:03					

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND	
ILS DA(H) 208' (200')		LOC (GS out) MDA(H) 560' (552')		NA	
FULL	RAIL or ALS out	RAIL out	ALS out		
A		RVR 24 or 1/2	RVR 50 or 1		
B		RVR 50 or 1	1 1/2		
C	RVR 24 or 1/2	RVR 40 or 3/4	1 3/4	NA	
D		RVR 60 or 1 1/4			

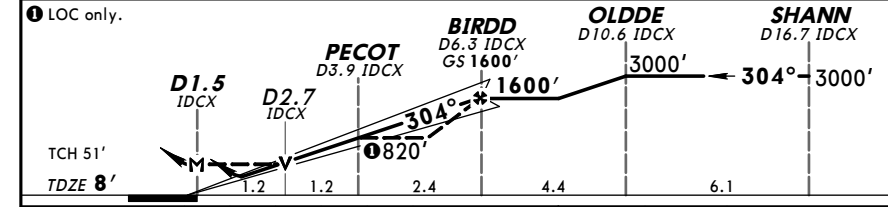
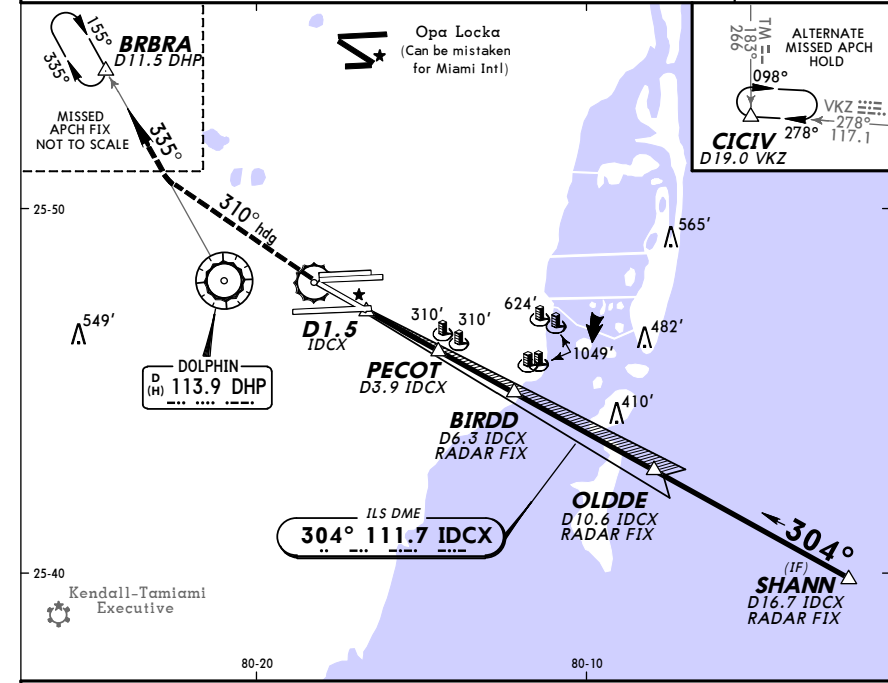
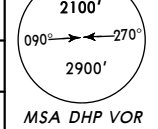
KMIA/MIA MIAMI INTL 24 JUL 09 (11-8) Eff 30 Jul **MIAMI, FLA ILS or LOC Rwy 30**

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270°-089°	MIAMI Tower 090°-269°	Rwys 9, 27, 30	Ground Rwys 8L/R, 12, 26L/R
119.15	124.85	118.3	123.9	127.5	121.8
LOC IDCX	Final Apch Crs	GS BIRDD	ILS DA(H)	Apt Elev 8'	
111.7	304°	1600' (1592')	220' (212')	TDZE 8'	

MISSED APCH: Climb to 800' then climbing RIGHT turn to 2000' via heading 310° and DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. Radar required. 3. VGSI and ILS glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALS	800'	2000'	310°
GS	3.00°	377	484	538	646	753	PAPI			
MAP at D1.5 IDCX or BIRDD to MAP	4.8	4:07	3:12	2:53	2:24	2:03				

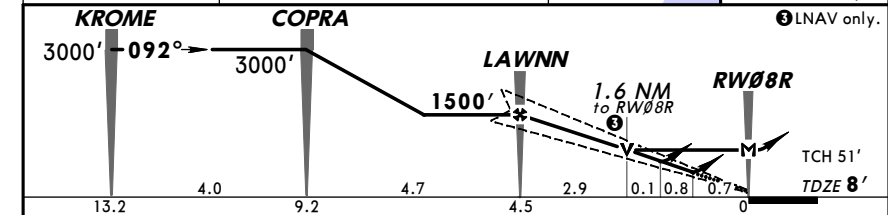
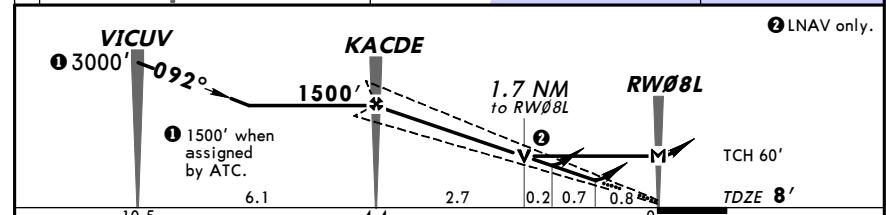
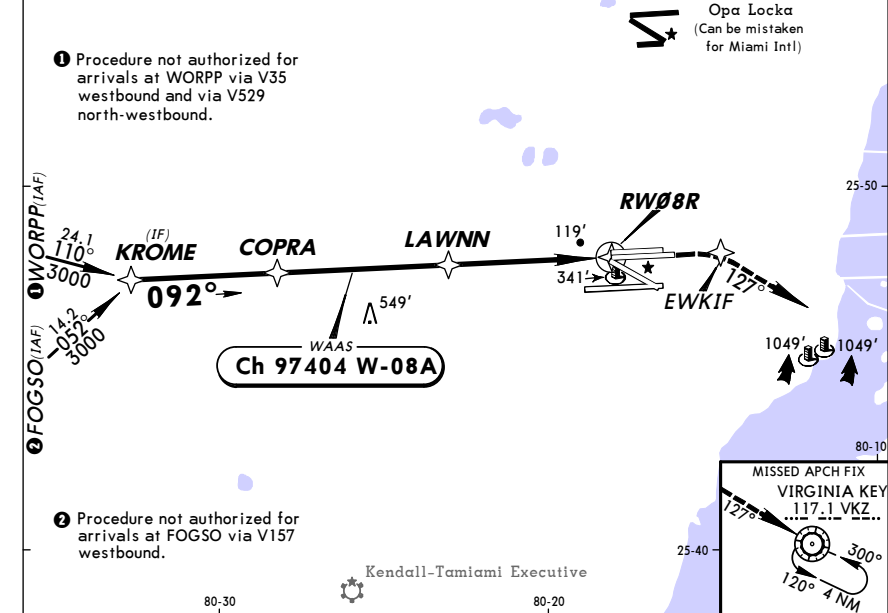
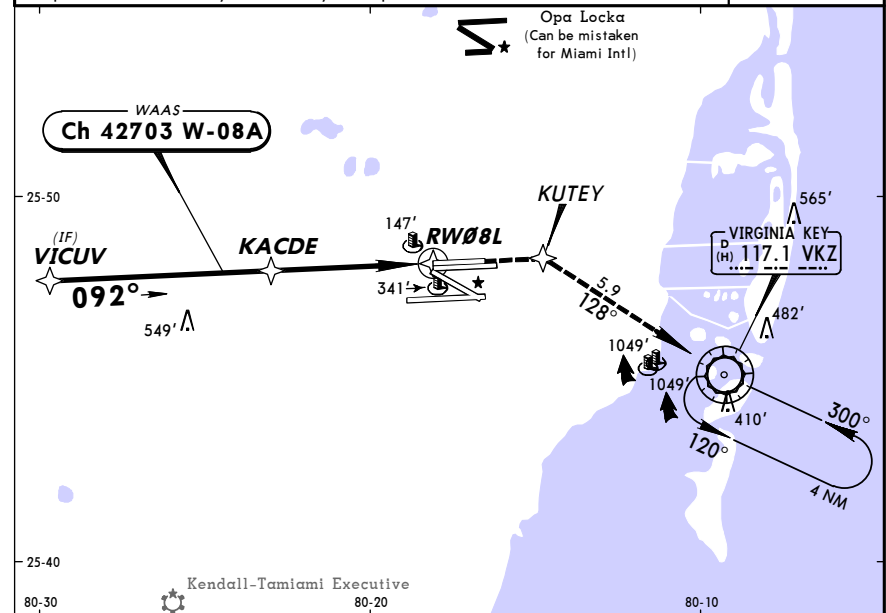
STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND	
ILS DA(H) 220' (212')		LOC (GS out) MDA(H) 460' (452') With PECOT		MDA(H) 820' (812') Without PECOT	
FULL	ALS out	ALS out	ALS out		
A		RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4 RVR 50 or 1	
B		RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1/4	
C	RVR 40 or 3/4	RVR 60 or 1/4	2 1/2	NA	
D		1 1/2	2 3/4		

KMIA/MIA MIAMI INTL 15 MAY 09 (12-1) **JEPPesen** **MIAMI, FLA**
RNAV (GPS) Rwy 8L

KMIA/MIA MIAMI INTL 15 MAY 09 (12-2) **JEPPesen** **MIAMI, FLA**
RNAV (GPS) Z Rwy 8R

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower	Ground
119.15	124.85	270°-089° 090°-269° 118.3 123.9	Rwys 8L/R, 12, 26L/R Rwys 9, 27, 30 121.8 127.5
WAAS Ch 42703 W-08A	Final Apch Crs 092°	Minimum Alt KACDE 1500' (1492')	LPV DA(H) 306' (298')
Apt Elev 8'			TDZE 8'
MISSED APCH: Climb to 2000' direct KUTEY and via 128° track to VKZ VOR and hold.			2900'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided. 5. Visibility reduction by helicopters not authorized.			MSA RW08L

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower	Ground
119.15	124.85	270°-089° 090°-269° 118.3 123.9	Rwys 8L/R, 12, 26L/R Rwys 9, 27, 30 121.8 127.5
WAAS Ch 97404 W-08A	Final Apch Crs 092°	Minimum Alt LAWN 1500' (1492')	LPV DA(H) 273' (265')
Apt Elev 8'			TDZE 8'
MISSED APCH: Climb to 3000' direct EWKIF and via 127° track to VKZ VOR and hold, continue climb-in-hold to 3000'.			2900'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. VGSI and RNAV glidepath not coincident.			MSA RW08R



Gnd speed-Kts	70	90	100	120	140	160		REIL	2000'	→	KUTEY
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI-L			
MAP at RW08L											

Gnd speed-Kts	70	90	100	120	140	160		MALS	3000'	→	EWKIF
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI			
MAP at RW08R											

STRAIGHT-IN LANDING RWY 8L		
LPV DA(H) 306' (298')	LNAV/VNAV DA(H) 530' (522')	LNAV MDA(H) 600' (592')
A		RVR 50 or 1
B		
C	RVR 50 or 1	1 3/4
D		1 3/4

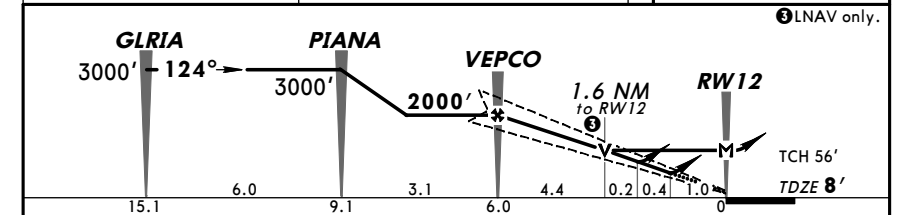
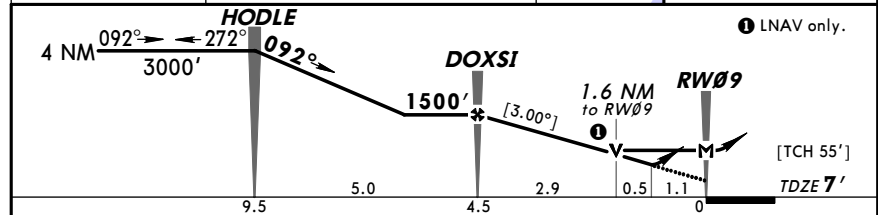
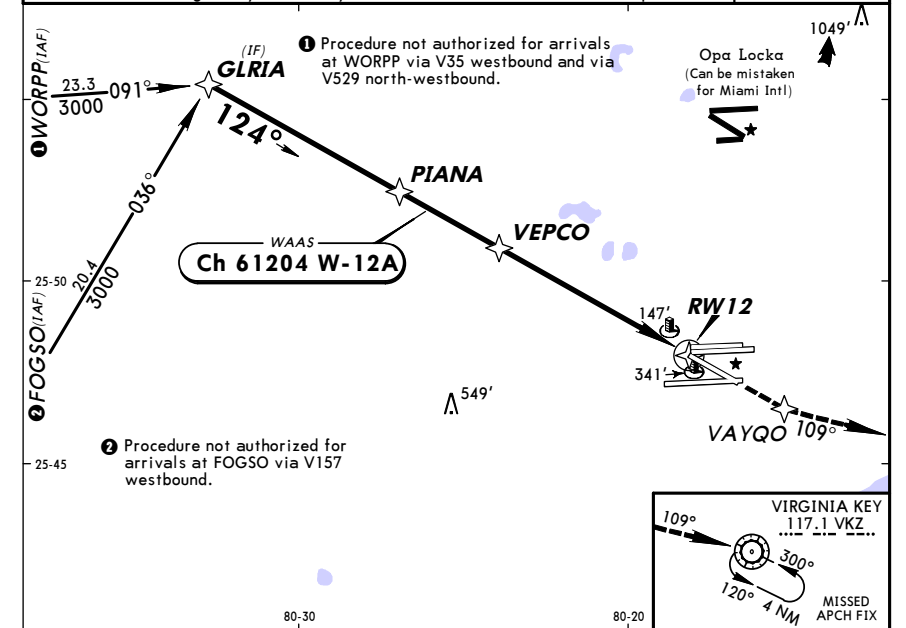
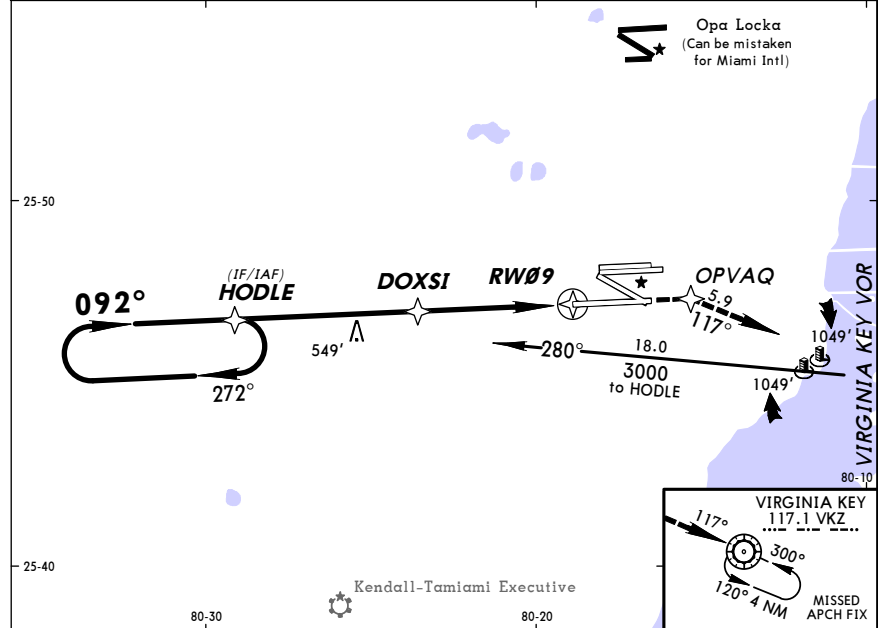
STRAIGHT-IN LANDING RWY 8R		
LPV DA(H) 273' (265')	LNAV/VNAV DA(H) 530' (522')	LNAV MDA(H) 600' (592')
A	RAIL or ALS out	RAIL or ALS out
B		RVR 24 or 1/2
C	RVR 24 or 1/2	RVR 40 or 3/4
D	RVR 50 or 1	RVR 50 or 1

KMIA/MIA MIAMI INTL **JEPPESEN** **MIAMI, FLA**
 15 MAY 09 (12-3) **RNAV (GPS) Rwy 9**

KMIA/MIA MIAMI INTL **JEPPESEN** **MIAMI, FLA**
 15 MAY 09 (12-4) **RNAV (GPS) Z Rwy 12**

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower	Ground
119.15	124.85	270°-089° 118.3 123.9	Rwys 9, 27, 30 127.5 Rwys 8L/R, 12, 26L/R 121.8
RNAV	Final Apch Crs 092°	Minimum Alt DOXSI 1500' (1493')	LNNAV/VNAV DA(H) 420' (413')
Apt Elev 8'			TDZE 7'
MISSED APCH: Climb to 3000' direct OPVAQ and 117° track to VKZ VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. GPS required. 2. CAUTION: Lights on highway 1/4 mile south of final approach course may be mistaken for runway. 3. Baro-VNAV not authorized below -15°C (5°F). 4. DME/DME RNP-0.30 not authorized. 5. WAAS VNAV outages may occur. WAAS VNAV NOTAM service not provided.			
			2900'
			MSA RW09

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower	Ground
119.15	124.85	270°-089° 118.3 123.9	Rwys 8L/R, 12, 26L/R 121.8 Rwys 9, 27, 30 127.5
WAAS Ch 61204 W-12A	Final Apch Crs 124°	Minimum Alt VEPCO 2000' (1992')	LPV DA(H) 390' (382')
Apt Elev 8'			TDZE 8'
MISSED APCH: Climb to 3000' direct VAYQO and via 109° track to VKZ VOR and hold, continue climb-in-hold to 3000'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. VGS1 and RNAV glidepath not coincident. 4. Visibility reduction by helicopters not authorized. 5. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided.			
			2900'
			MSA RW12



Gnd speed-Kts	70	90	100	120	140	160		MALSR	3000'	OPVAQ
Descent angle	[3.00°]	372	478	531	637	743	849	PAPI		
MAP at RW09										

Gnd speed-Kts	70	90	100	120	140	160		MALSR	3000'	VAYQO
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI		
MAP at RW12										

STRAIGHT-IN LANDING RWY 9				CIRCLE-TO-LAND			
LNNAV/VNAV DA(H) 420' (413')		LNNAV MDA(H) 560' (553')		LNNAV/VNAV DA(H) 420' (413')		LNNAV MDA(H) 560' (553')	
RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out
A		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1		A	
B						B	
C	RVR 50 or 1	1 1/2				C	NA
D						D	

STRAIGHT-IN LANDING RWY 12					
LPV DA(H) 390' (382')		LNNAV/VNAV DA(H) 506' (498')		LNNAV MDA(H) 600' (592')	
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A				RVR 40 or 3/4	RVR 50 or 1
B					
C	RVR 40 or 3/4	RVR 60 or 1/4	RVR 60 or 1/4	1 3/4	1 1/2
D					1 3/4

KMIA/MIA MIAMI INTL 15 MAY 09 (12-5) **MIAMI, FLA**
RNAV (GPS) Z Rwy 26L

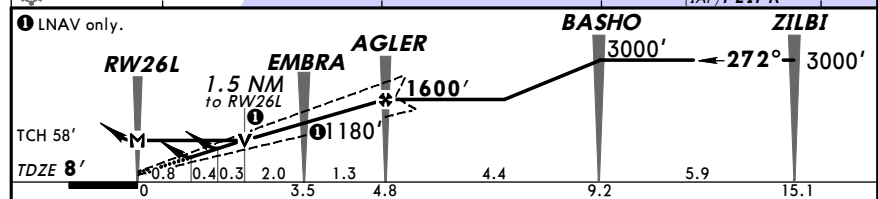
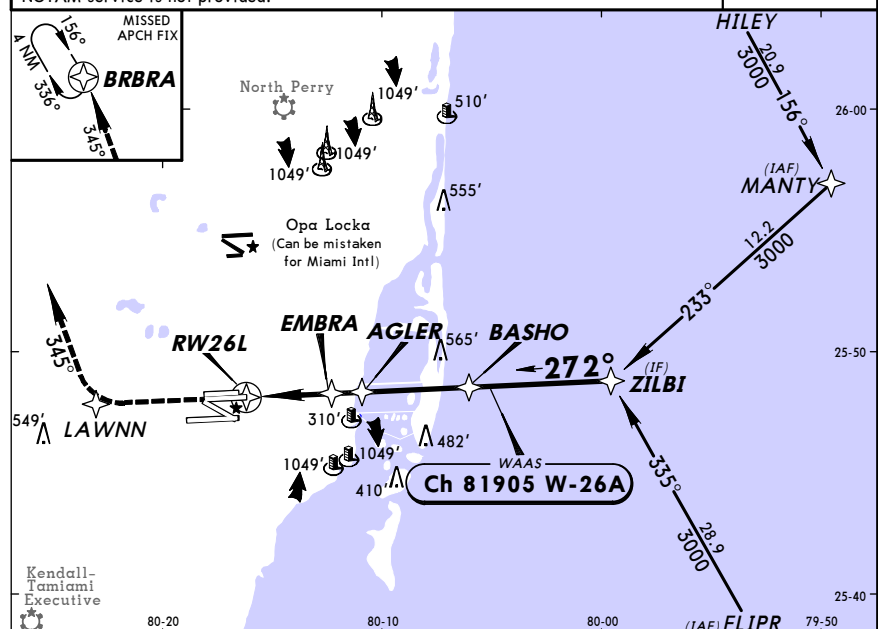
D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower		Ground	
119.15	124.85	270°-089° 118.3	090°-269° 123.9	Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30
WAAS Ch 81905 W-26A	Final Apch Crs 272°	Minimum Alt AGLER 1600' (1592')	LPV DA(H) 325' (317')	Apt Elev 8'	Rwys 9, 27, 30 127.5
					2900'

MISSED APCH: Climb to 2000' direct LAWNN and via 345° track to BRBRA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP -0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. VGSI and RNAV glidepath not coincident. 4. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided.

MSA RW26L



STRAIGHT-IN LANDING RWY 26L					
LPV DA(H) 325' (317')		LNAV/VNAV DA(H) 450' (442')		LNAV MDA(H) 560' (552')	
ALS out		ALS out		ALS out	
A				RVR 24 or 1/2	RVR 50 or 1
B				RVR 50 or 1	1 1/2
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	
D				RVR 60 or 1/4	1 3/4

TERPS - DE-EMEA

STRAIGHT-IN LANDING RWY 26L					
LPV DA(H) 325' (317')		LNAV/VNAV DA(H) 450' (442')		LNAV MDA(H) 560' (552')	
ALS out		ALS out		ALS out	
A				RVR 24 or 1/2	RVR 50 or 1
B				RVR 50 or 1	1 1/2
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	
D				RVR 60 or 1/4	1 3/4

CHANGES: ATIS frequency.

KMIA/MIA MIAMI INTL 15 MAY 09 (12-6) **MIAMI, FLA**
RNAV (GPS) Rwy 26R

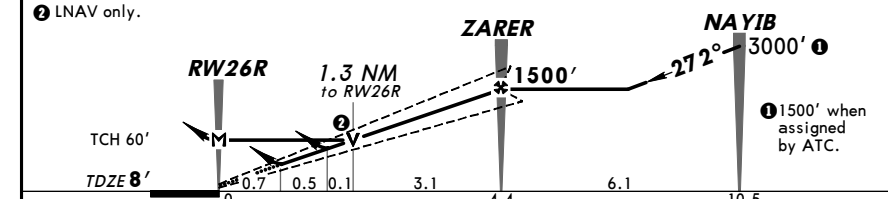
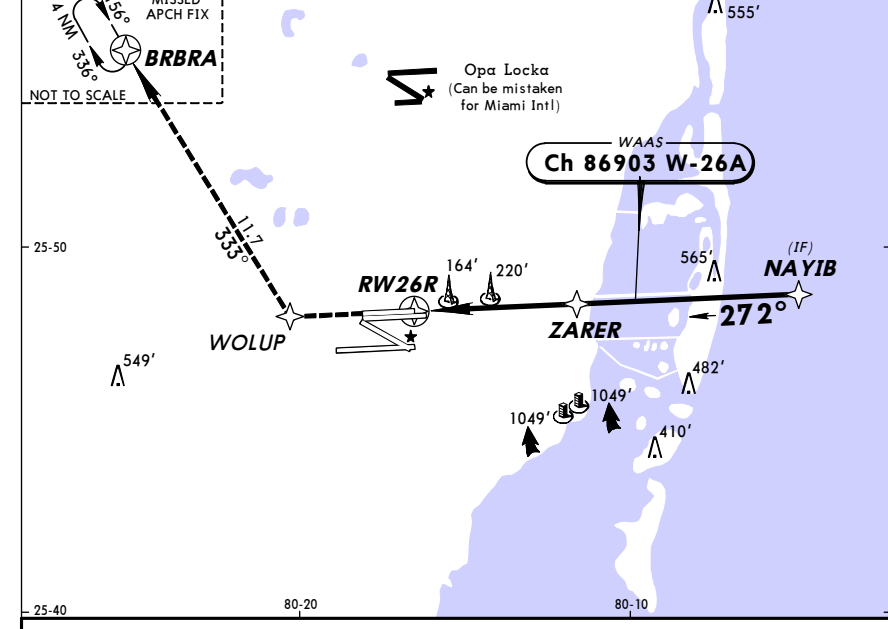
D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower		Ground	
119.15	124.85	270°-089° 118.3	090°-269° 123.9	Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30
WAAS Ch 86903 W-26A	Final Apch Crs 272°	Minimum Alt ZARER 1500' (1492')	LPV DA(H) 298' (290')	Apt Elev 8'	Rwys 9, 27, 30 127.5
					2900'

MISSED APCH: Climb to 2000' direct WOLUP and via 333° track to BRBRA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP -0.30 not authorized. 4. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided.

MSA RW26R



STRAIGHT-IN LANDING RWY 26R					
LPV DA(H) 298' (290')		LNAV/VNAV DA(H) 460' (452')		LNAV MDA(H) 480' (472')	
REIL		PAPI-L		2000'	
D		D		WOLUP	

TERPS - AEMD-1

STRAIGHT-IN LANDING RWY 26R					
LPV DA(H) 298' (290')		LNAV/VNAV DA(H) 460' (452')		LNAV MDA(H) 480' (472')	
REIL		PAPI-L		2000'	
D		D		WOLUP	
A				1	A
B				1 1/4	B
C	1	1 1/2	1 1/2	1 1/2	C
D				1 1/2	D

CHANGES: ATIS frequency.

KMIA/MIA MIAMI INTL **JEPPESEN** **MIAMI, FLA**
 Eff 30 Jul (12-7) **RNAV (GPS) Z Rwy 27**

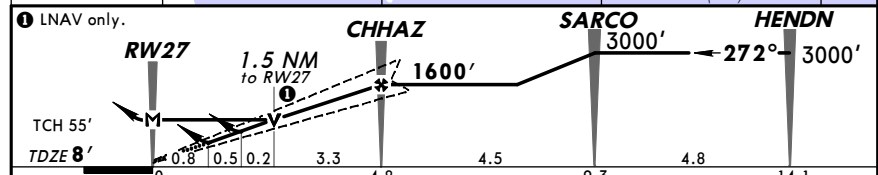
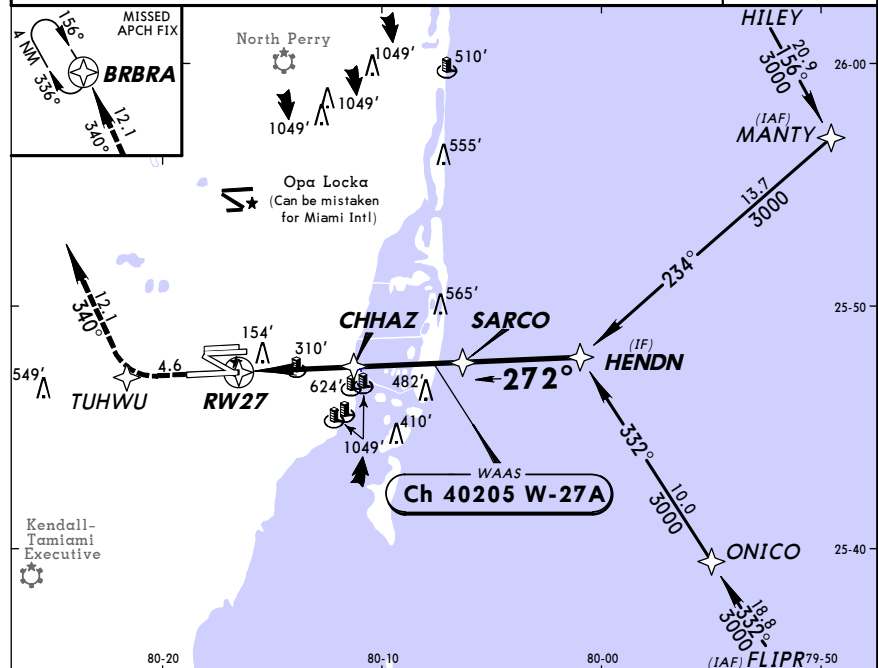
D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 270°-089° 118.3	090°-269° 123.9	Rwys 9, 27, 30 127.5	Ground Rwys 8L/R, 12, 26L/R 121.8
WAAS Ch 40205 W-27A	Final ApcH Crs 272°	Minimum Alt CHHAZ 1600' (1592')	LPV DA(H) 312' (304')	Apt Elev 8'	TDZE 8'

MISSED APCH: Climb to 2000' direct TUHWU and via 340° track to BRBRA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. VGSI and RNAV glidepath not coincident.

MSA RW27



Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW27									

MAP at RW27

STRAIGHT-IN LANDING RWY 27		LNAV/VNAV		LNAV	
LPV DA(H) 312' (304')	RAIL or ALS out	DA(H) 470' (462')	RAIL or ALS out	MDA(H) 560' (552')	RAIL out ALS out
A				RVR 24 or 1/2	RVR 40 or 3/4 RVR 50 or 1
B				RVR 50 or 1	1 1/2
C	RVR 24 or 1/2	RVR 50 or 1	1 1/2		
D				RVR 60 or 1 1/4	1 3/4

KMIA/MIA MIAMI INTL **JEPPESEN** **MIAMI, FLA**
 Eff 30 Jul (12-8) **RNAV (GPS) Z Rwy 30**

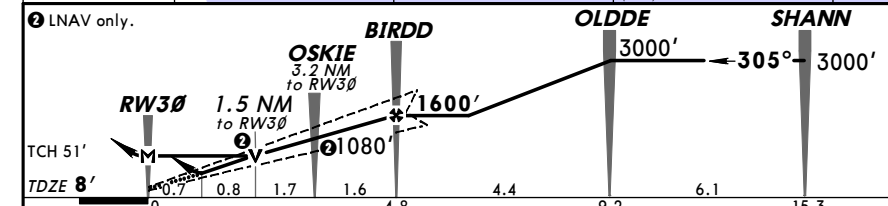
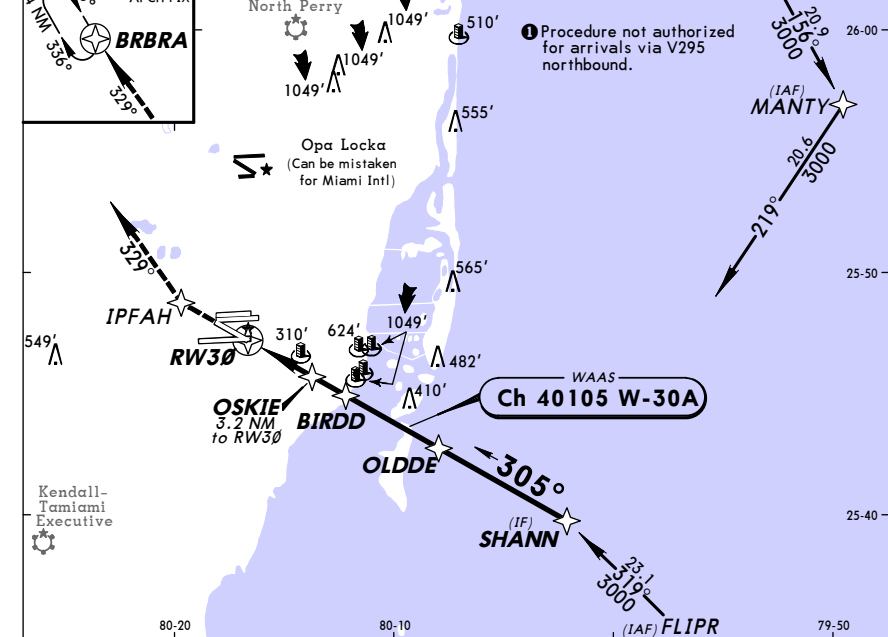
D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 270°-089° 118.3	090°-269° 123.9	Rwys 9, 27, 30 127.5	Ground Rwys 8L/R, 12, 26L/R 121.8
WAAS Ch 40105 W-30A	Final ApcH Crs 305°	Minimum Alt BIRDD 1600' (1592')	LPV DA(H) 285' (277')	Apt Elev 8'	TDZE 8'

MISSED APCH: Climb to 3000' direct IPFAH and via 329° track to BRBRA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. VGSI and LPV glidepath not coincident. 3. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided.

MSA RW30



Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW30									

MAP at RW30

STRAIGHT-IN LANDING RWY 30		LNAV	
LPV DA(H) 285' (277')	ALS out	MDA(H) 560' (552')	ALS out
A			
B		RVR 40 or 3/4	RVR 50 or 1
C	RVR 50 or 1	1 1/2	
D			1 3/4

KMIA/MIA MIAMI INTL **JEPPESEN** **MIAMI, FLA**
 24 JUN 11 (12-20) **RNAV (RNP) Y Rwy 8R**

D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 090°-269° 118.3 123.9	Ground Rwy 8L/R, 12, 26L/R 121.8	Ground Rwy 9, 27, 30 127.5
RNAV	Final Apch Crs 092°	Minimum Alt LAWN 1500' (1492')	RNP 0.11 DA(H) 354' (346')	Apt Elev 9' TDZE 8'

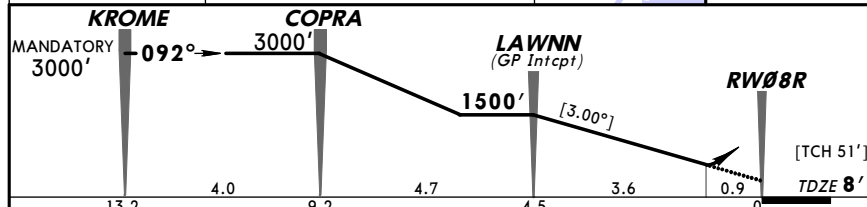
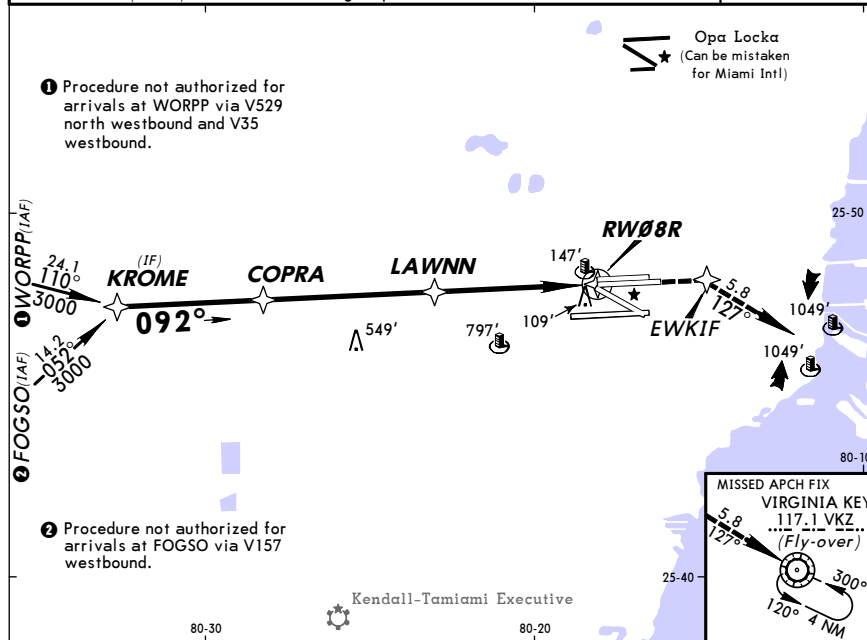
MISSED APCH: Climb to 3000' direct EWKIF and via 127° track to VKZ VOR and hold, continue climb-in-hold to 3000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required.
 3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 49°C (120°F). 4. VGSI and RNAV glidepath not coincident.

2900'

MSA RW08R



Gnd speed-Kts	70	90	100	120	140	160		MALSR	3000'	↻	EWKIF
Descent angle [3.00°]	372	478	531	637	743	849		PAPI			

MAP at DA

STRAIGHT-IN LANDING RWY 8R			
RNP 0.11 DA(H) 354' (346')		RNP 0.30 DA(H) 458' (450')	
RAIL or ALS out		RAIL or ALS out	
A			
B			
C	RVR 32 or 5/8	RVR 60 or 1/4	RVR 50 or 1
D			1/2

1 Missed approach requires minimum climb of 330'/NM to 600'.
 CHANGES: Procedure authorization note. © JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KMIA/MIA MIAMI INTL **JEPPESEN** **MIAMI, FLA**
 24 JUN 11 (12-21) **RNAV (RNP) Y Rwy 12**

D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 090°-269° 118.3 123.9	Ground Rwy 8L/R, 12, 26L/R 121.8	Ground Rwy 9, 27, 30 127.5
RNAV	Final Apch Crs 124°	Minimum Alt VEPCO 2000' (1992')	RNP 0.30 DA(H) 461' (453')	Apt Elev 9' TDZE 8'

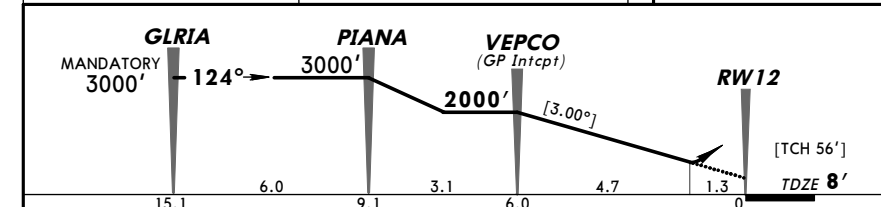
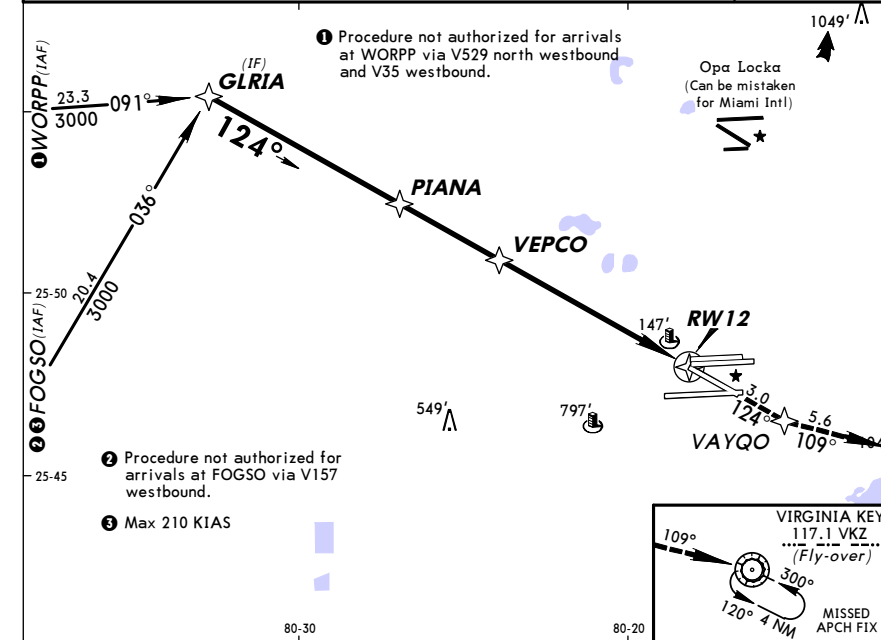
MISSED APCH: Climb to 3000' direct VAYQO and via 109° track to VKZ VOR and hold, continue climb-in-hold to 3000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required.
 3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 49°C (120°F). 4. VGSI and RNAV glidepath not coincident.

2900'

MSA RW12



Gnd speed-Kts	70	90	100	120	140	160		MALSR	3000'	↻	VAYQO
Descent angle [3.00°]	372	478	531	637	743	849		PAPI			

MAP at DA

STRAIGHT-IN LANDING RWY 12	
RNP 0.30 DA(H) 461' (453')	
RAIL or ALS out	
A	
B	
C	RVR 50 or 1
D	1/2

CHANGES: Procedure authorization note. © JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KMIA/MIA MIAMI INTL 24 JUN 11 (12-22) **MIAMI, FLA**
RNAV (RNP) Y Rwy 26L

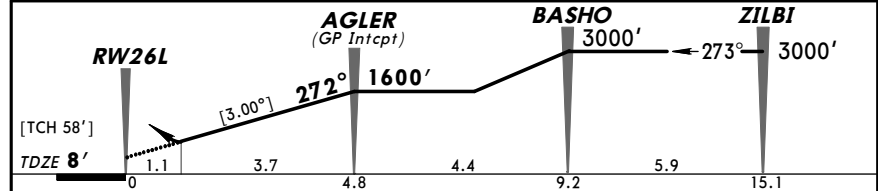
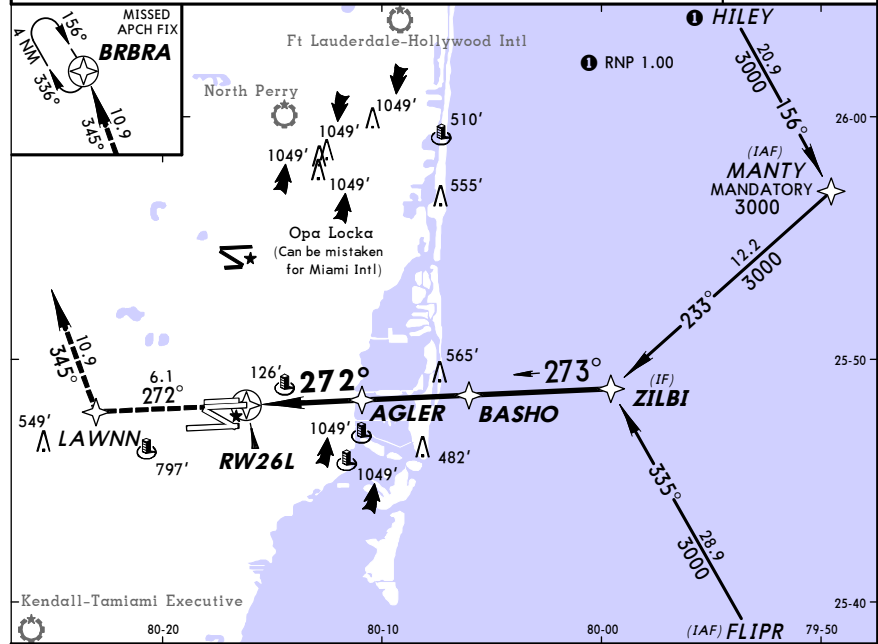
D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower		Ground	
119.15	124.85	270°-089° 118.3	090°-269° 123.9	Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30 127.5
RNAV	Final Apch Crs 272°	Minimum Alt AGLER 1600' (1592')	RNP 0.20 DA(H) 407' (399')	Apt Elev 9' TDZE 8'	2900'

MISSED APCH: Climb to 2000' direct LAWNN and via 345° track to BRBRA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required.
 3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.

MSA RW26L



Gnd speed-Kts	70	90	100	120	140	160		MALSF	2000'	↻	LAWNN
Descent angle [3.00°]	372	478	531	637	743	849		PAPI	↑	↻	
MAP at DA											

STRAIGHT-IN LANDING RWY 26L

RNP 0.20 DA(H) 407' (399')	ALS out	RNP 0.30 DA(H) 564' (556')	ALS out
-------------------------------	---------	-------------------------------	---------

A			
B			
C	RVR 50 or 1	RVR 60 or 1/4	1 3/4
D			2

KMIA/MIA MIAMI INTL 24 JUN 11 (12-23) **MIAMI, FLA**
RNAV (RNP) Y Rwy 27

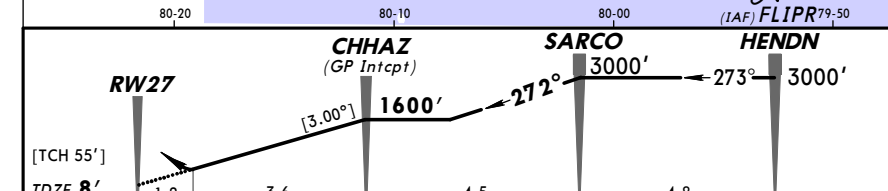
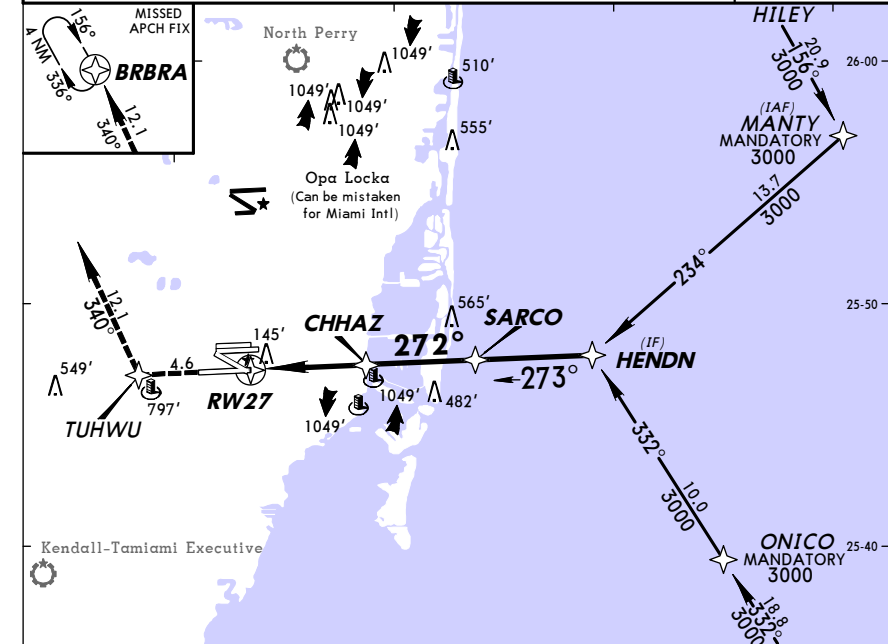
D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower		Ground	
119.15	124.85	270°-089° 118.3	090°-269° 123.9	Rwys 9, 27, 30 127.5	Rwys 8L/R, 12, 26L/R 121.8
RNAV	Final Apch Crs 272°	Minimum Alt CHHAZ 1600' (1592')	RNP 0.30 DA(H) 455' (447')	Apt Elev 9' TDZE 8'	2900'

MISSED APCH: Climb to 2000' direct TUHWU and via 340° track to BRBRA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required.
 3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.

MSA RW27



Gnd speed-Kts	70	90	100	120	140	160		MALSR	2000'	↻	TUHWU
Descent angle [3.00°]	372	478	531	637	743	849		PAPI	↑	↻	
MAP at DA											

STRAIGHT-IN LANDING RWY 27

RNP 0.30 DA(H) 455' (447')	RAIL or ALS out
-------------------------------	-----------------

A	
B	
C	RVR 50 or 1
D	1 1/2

KMIA/MIA
MIAMI INTL

JEPPESEN
24 JUN 11 (12-24)

MIAMI, FLA
RNAV (RNP) Y Rwy 30

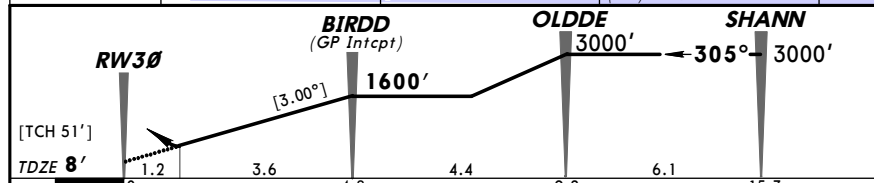
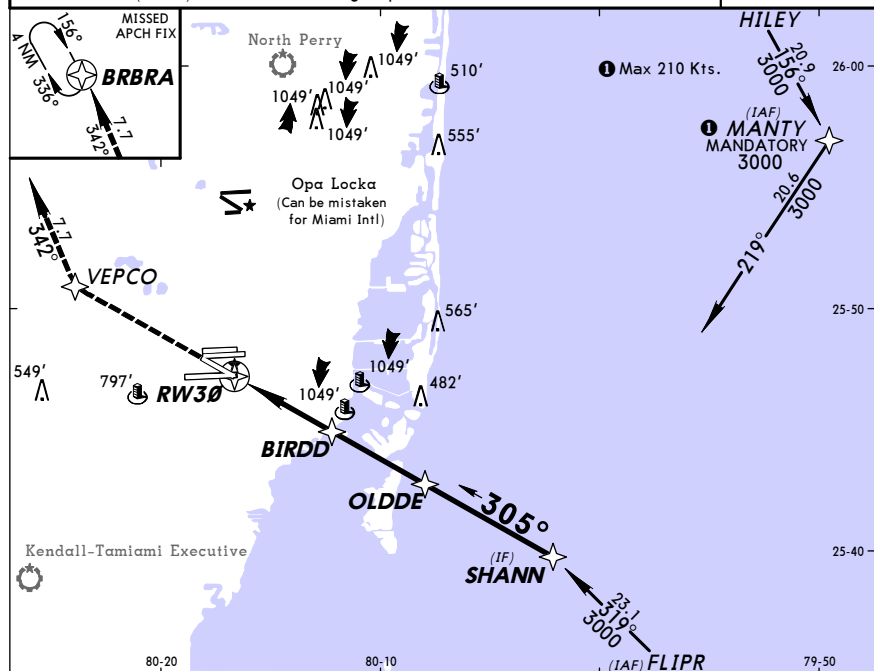
D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 270°-089° 118.3	090°-269° 123.9	Rwys 9, 27, 30 127.5	Ground Rwys 8L/R, 12, 26L/R 121.8
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RNAV	Final Apch Crs 305°	Minimum Alt BIRDD 1600' (1592')	RNP 0.23 DA(H) 426' (418')	Apt Elev 9'	TDZE 8'	<p>2900'</p> <p>MSA RW30</p>
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MISSED APCH: Climb to 3000' direct VEPCO and via 342° track to BRBRA and hold.

- Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
- AUTHORIZATION REQUIRED. 2. GPS required.**
 - For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 48°C (119°F).
 - VGSI and RNAV glidepath not coincident.

BRIEFING STRIP



Gnd speed-Kts	70	90	100	120	140	160	MALD PAPI 3000' VEPCO
Descent angle [3.00°]	372	478	531	637	743	849	
MAP at DA							

STRAIGHT-IN LANDING RWY 30			
RNP 0.23 DA(H) 426' (418')		RNP 0.30 DA(H) 521' (513')	
ALS out		ALS out	
A			
B			
C	1¼	1½	1¾
D			

TERPS AMEND 0A 30 JUN 2011