DEPARTURE (KRDU -> KMIA): KRDU (Raleigh-Durham Intl)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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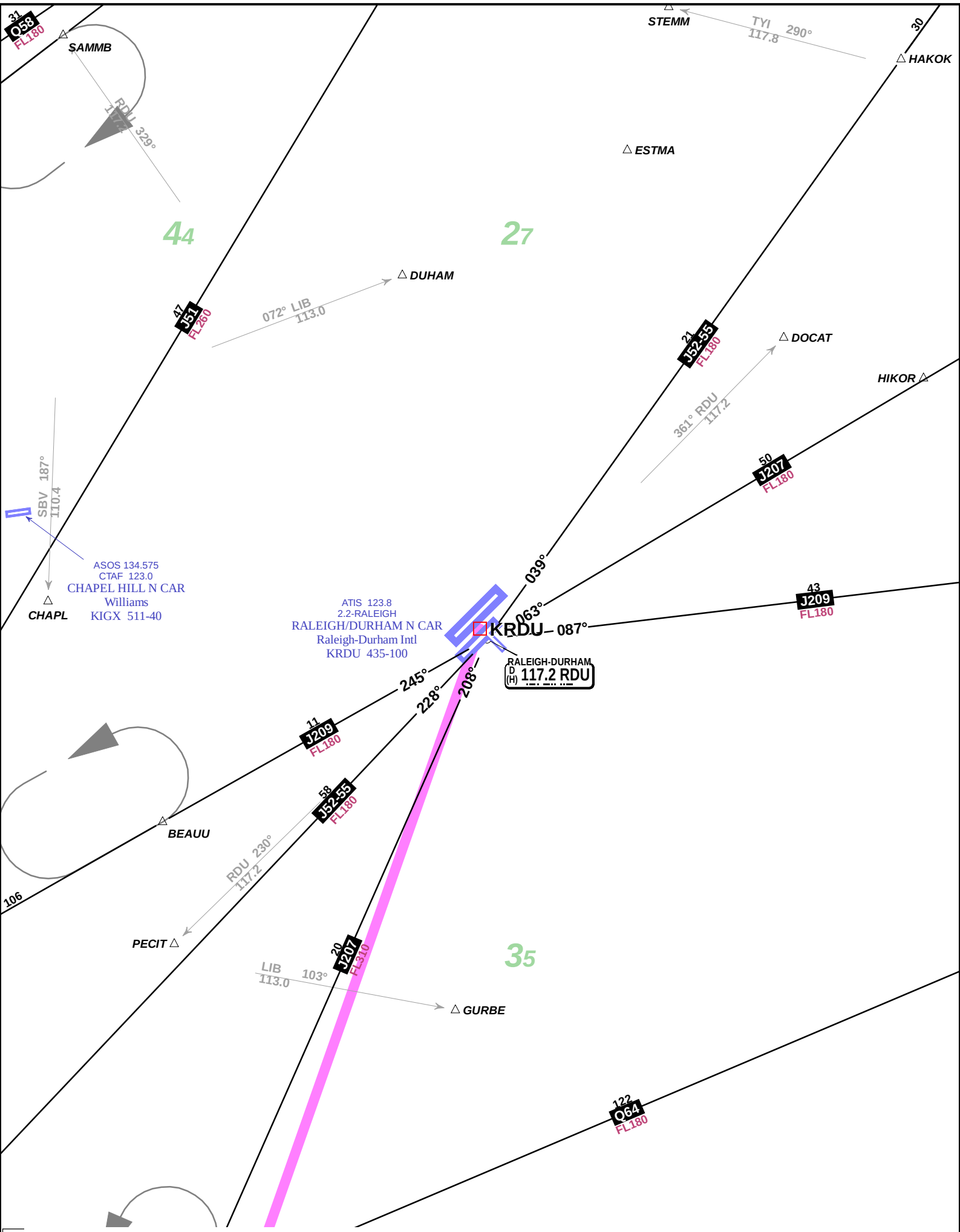
JeppView 3.6.2.0



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DESTINATION (KRDU -> KMIA): KMIA (Miami Intl)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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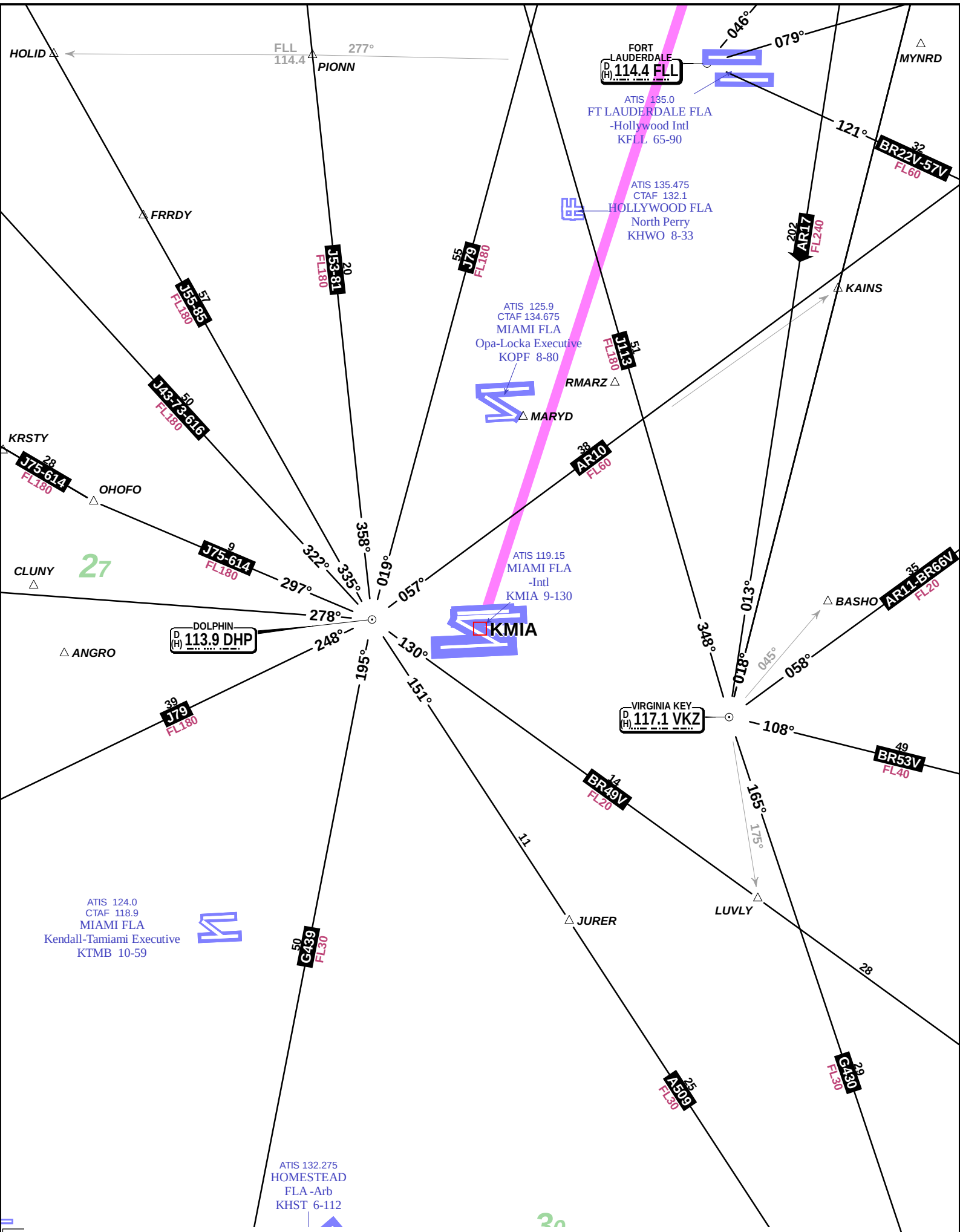

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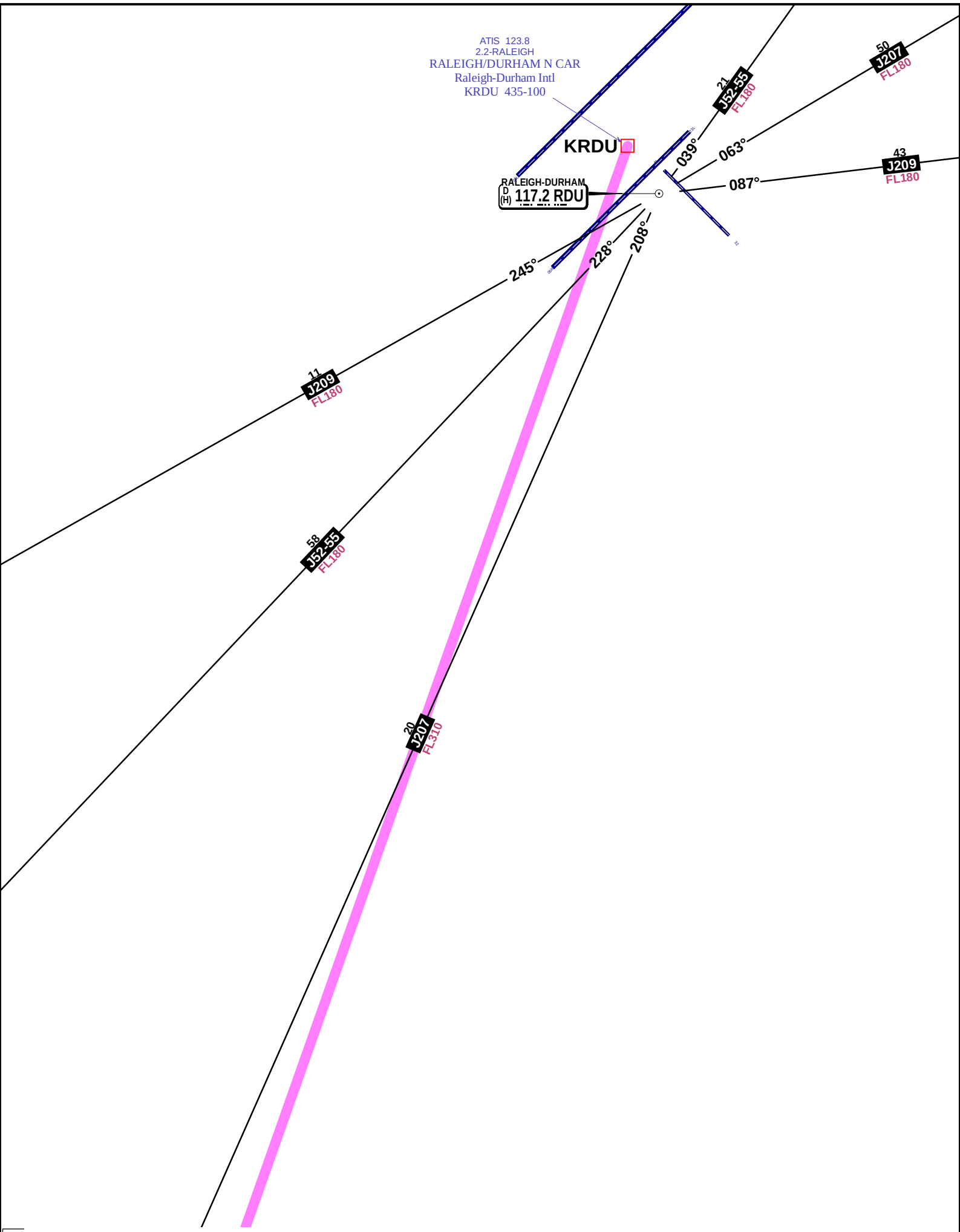

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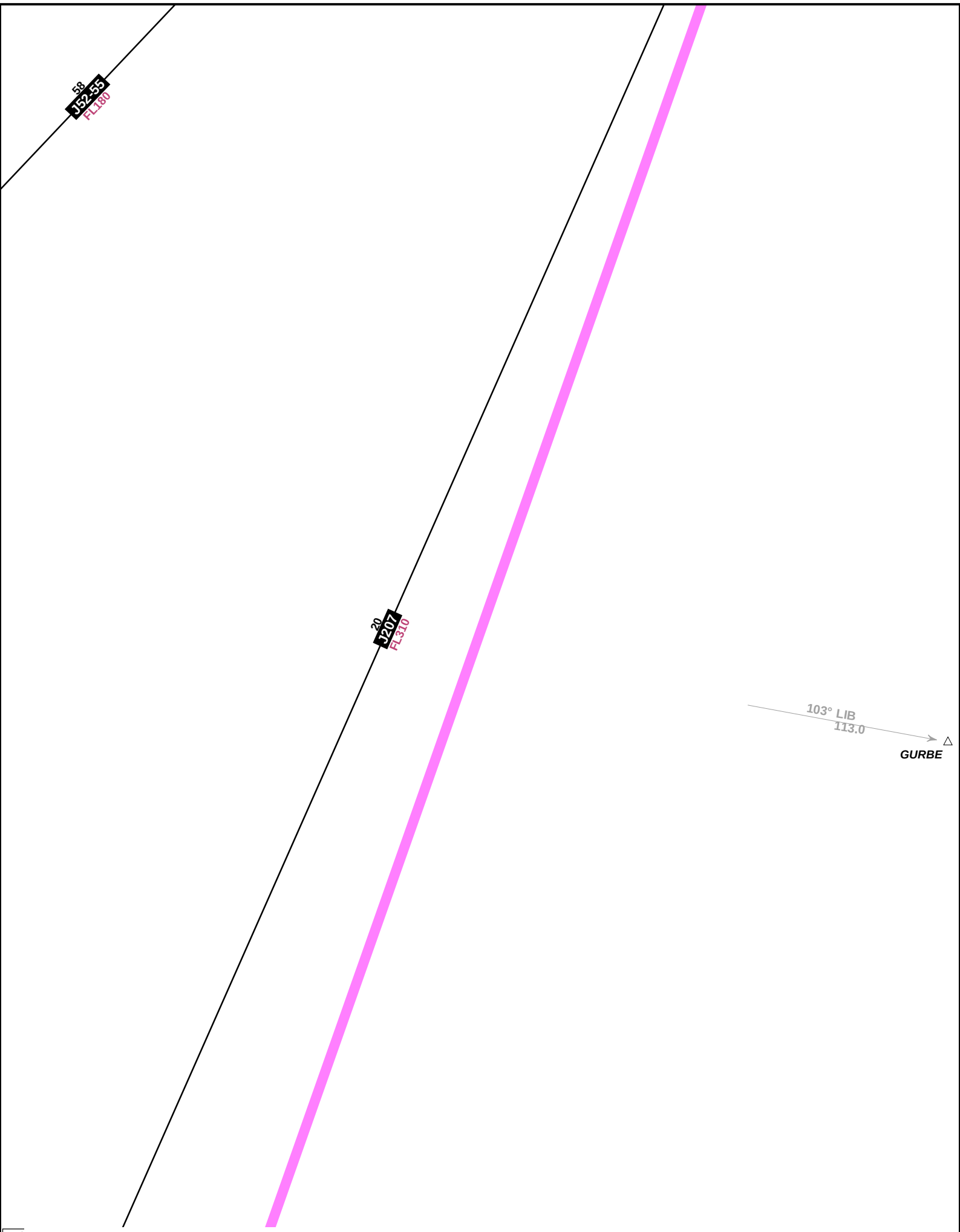

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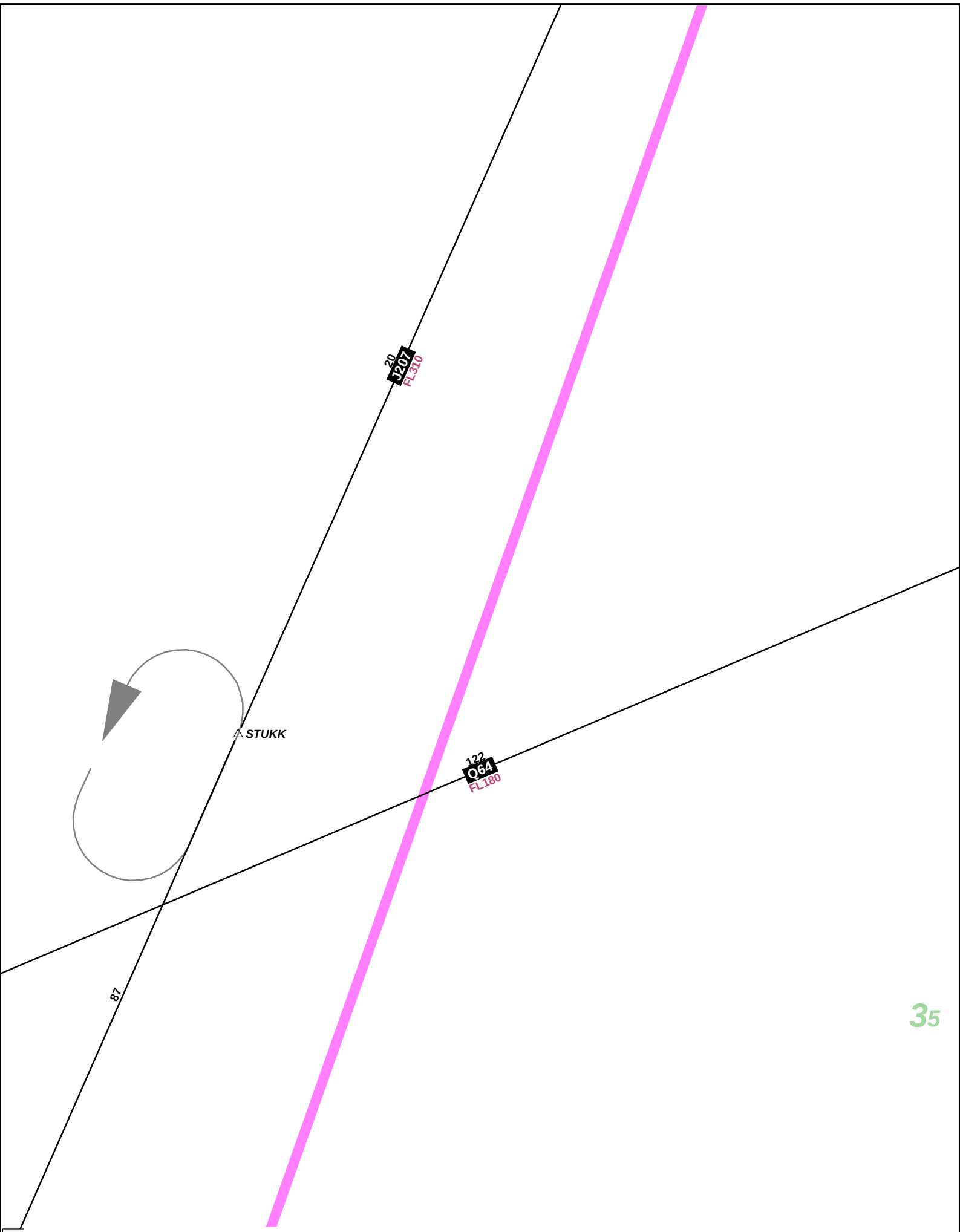

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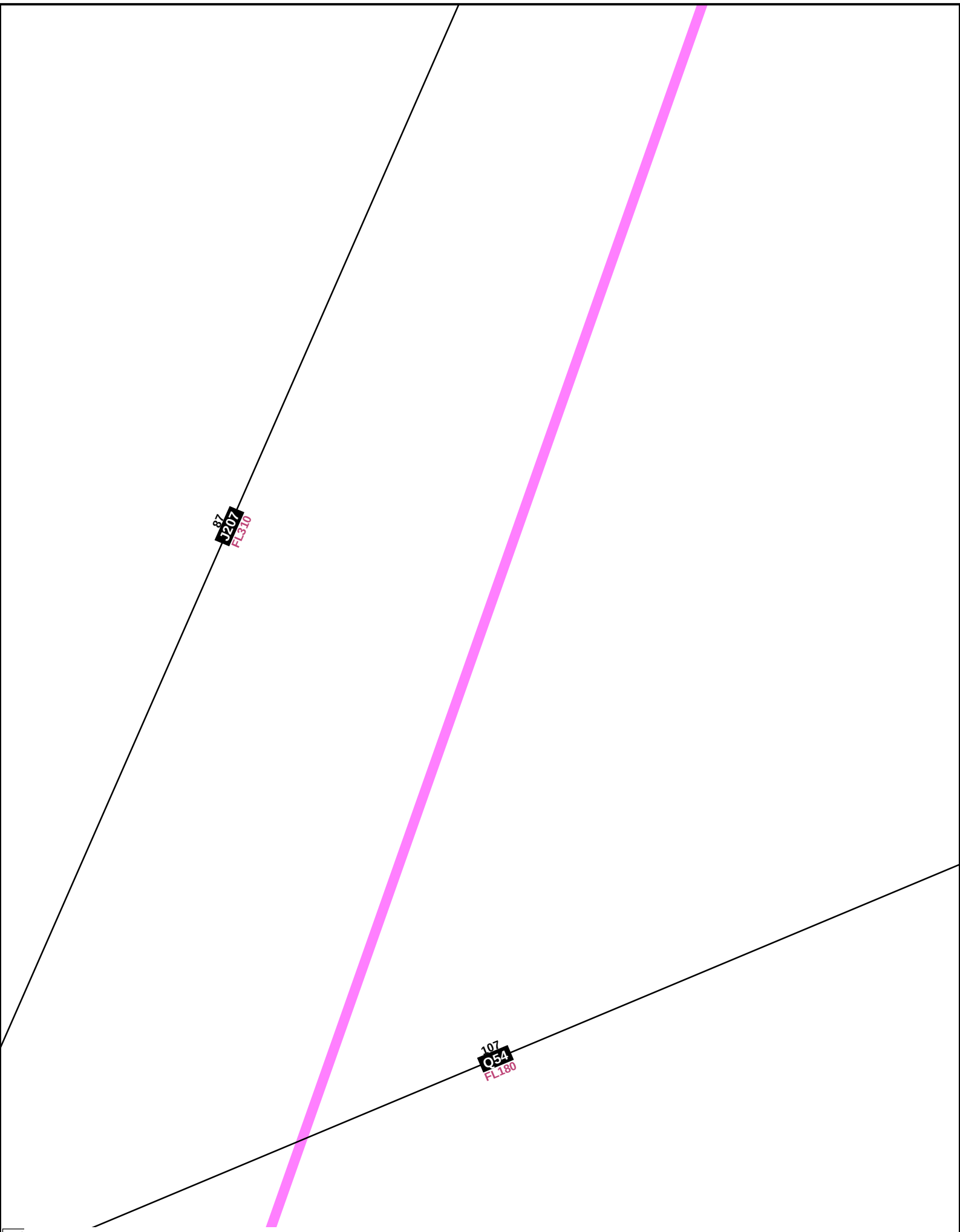

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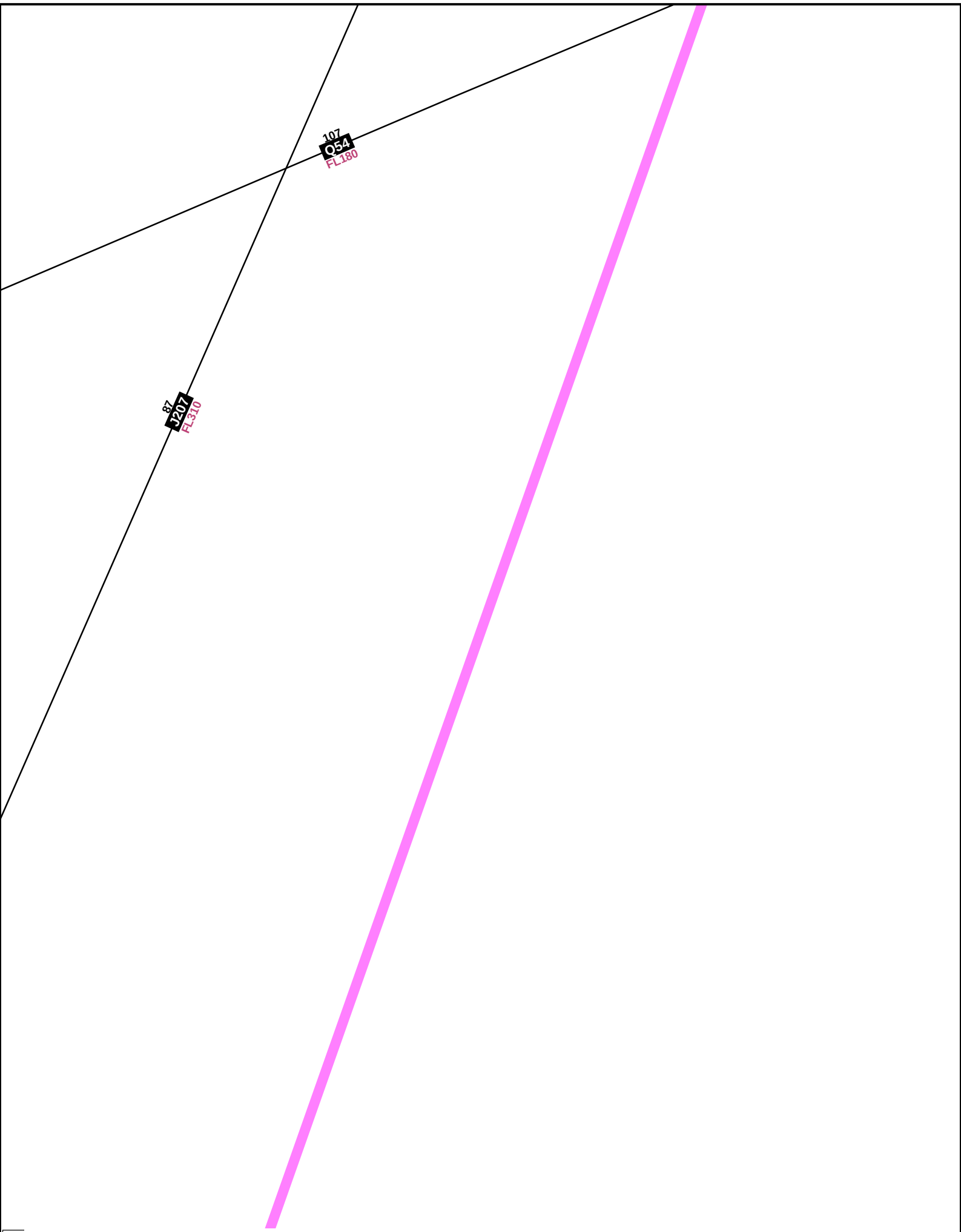

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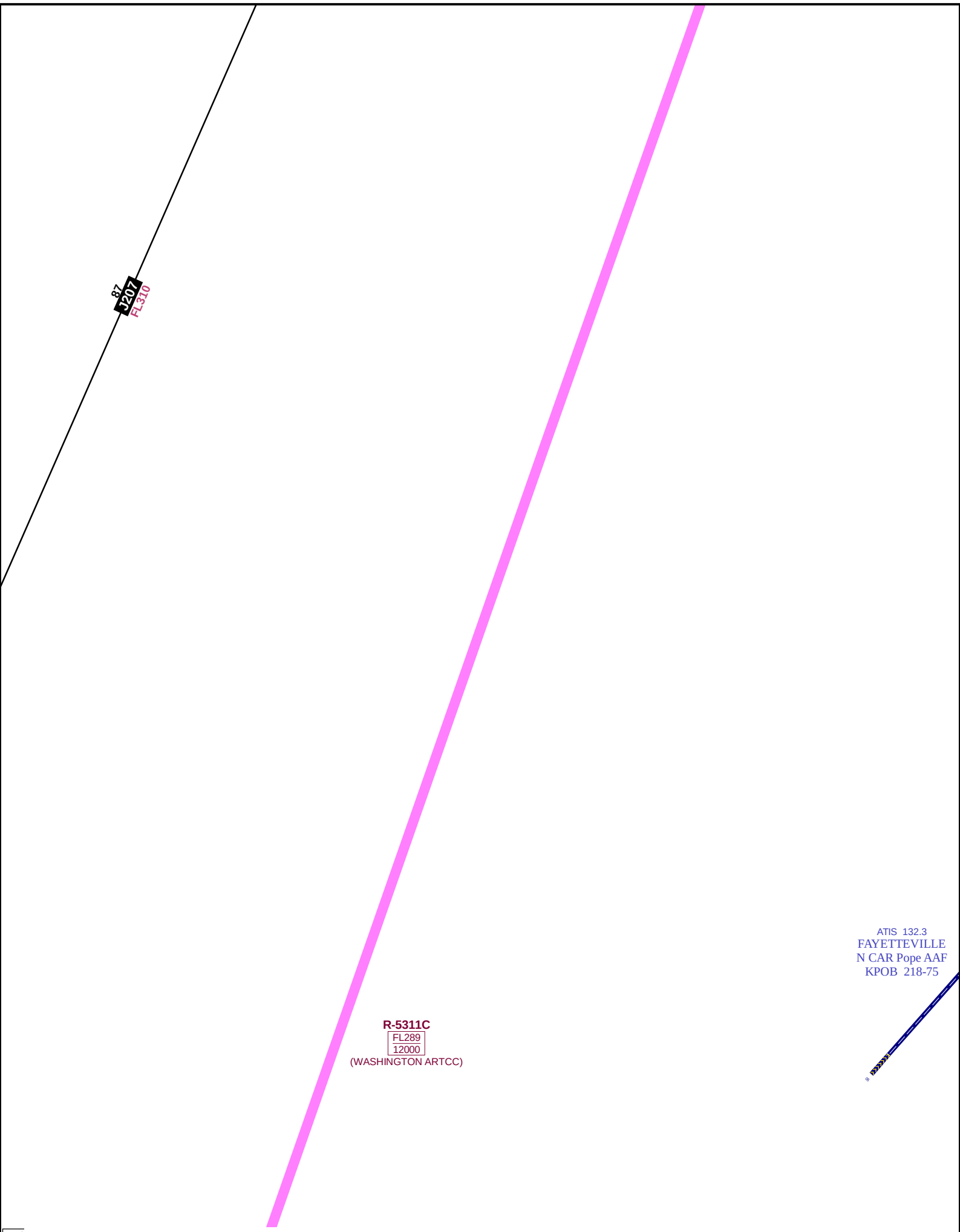

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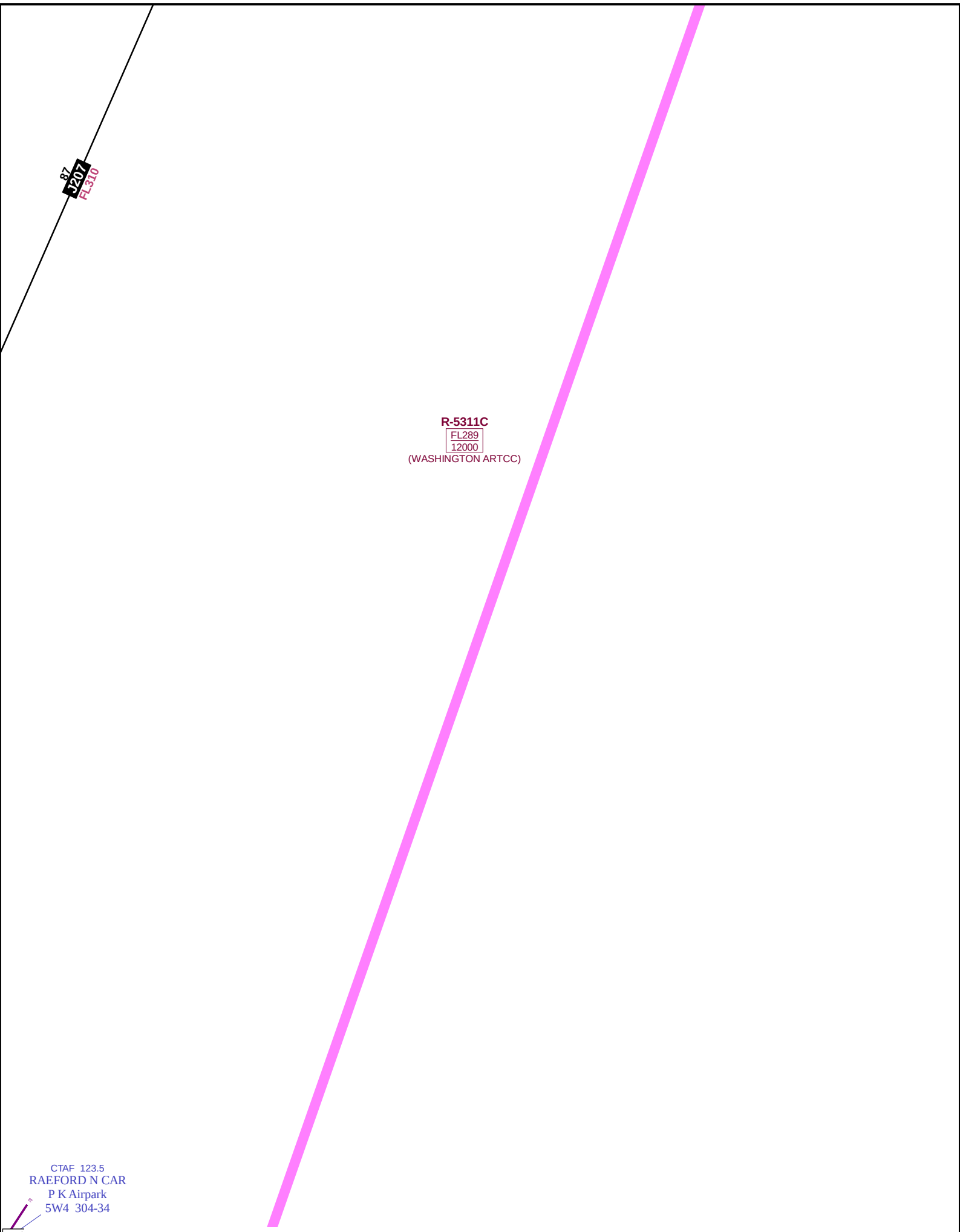

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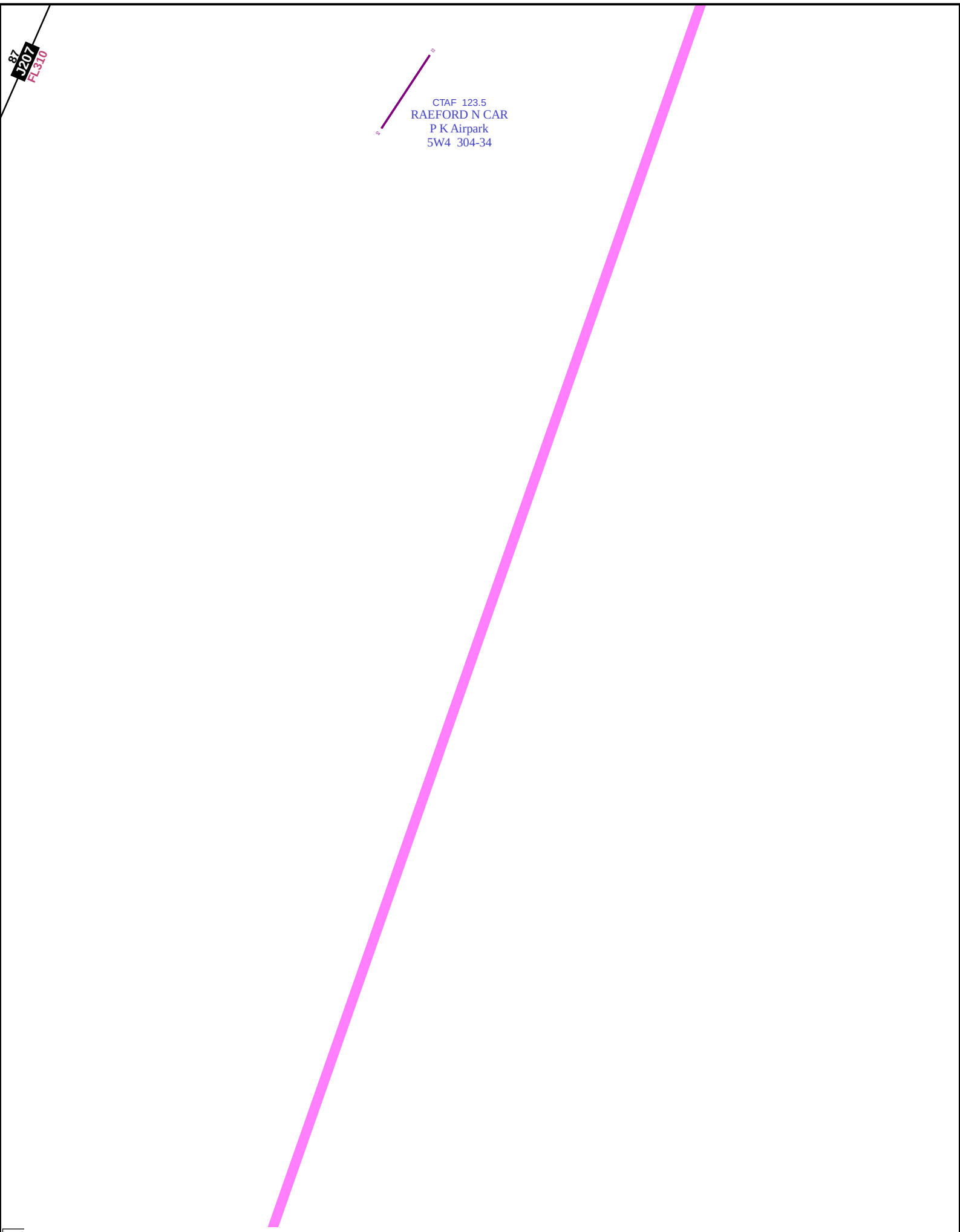

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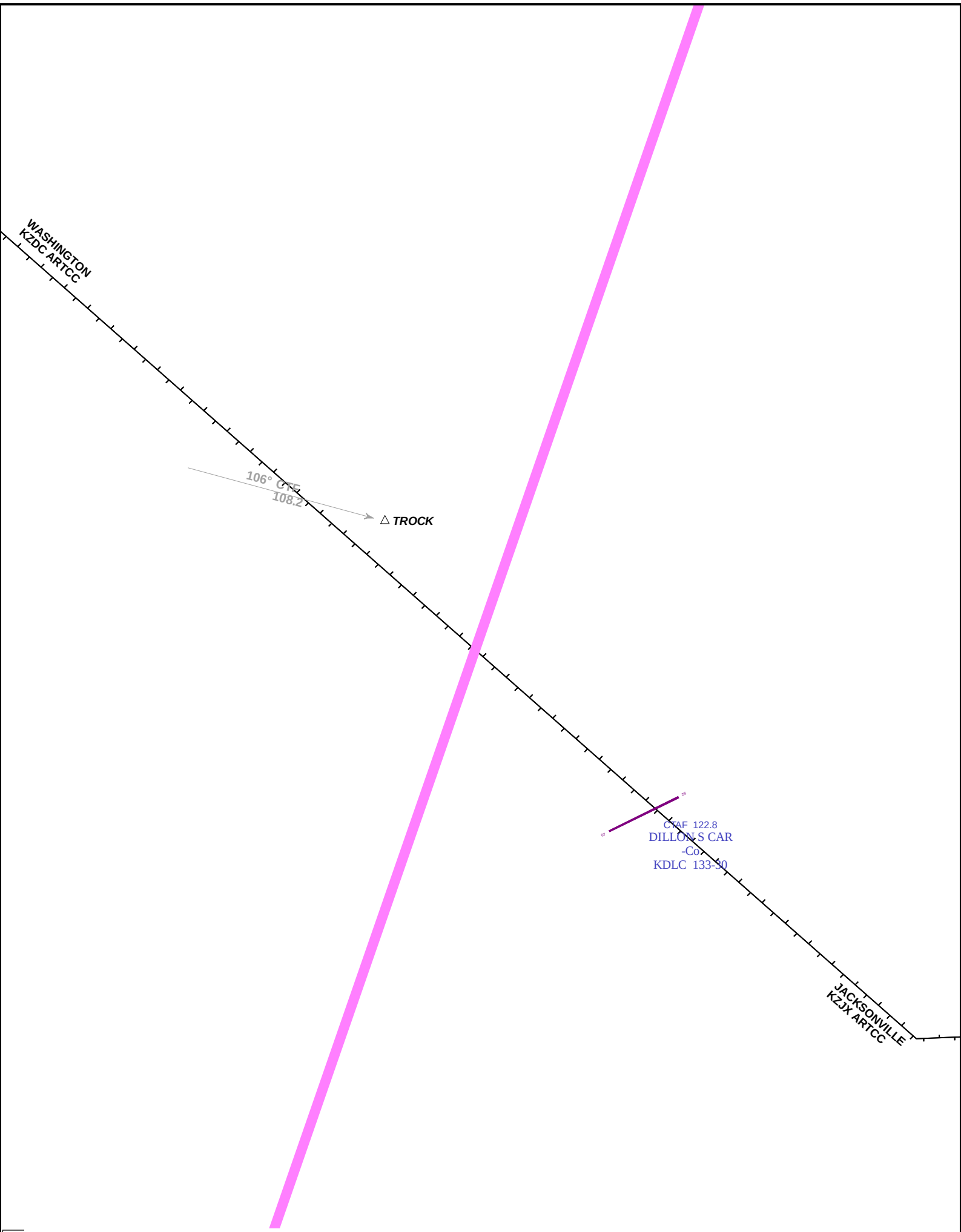

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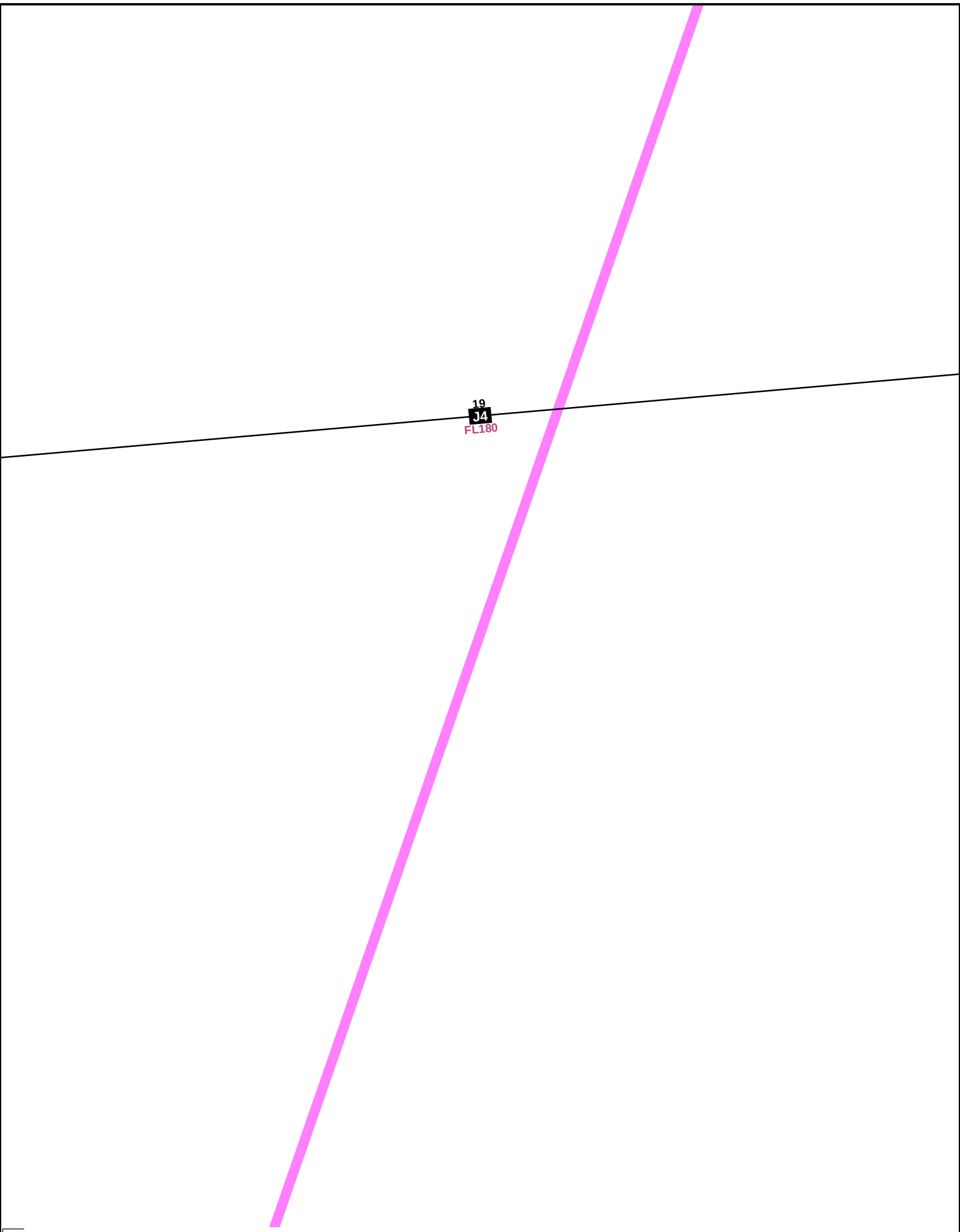

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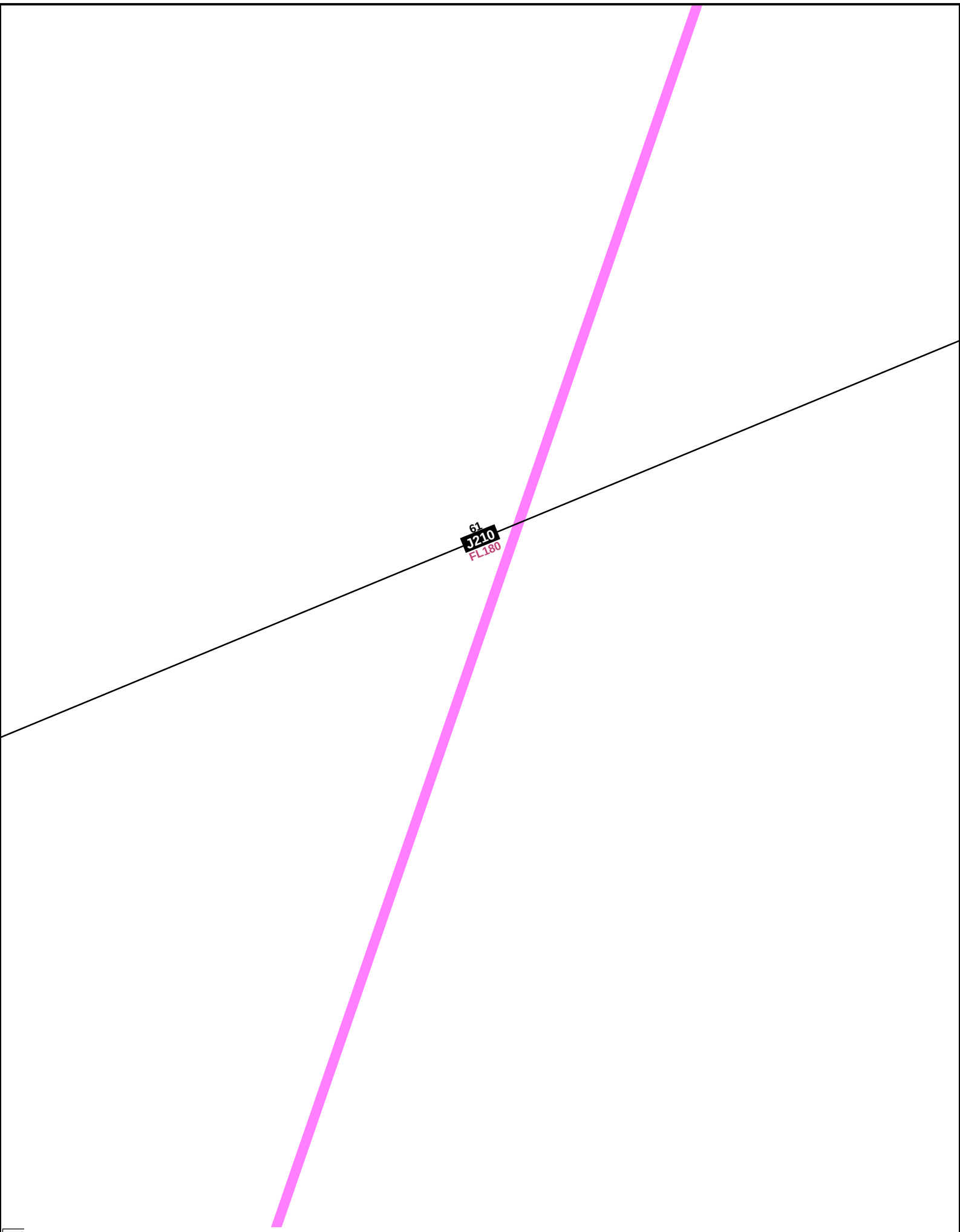

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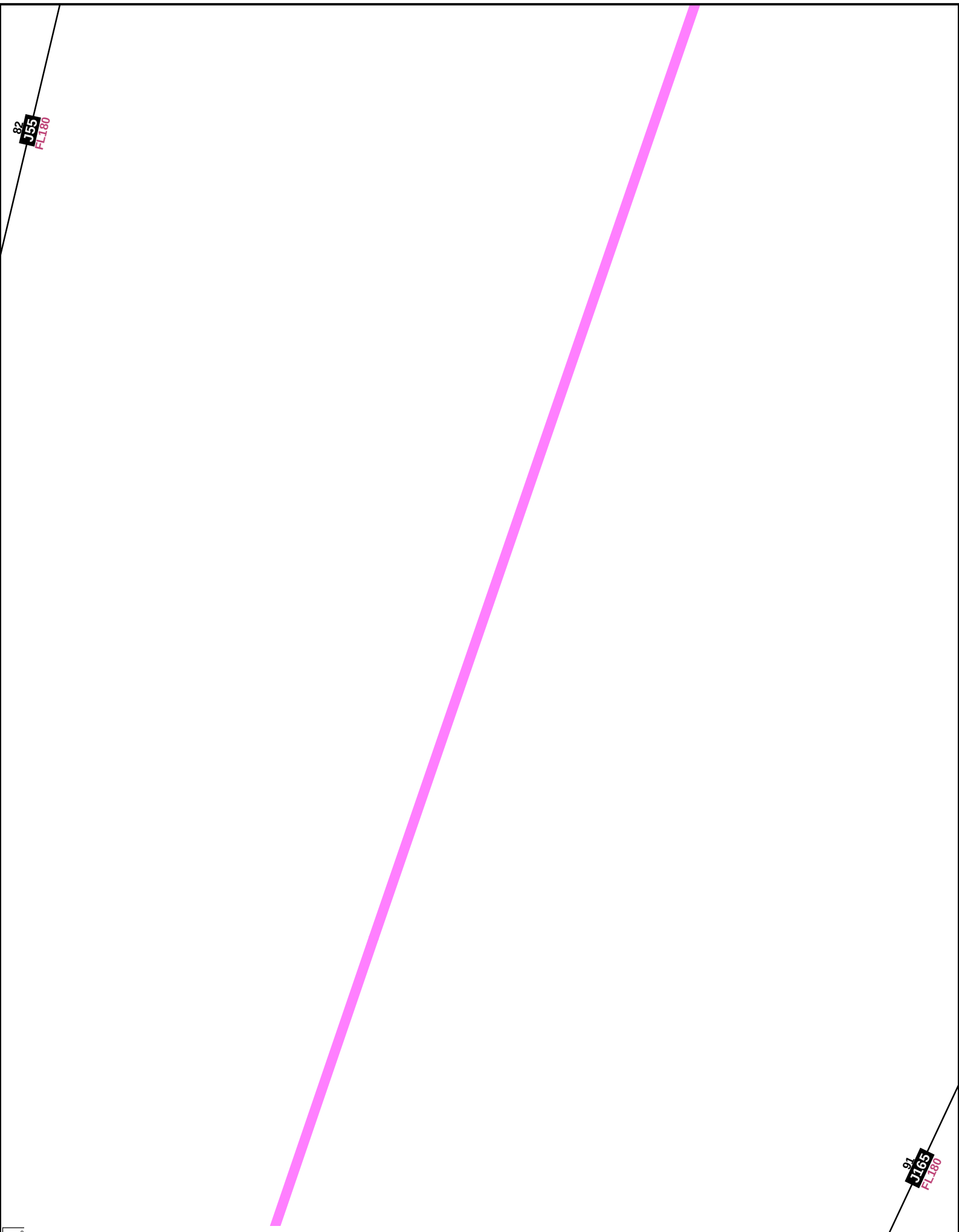

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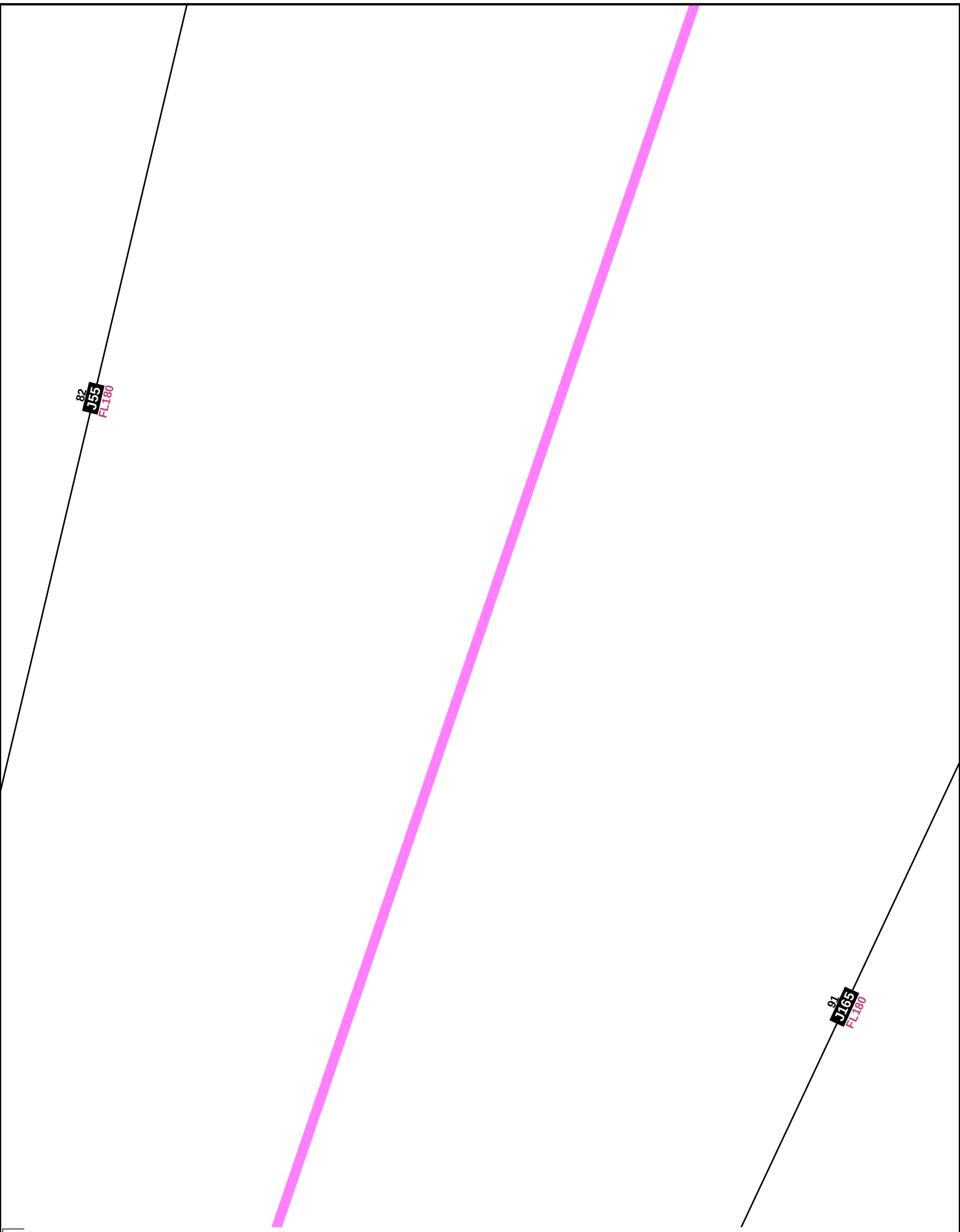

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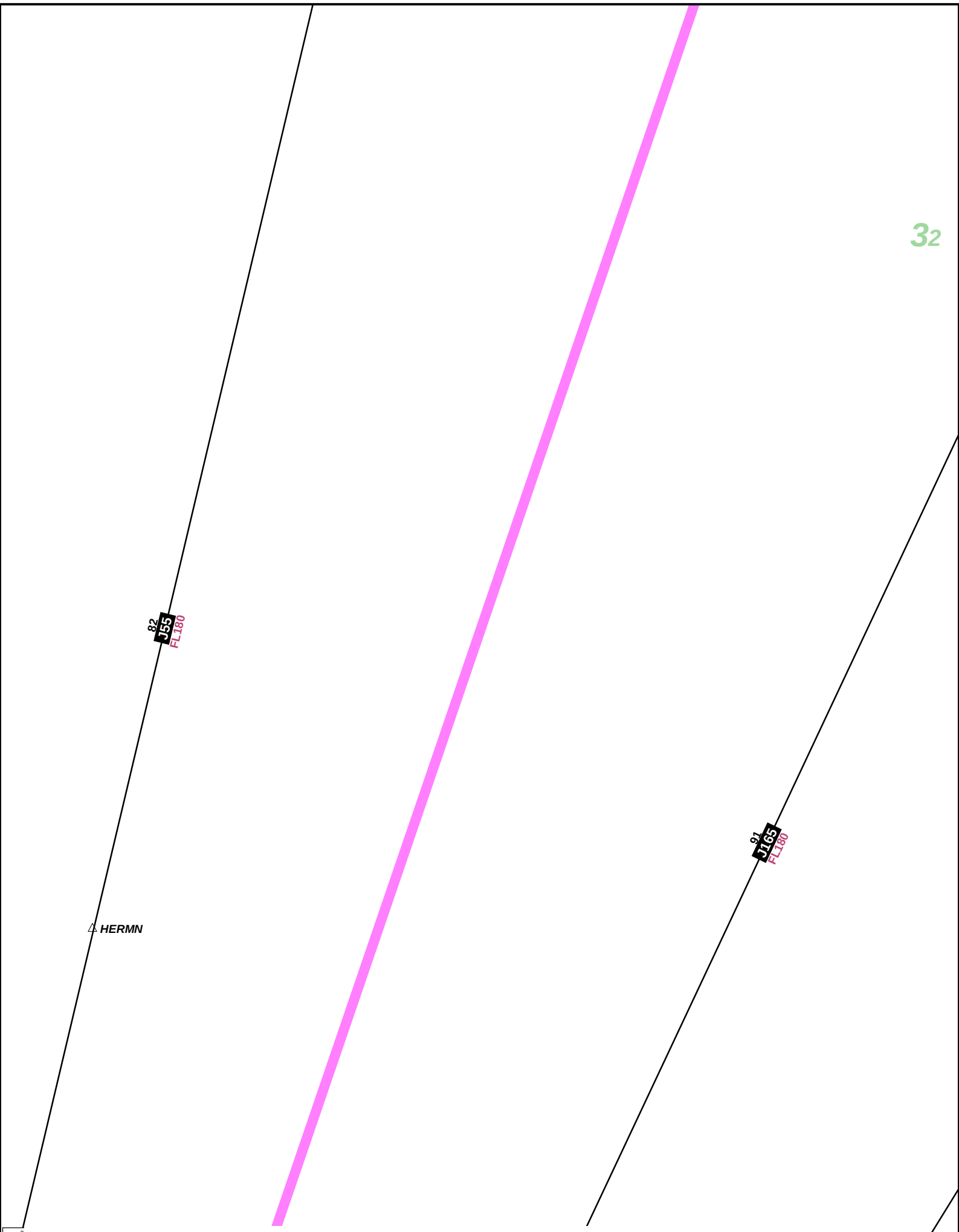

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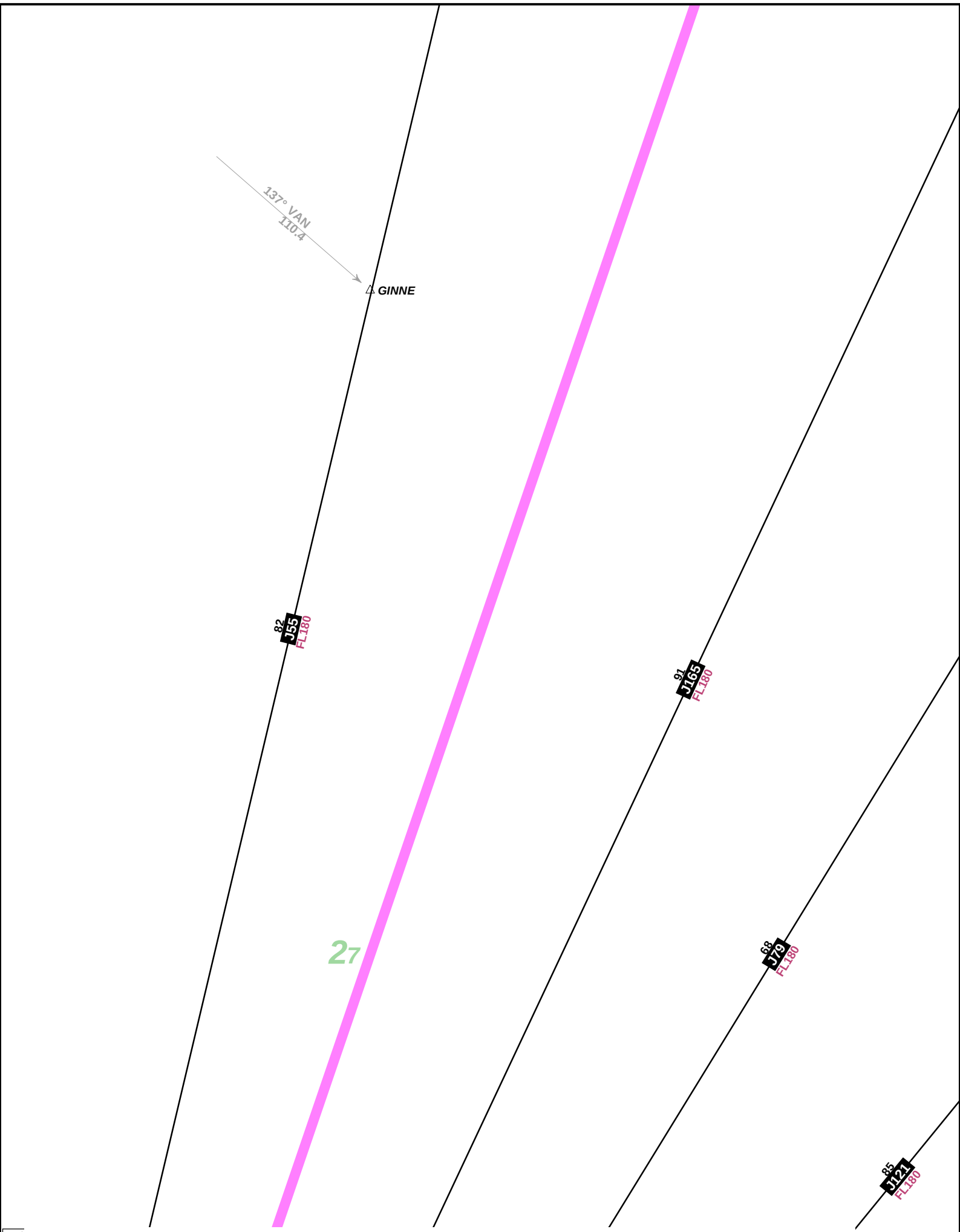

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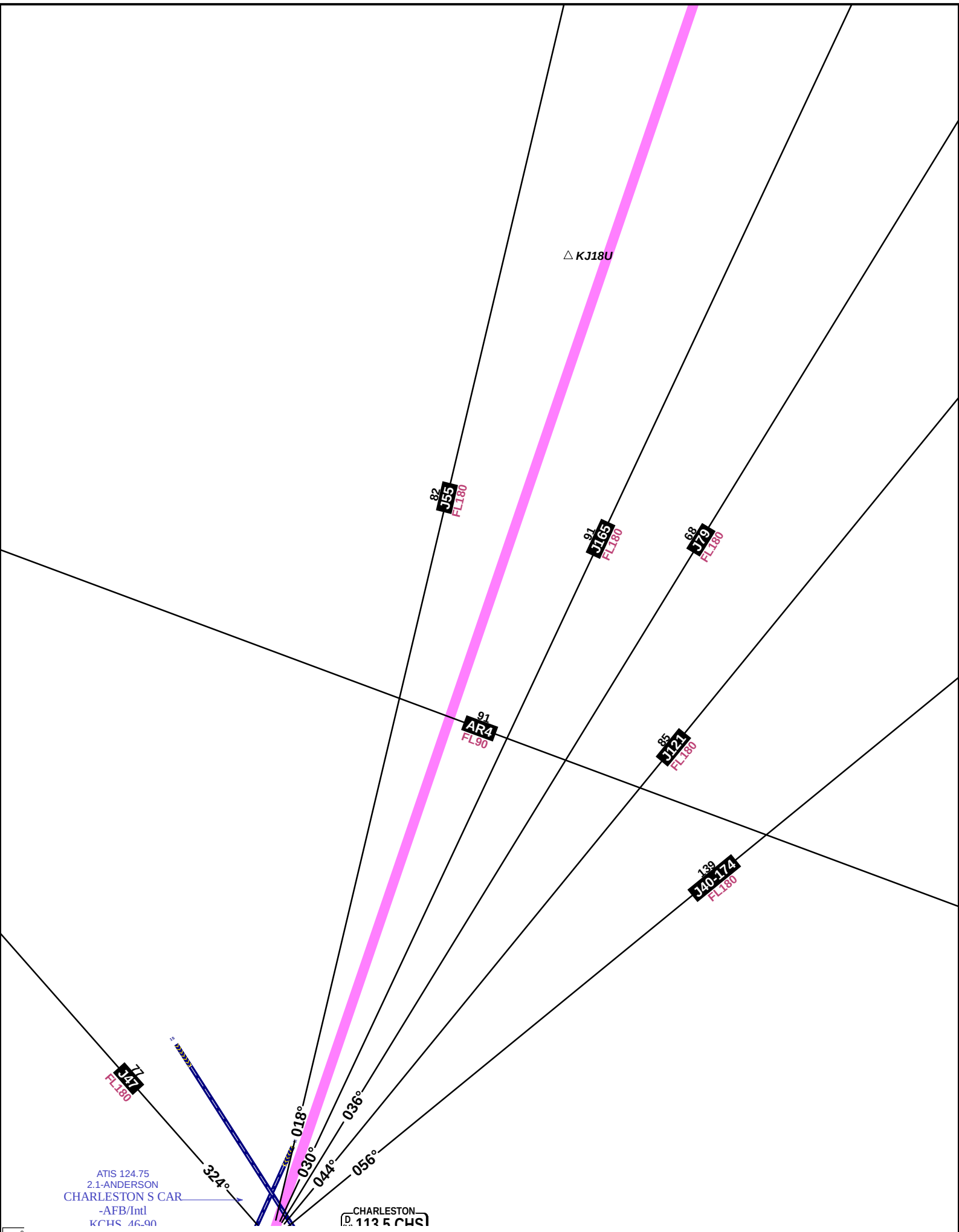

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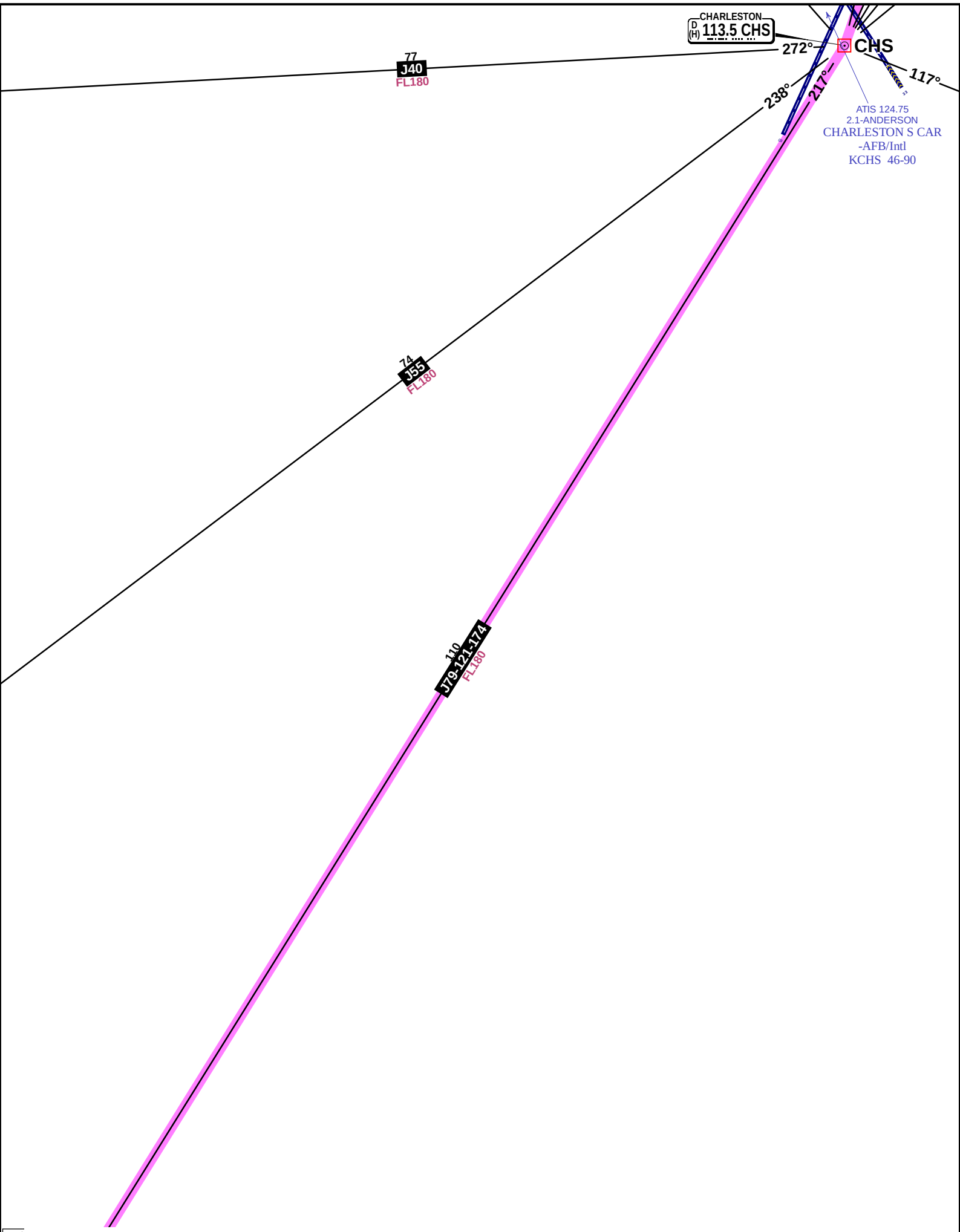

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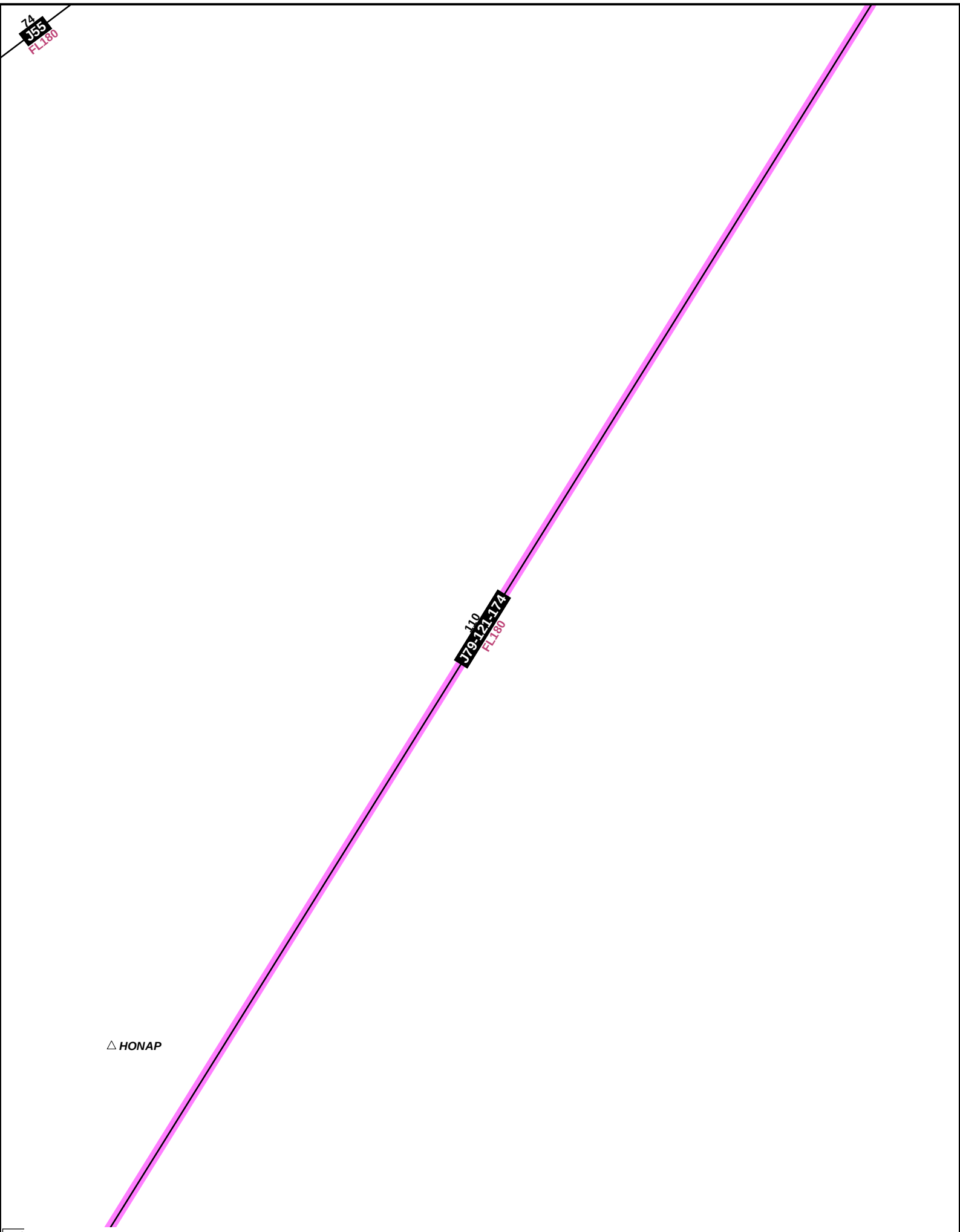

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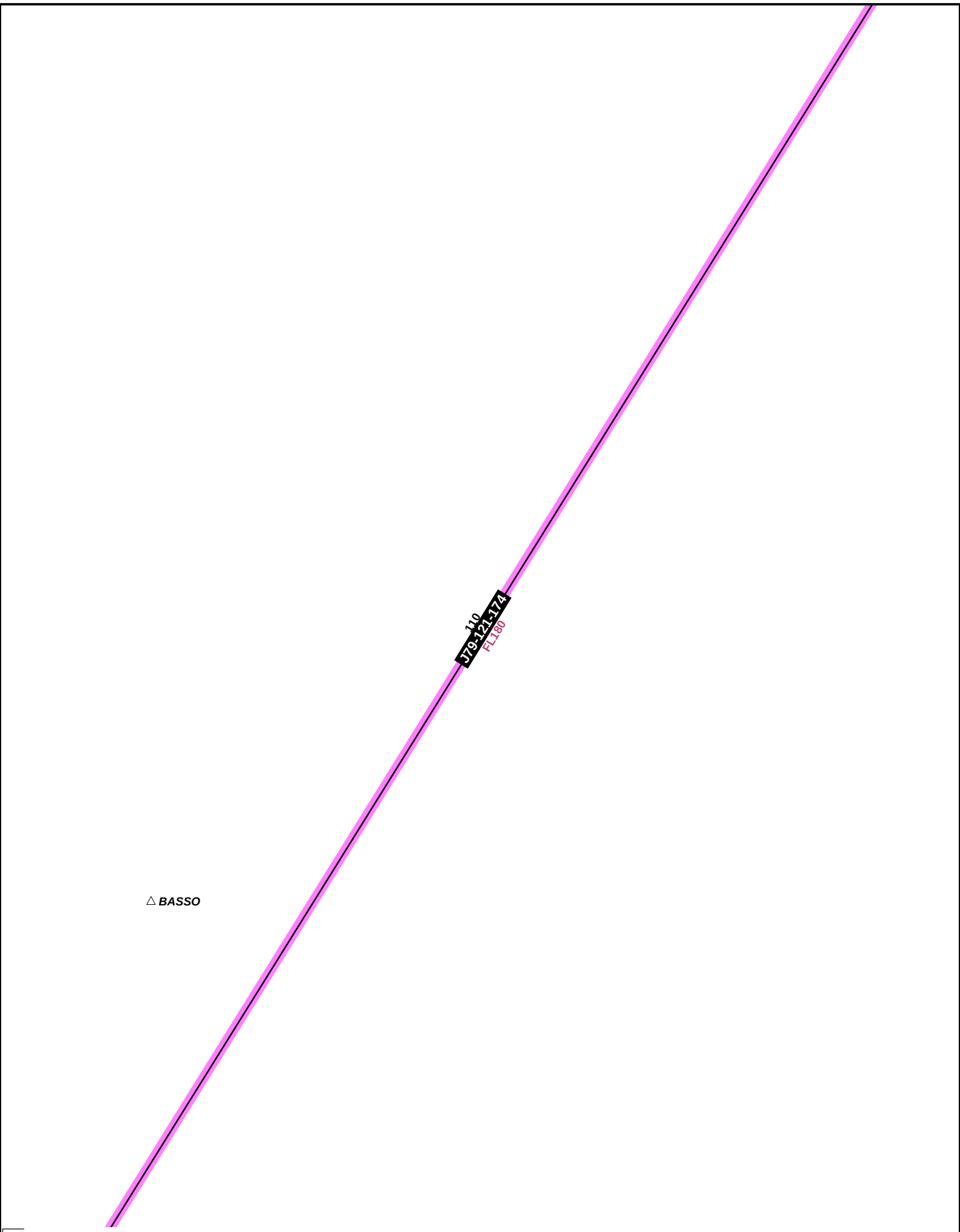

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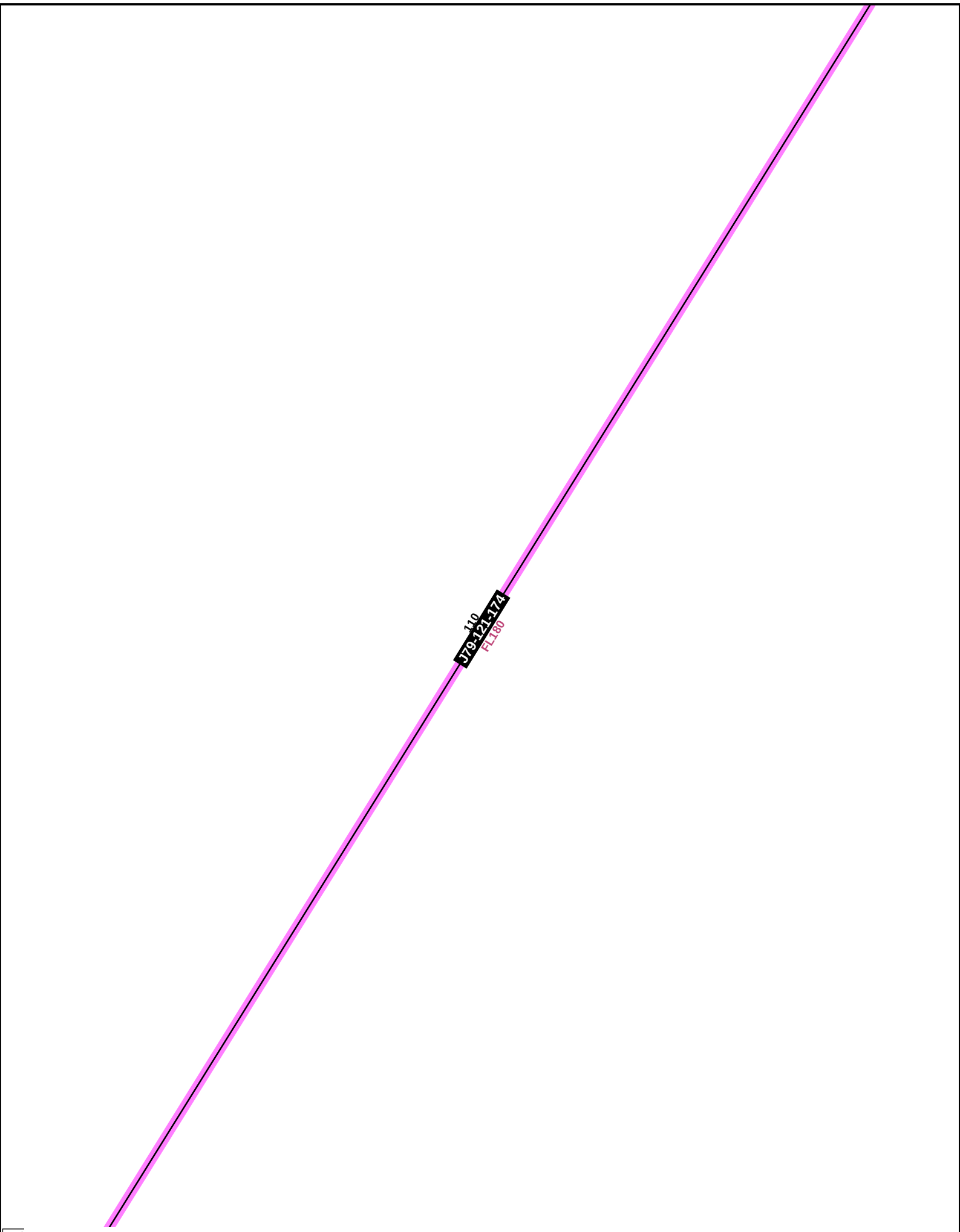

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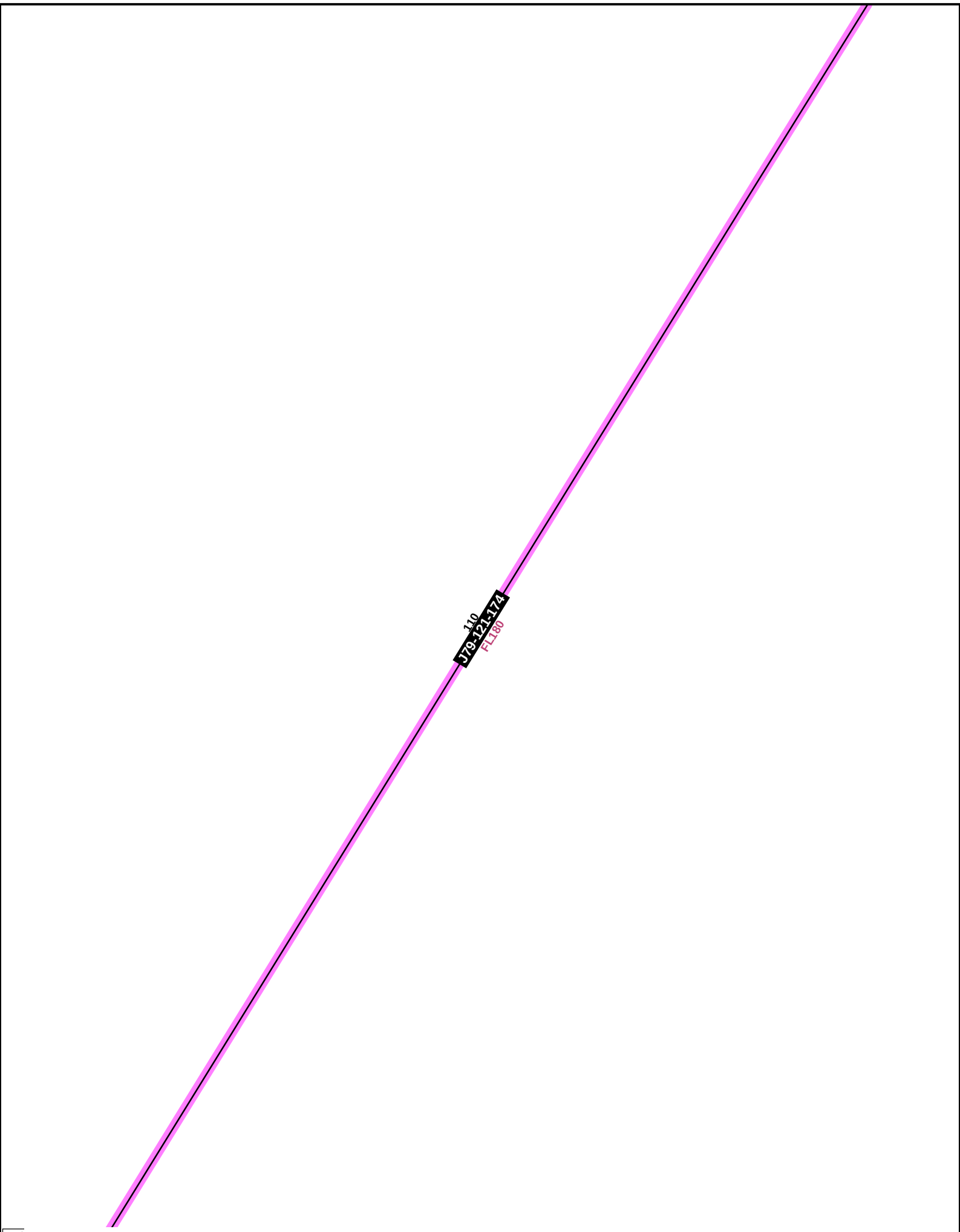

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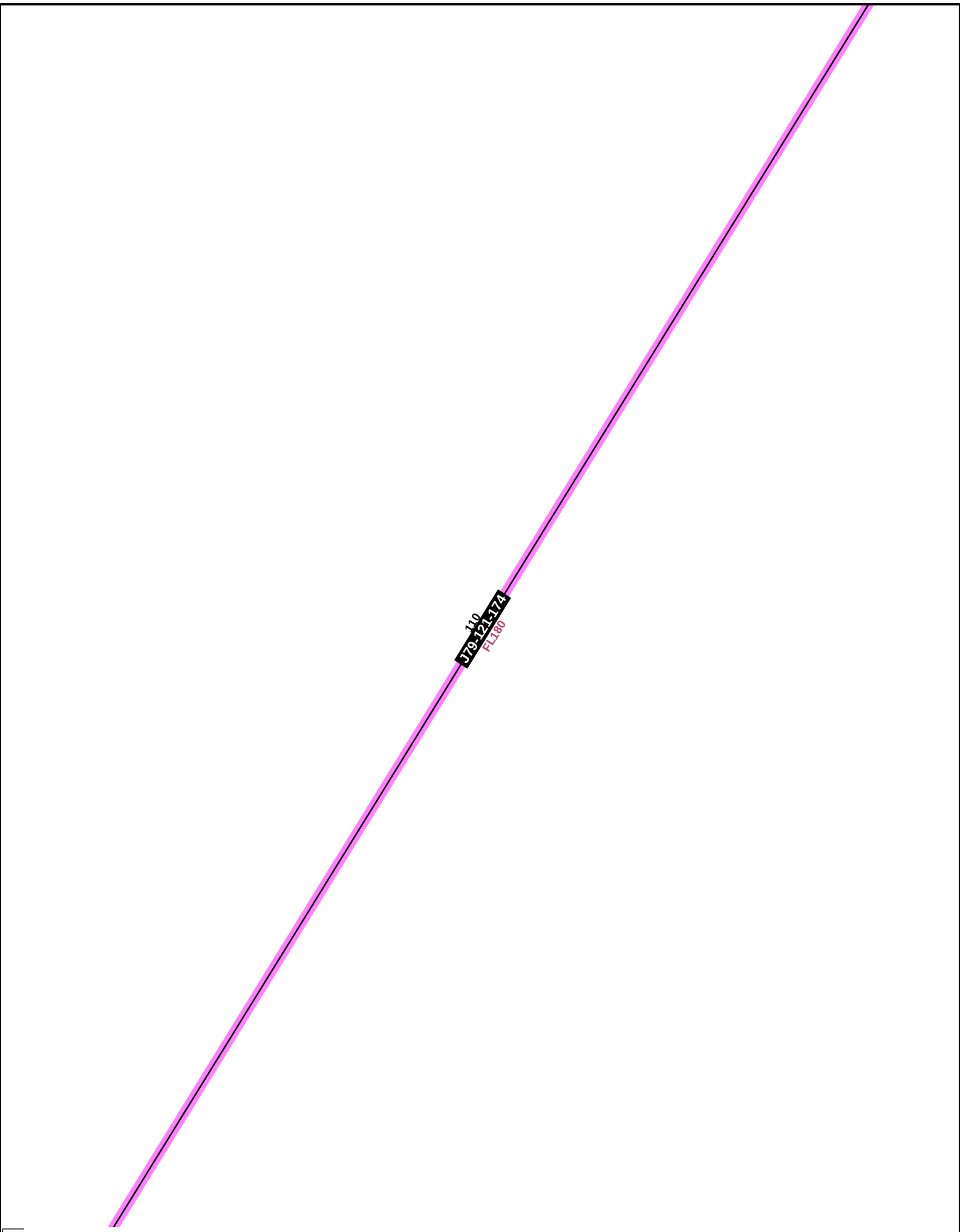

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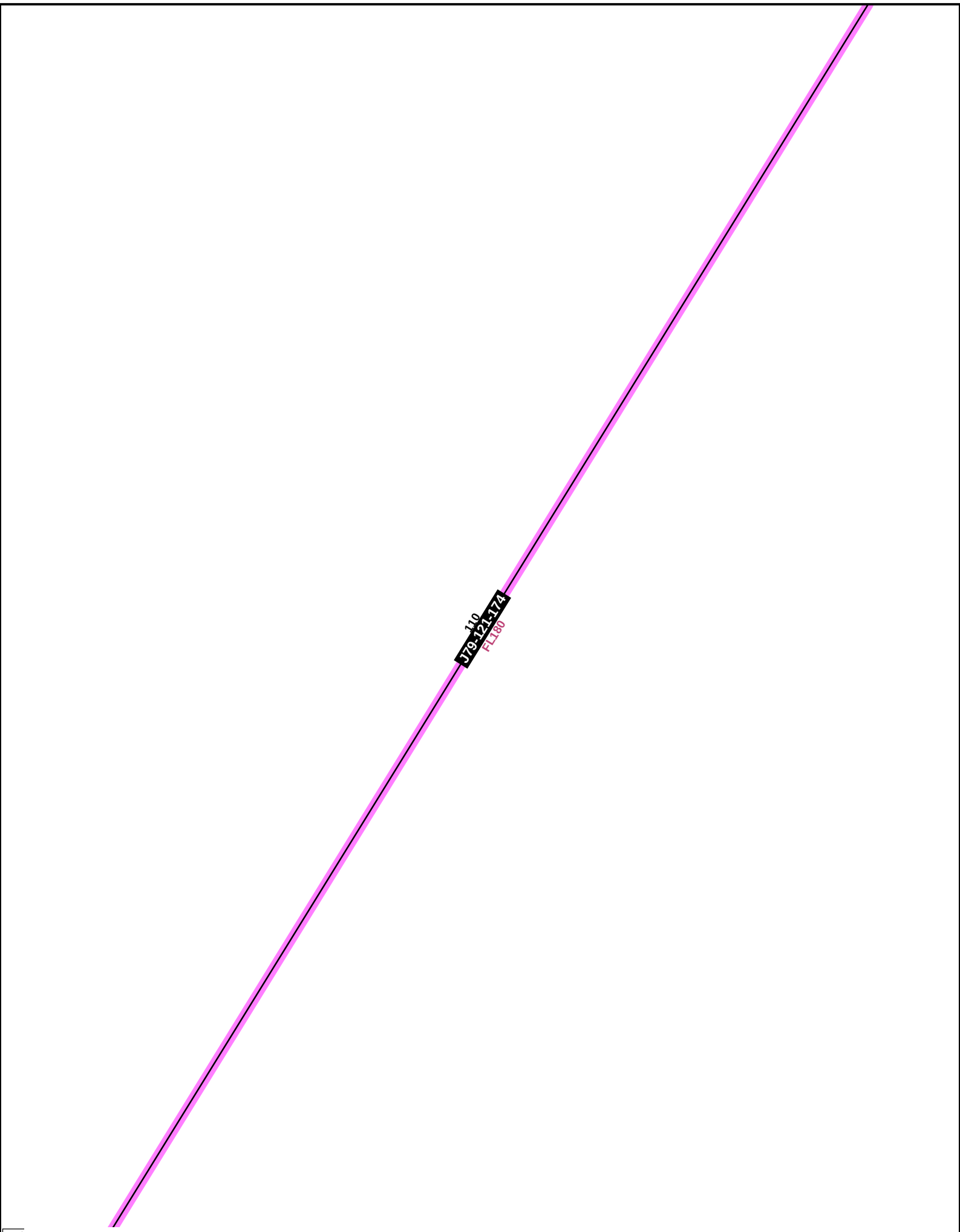

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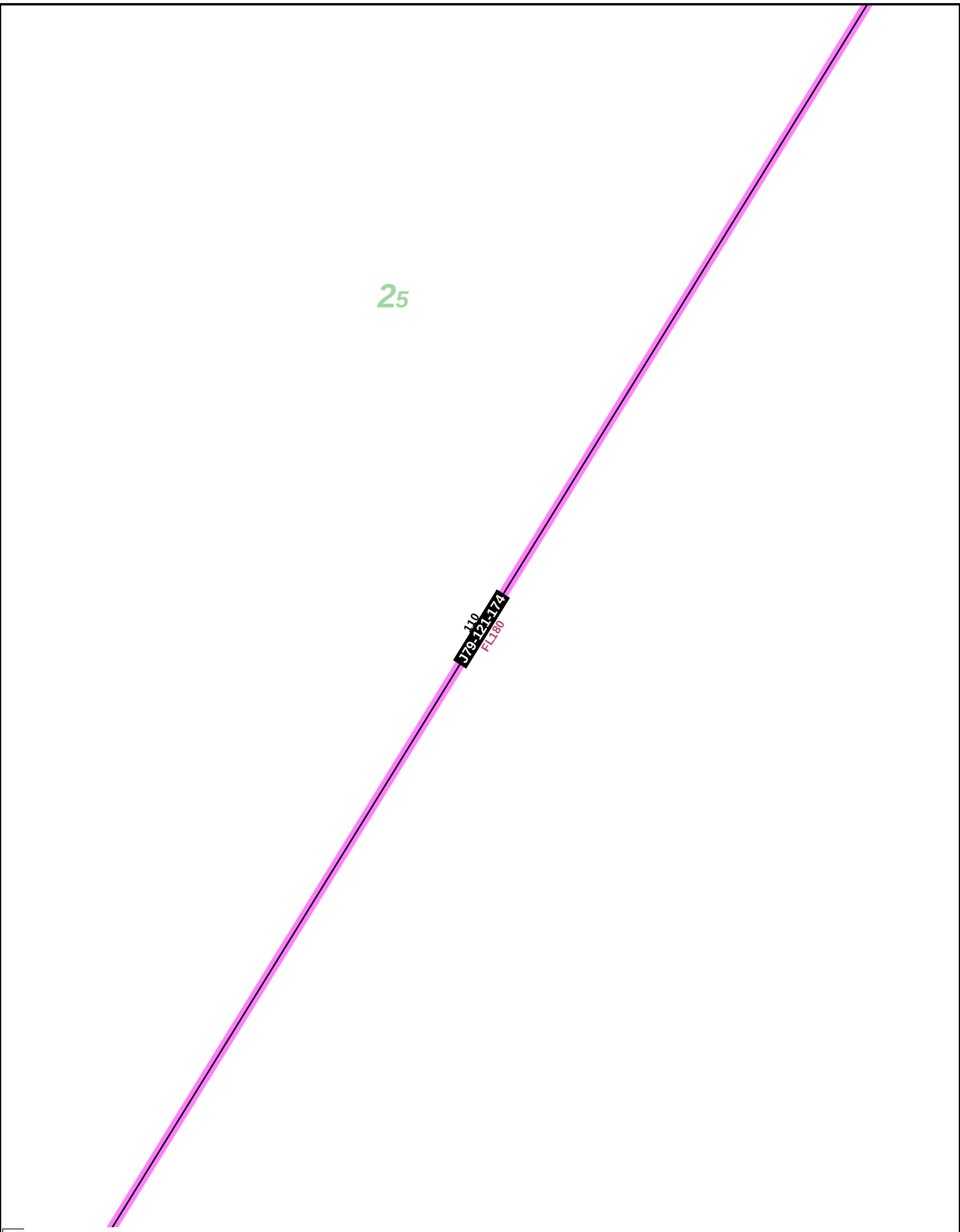

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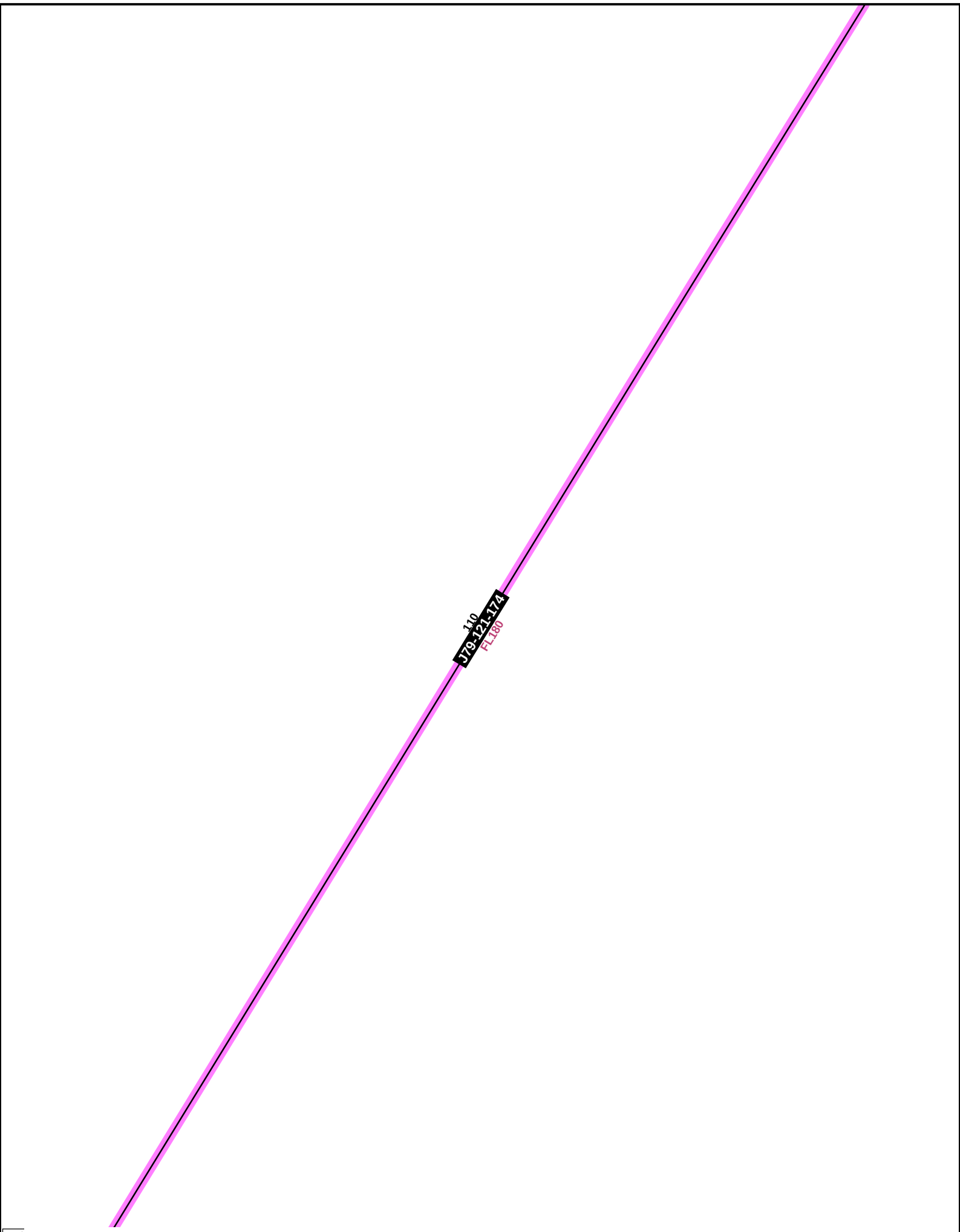

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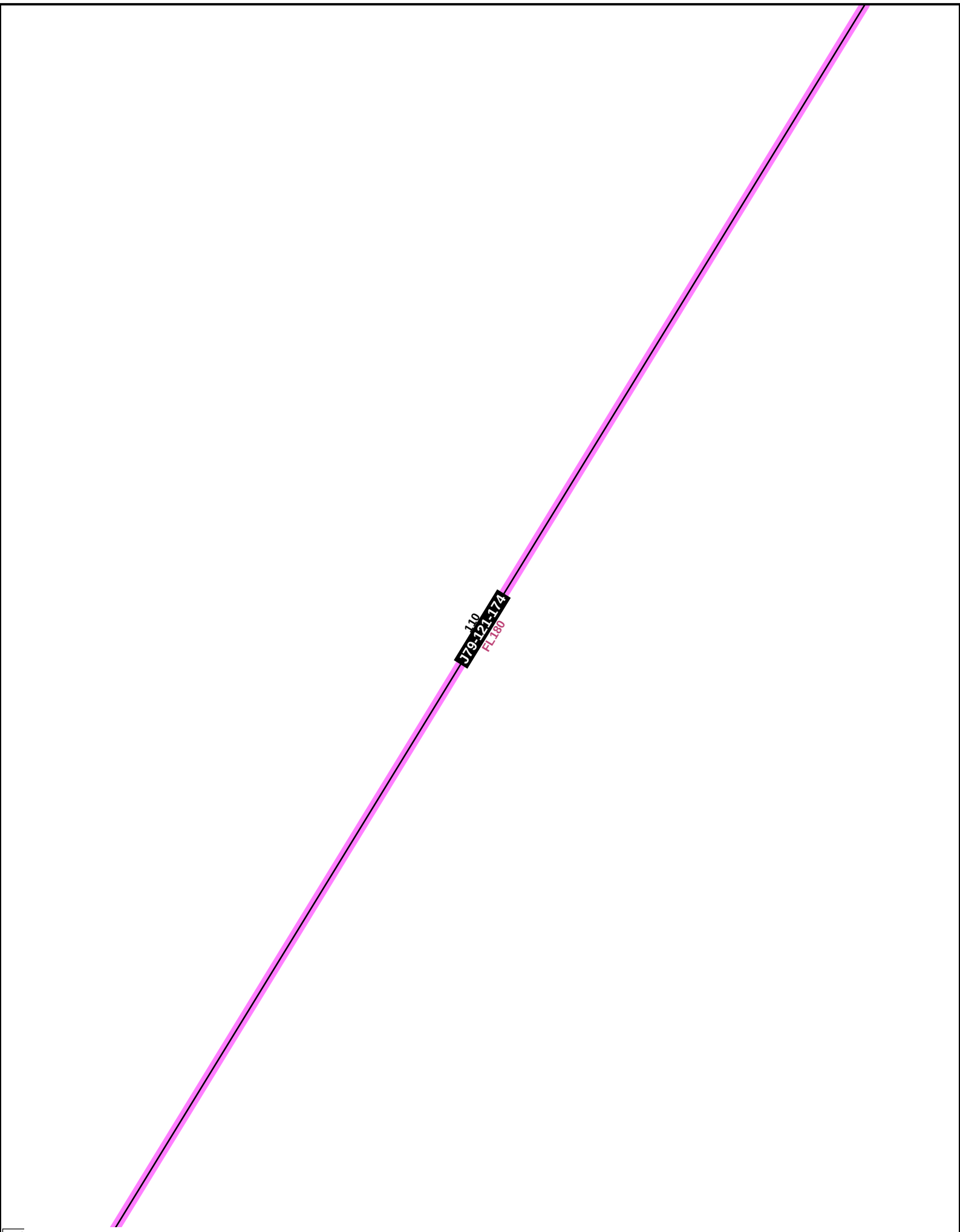

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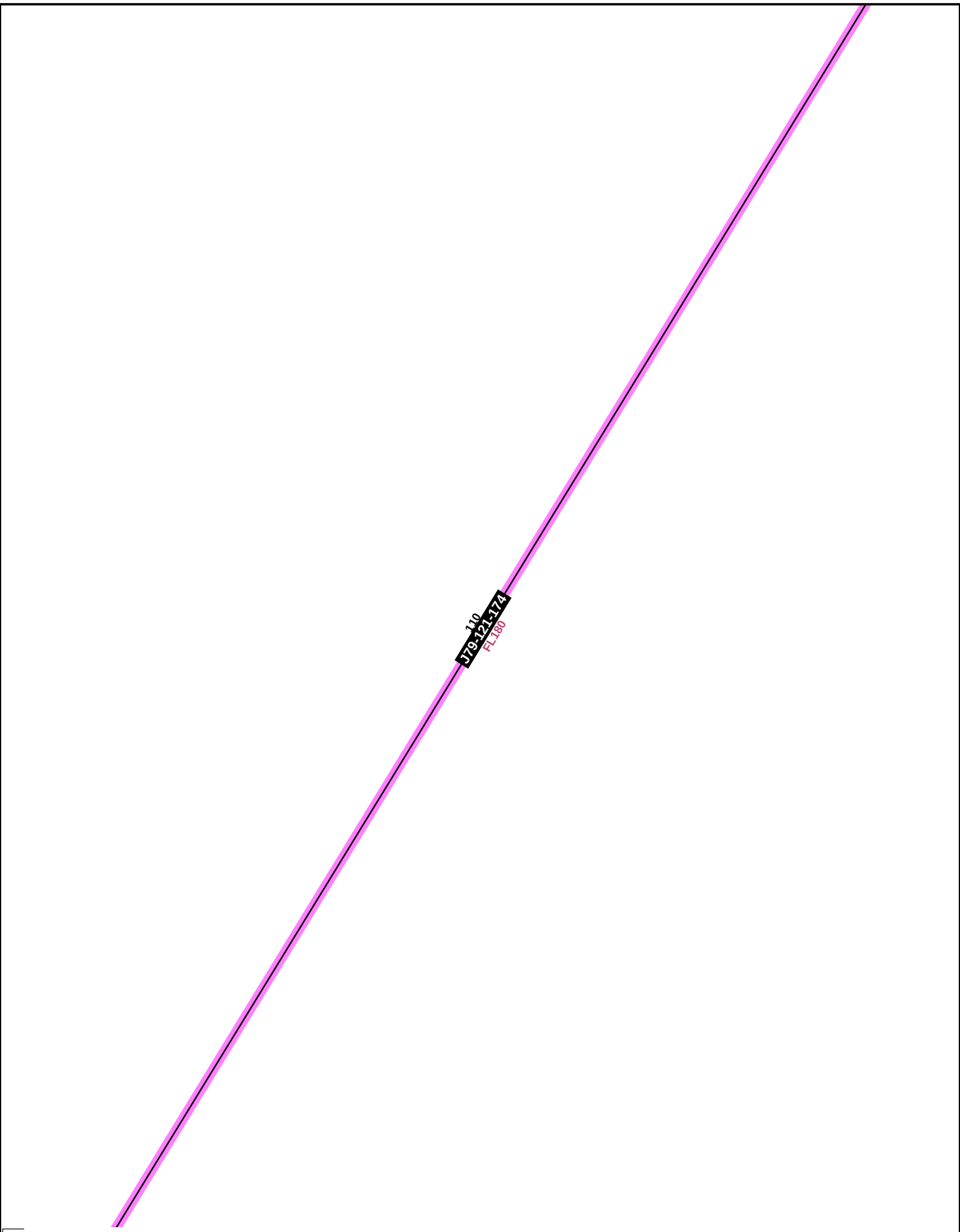

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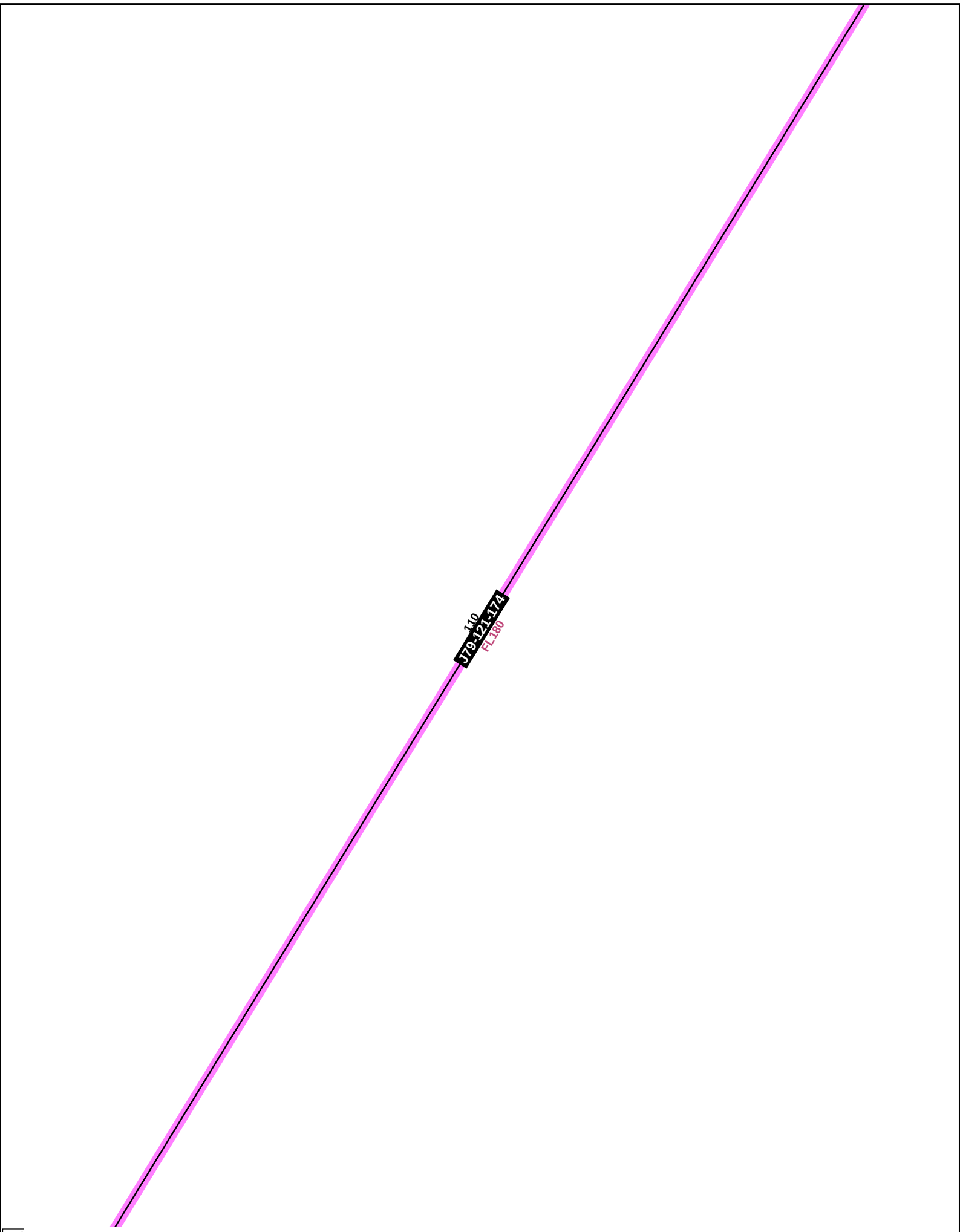

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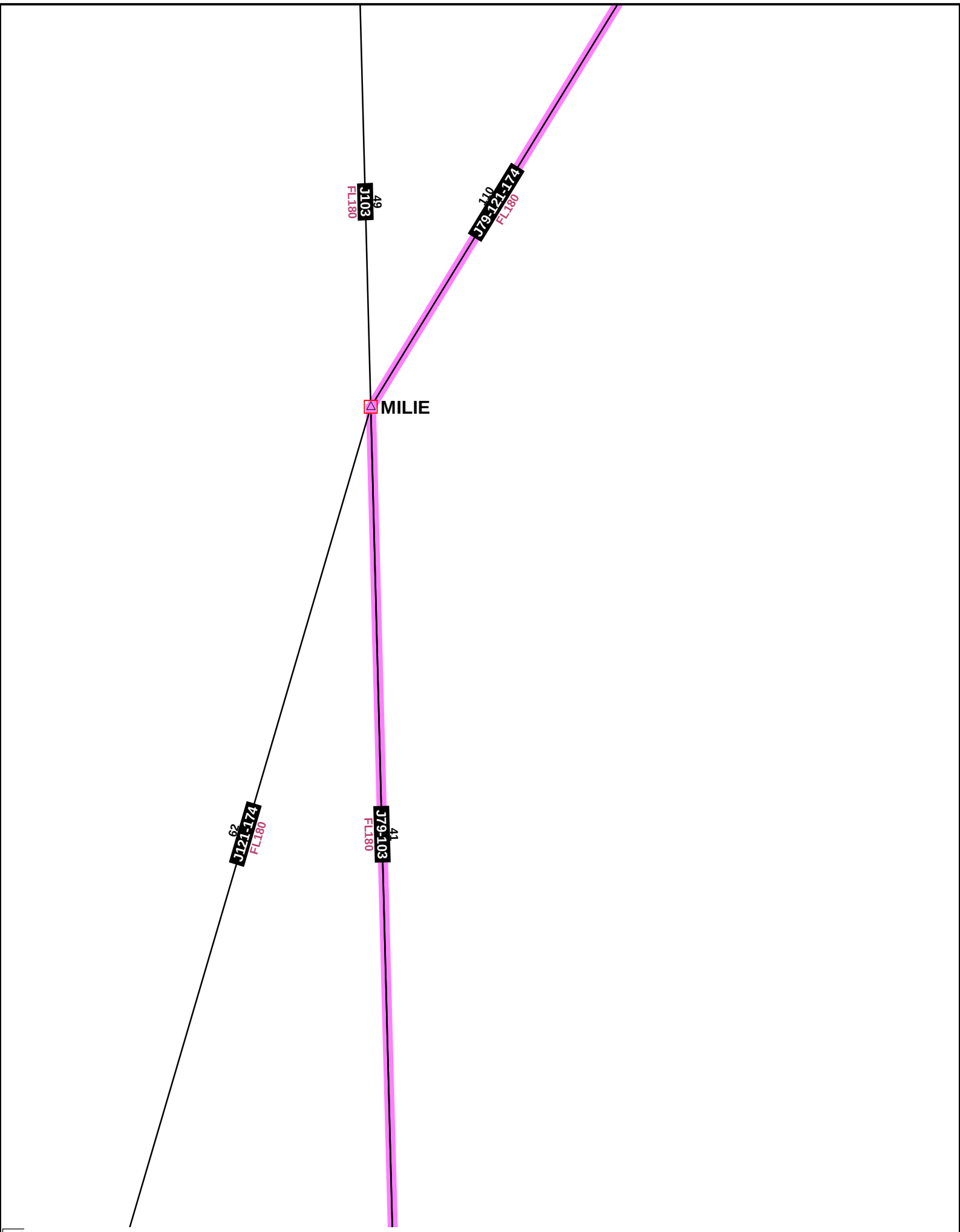

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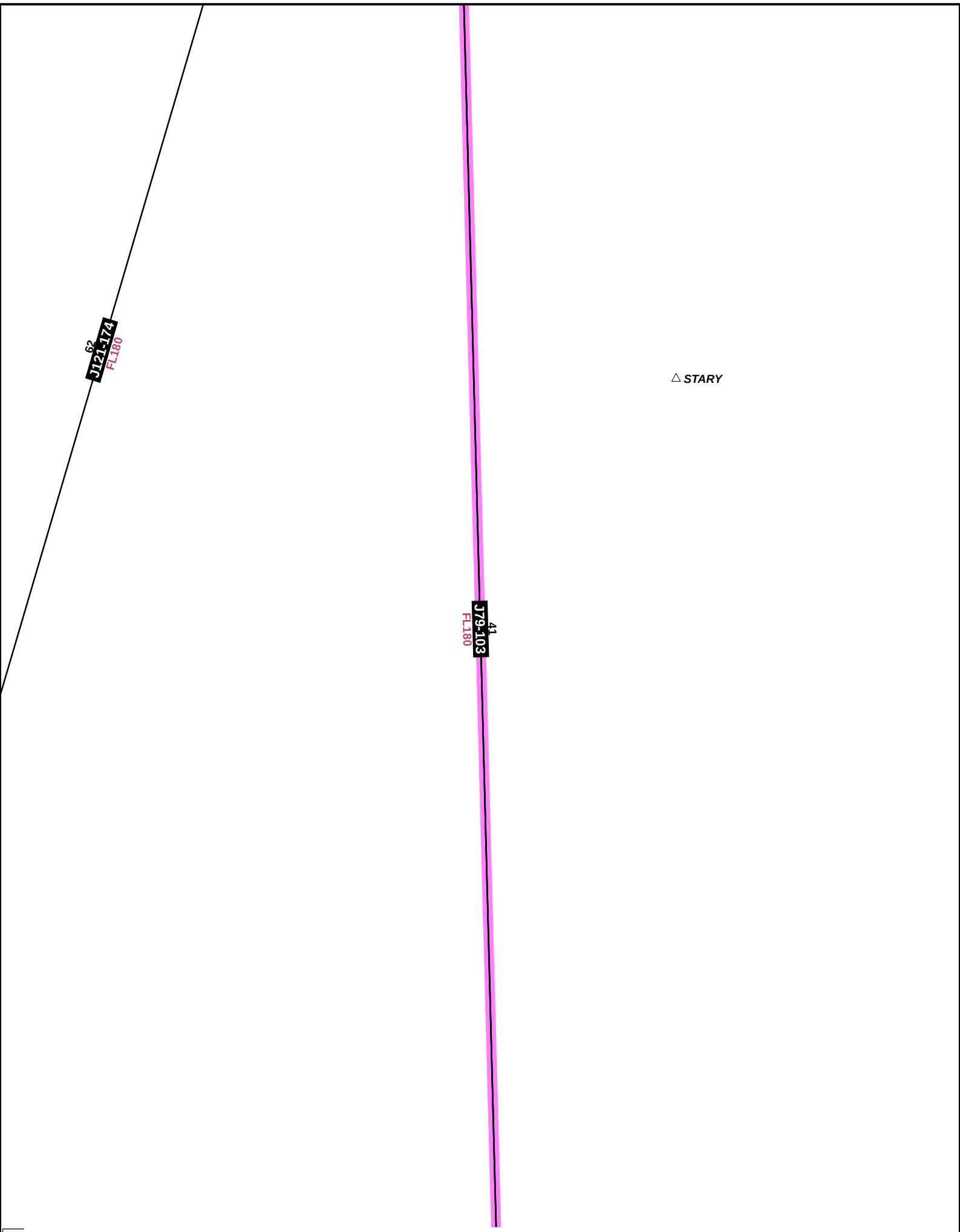

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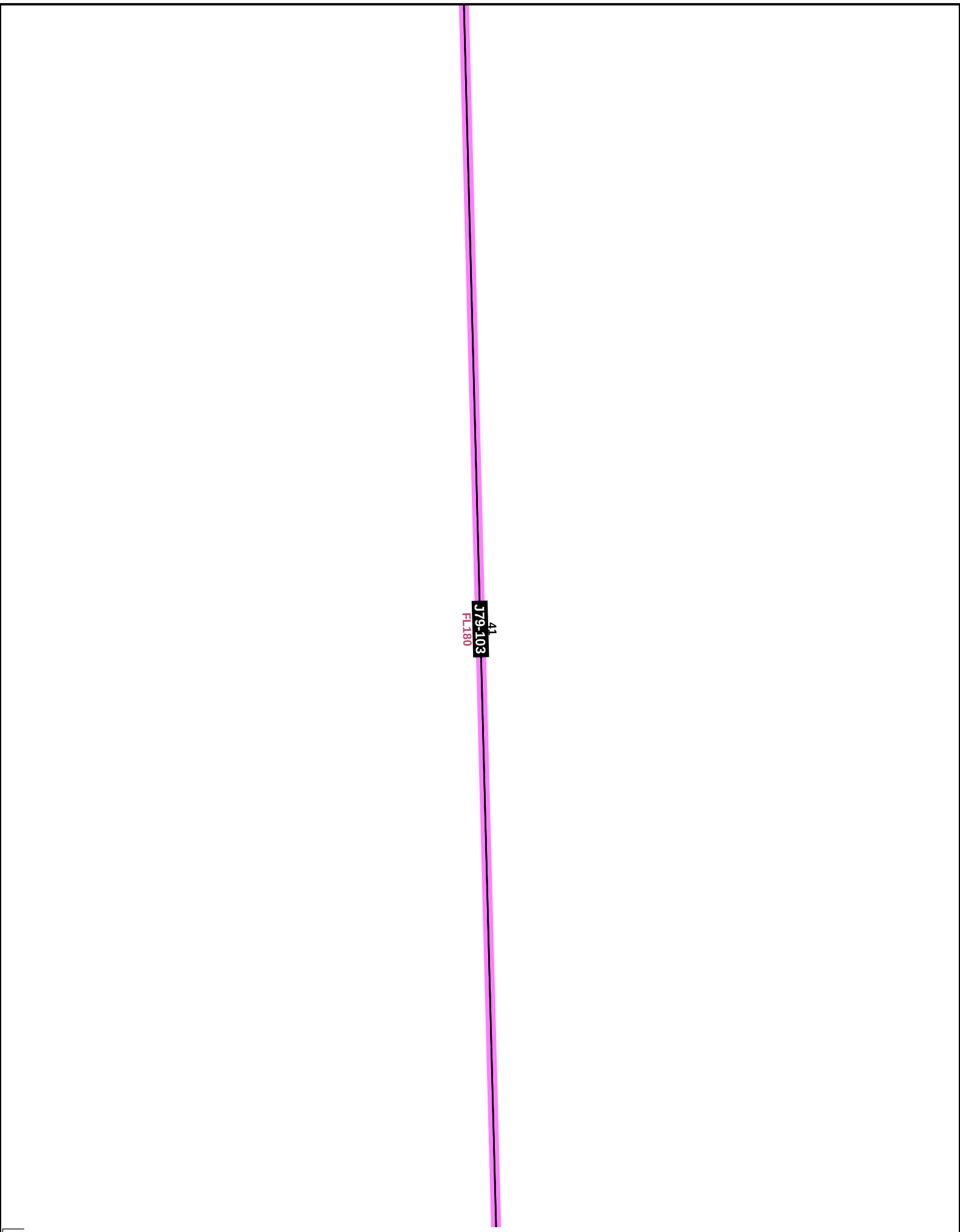

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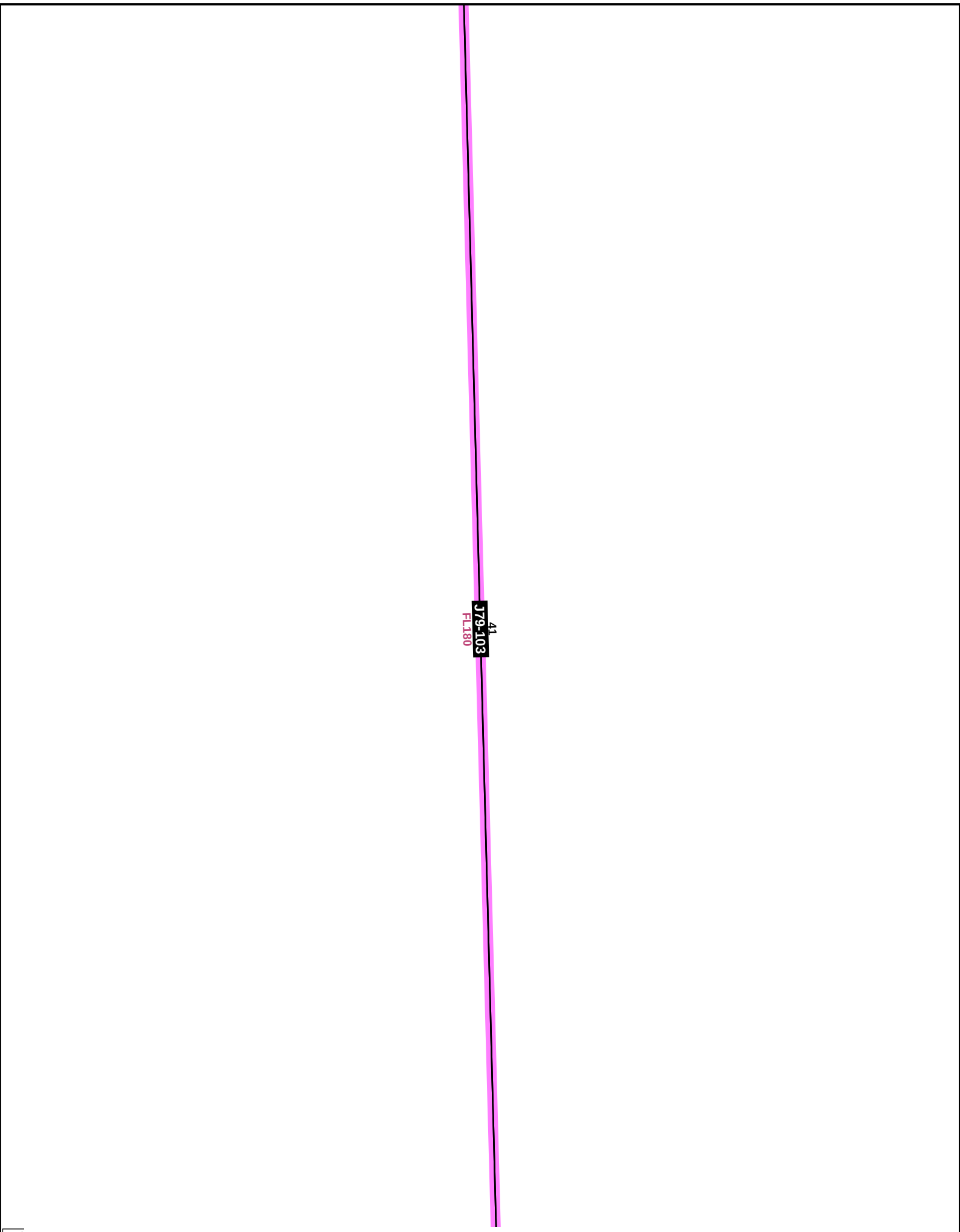

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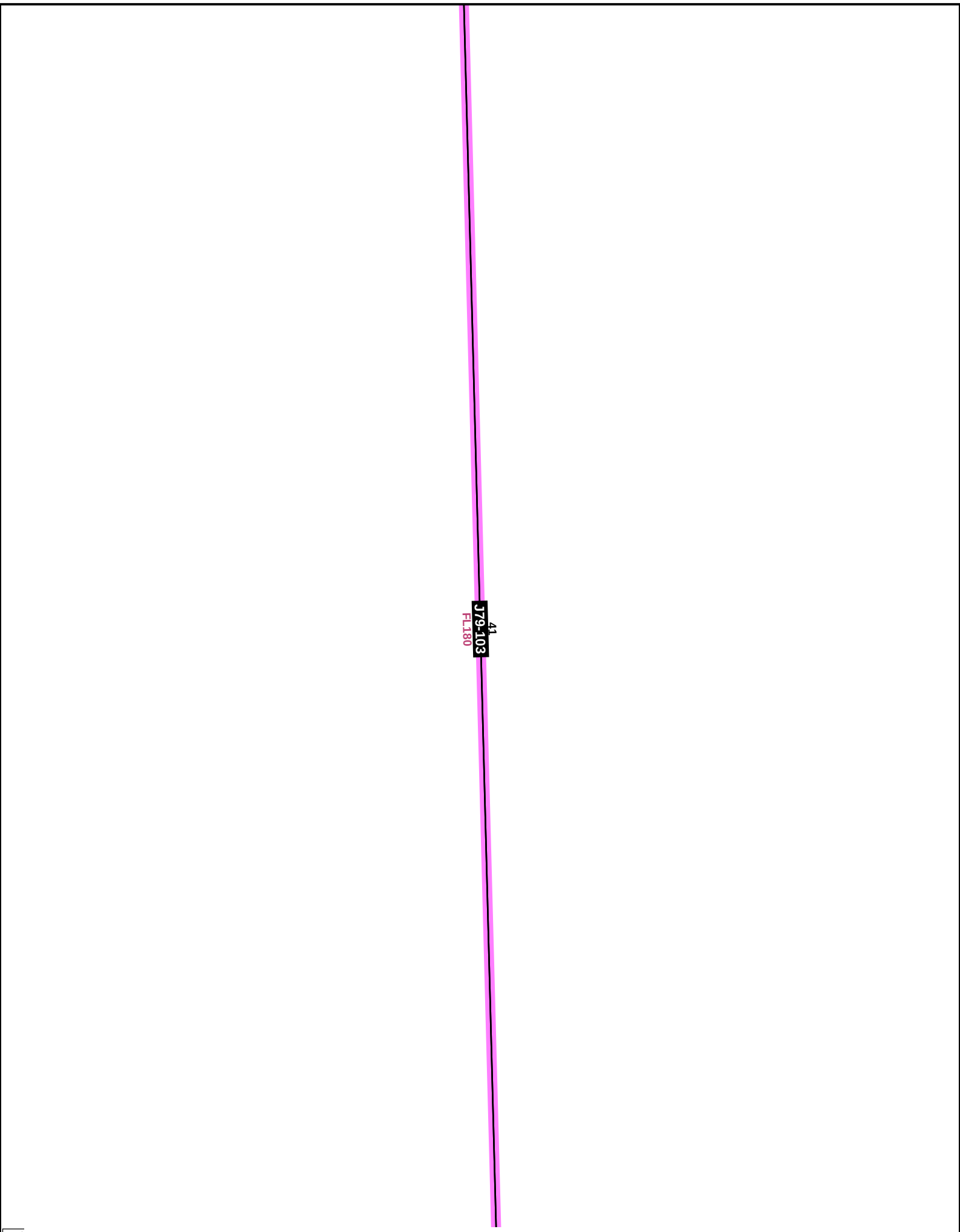

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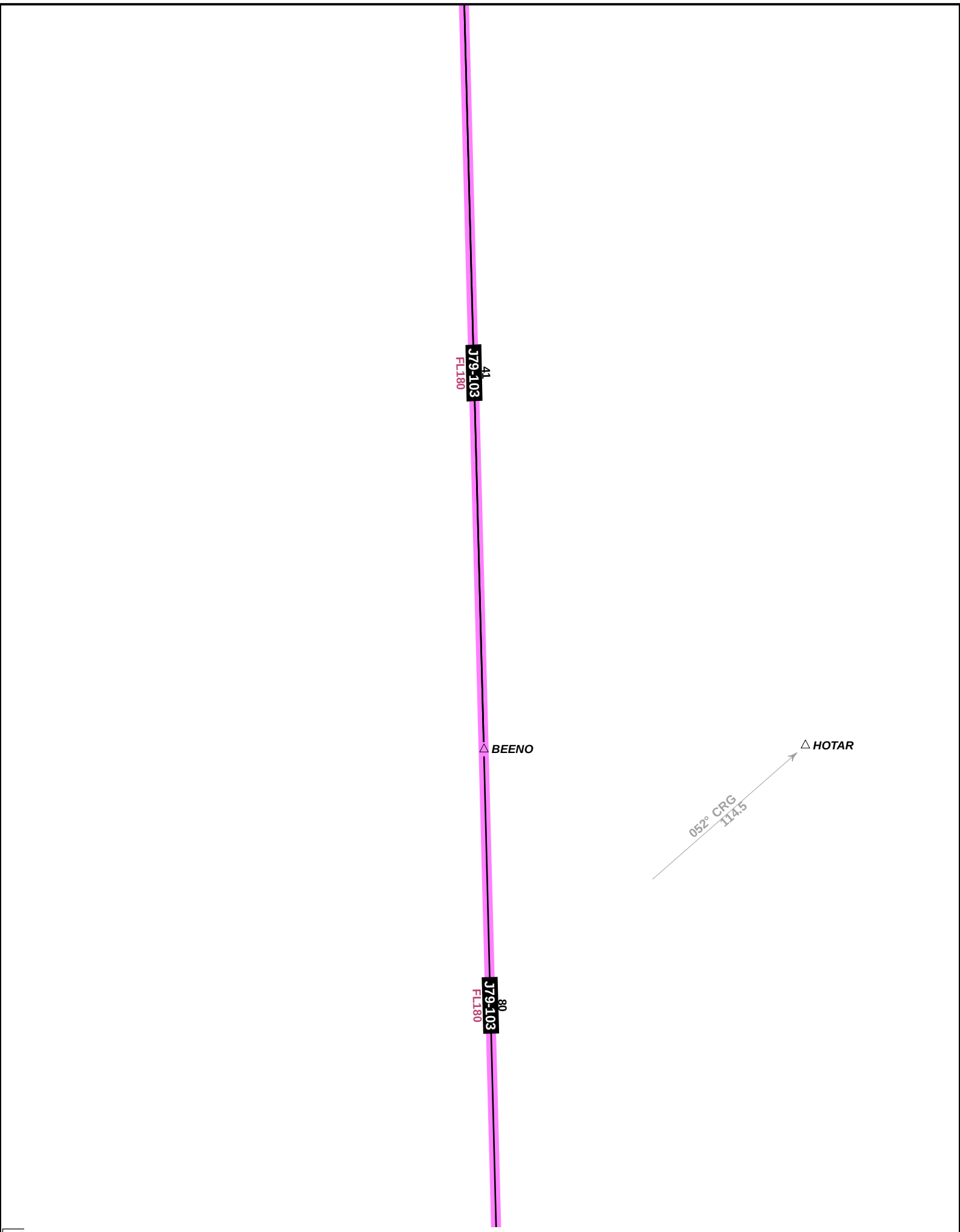

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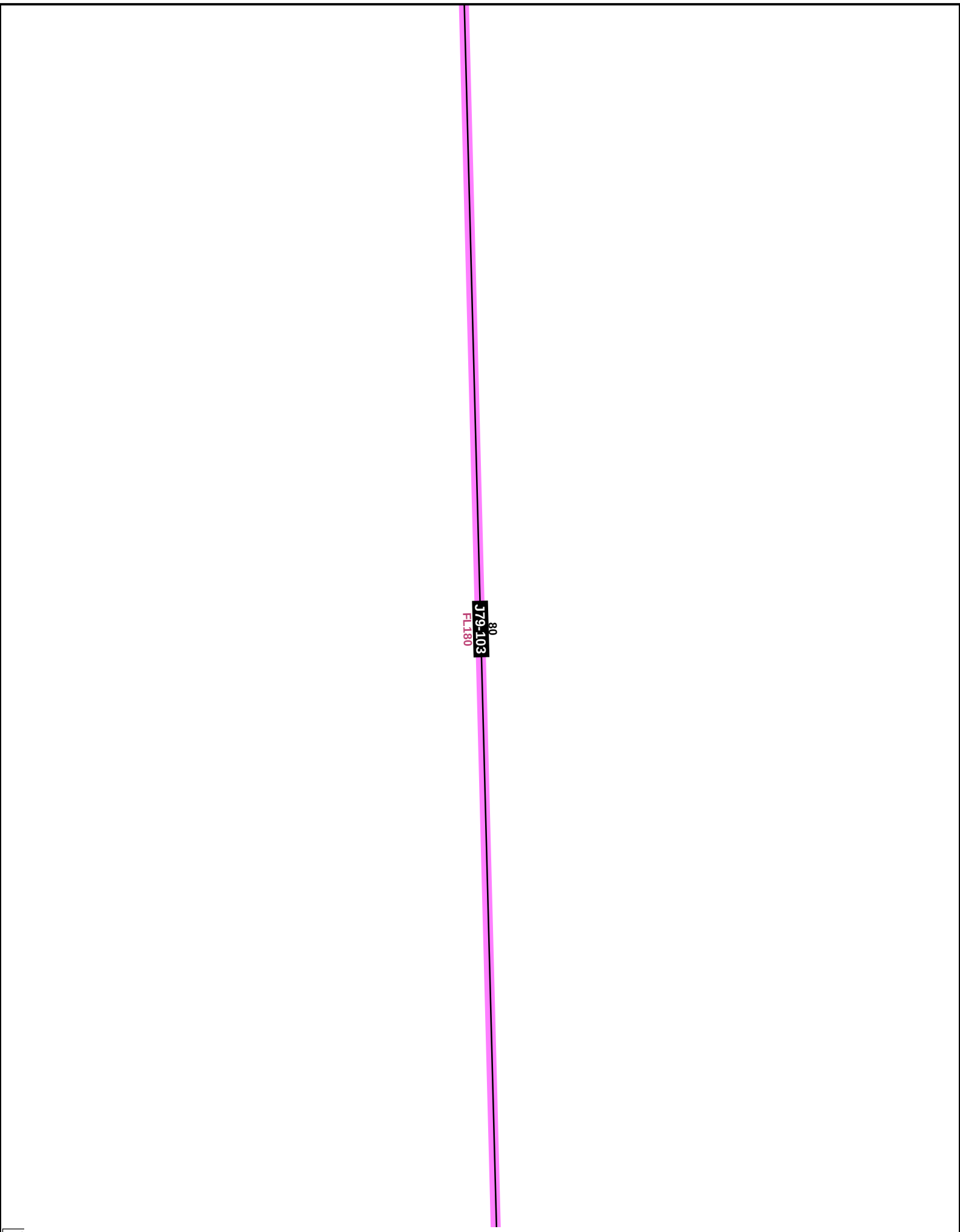

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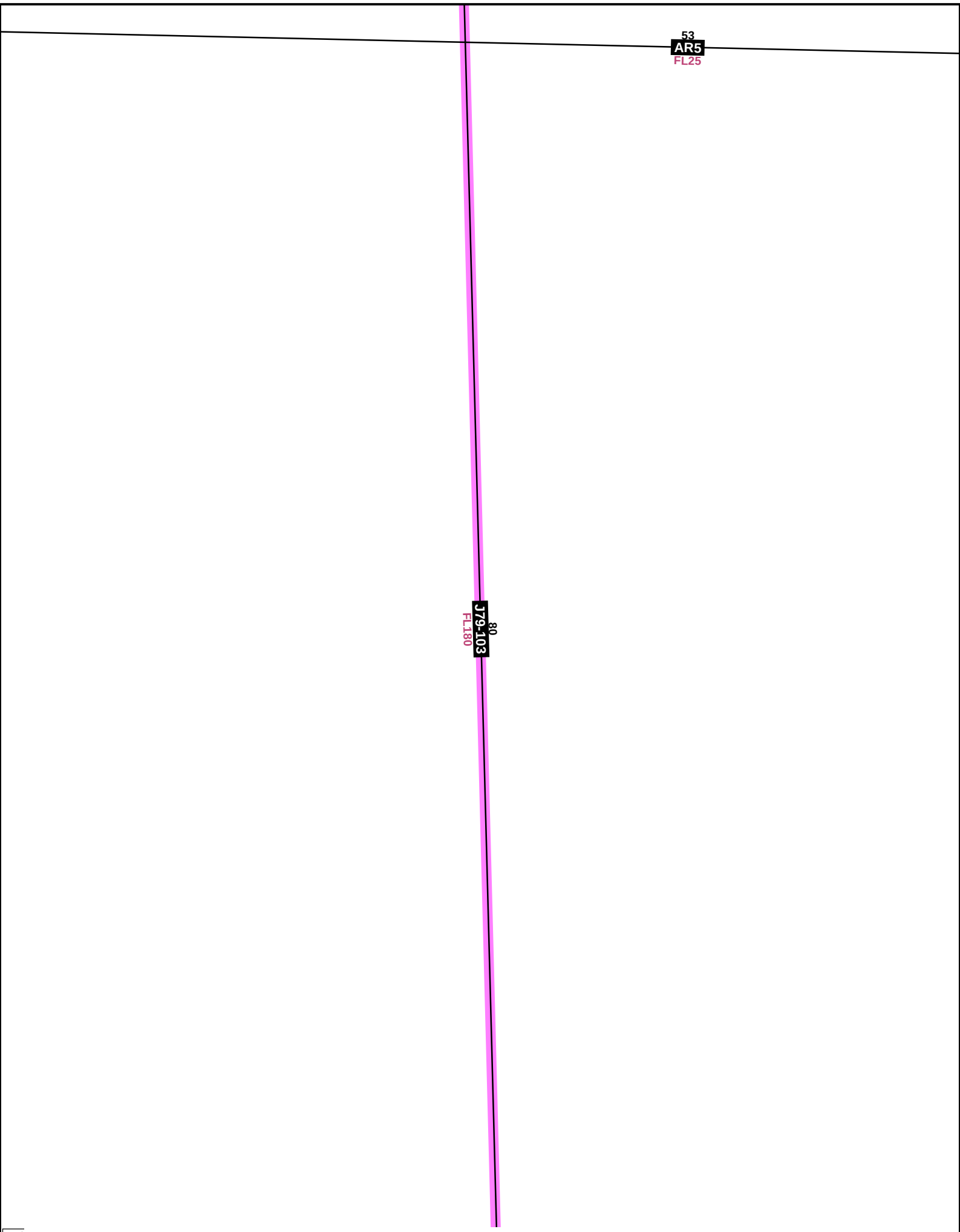

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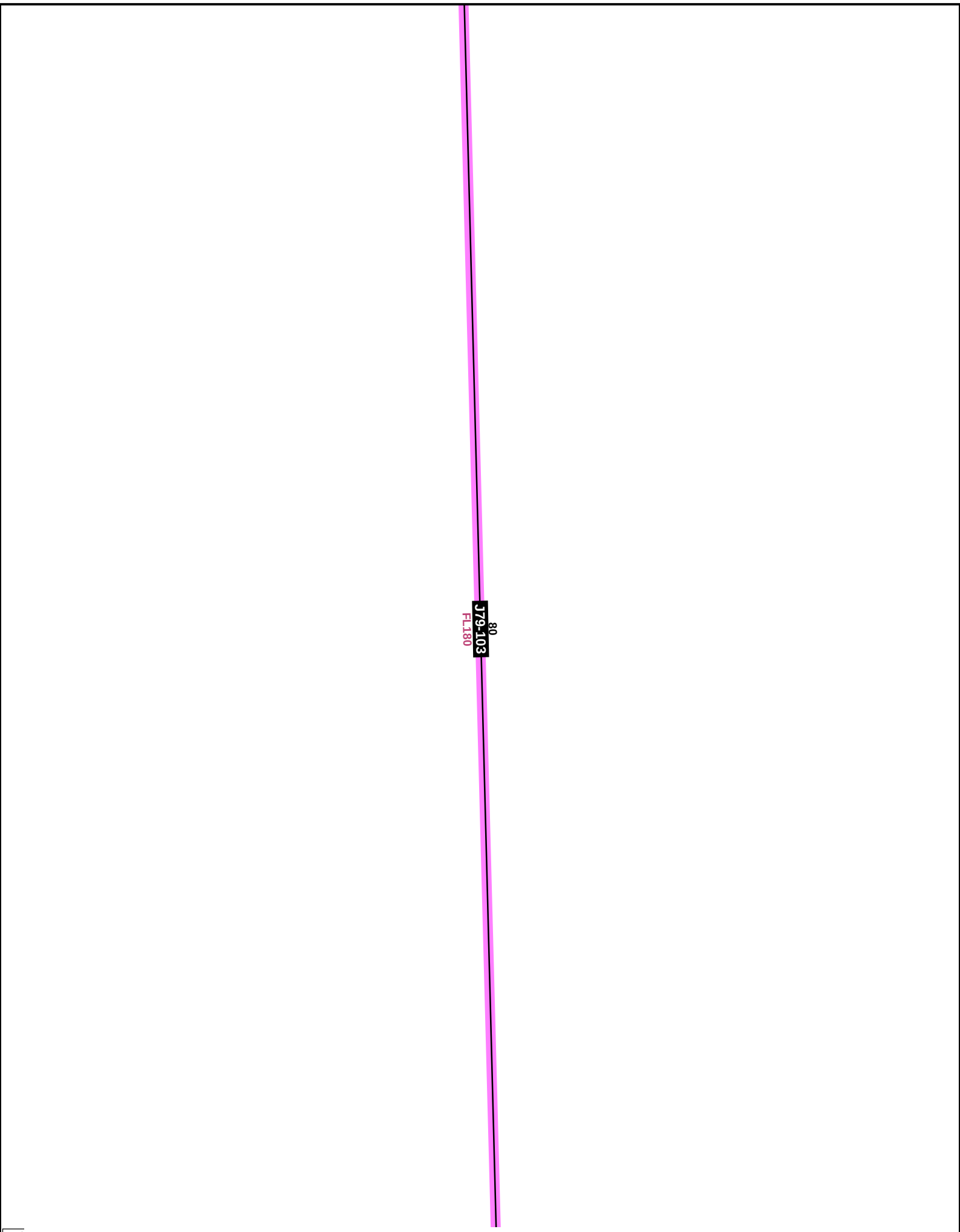

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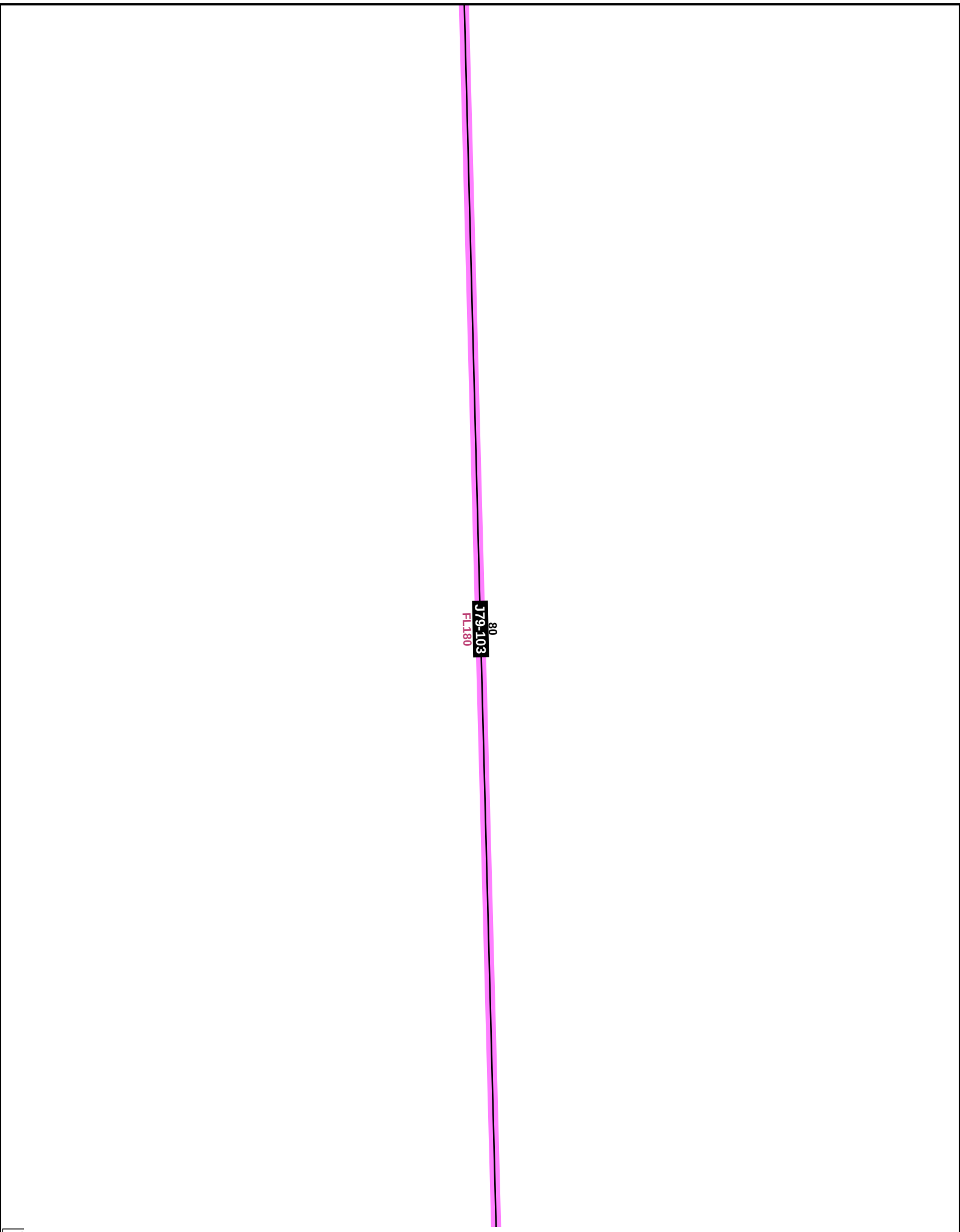

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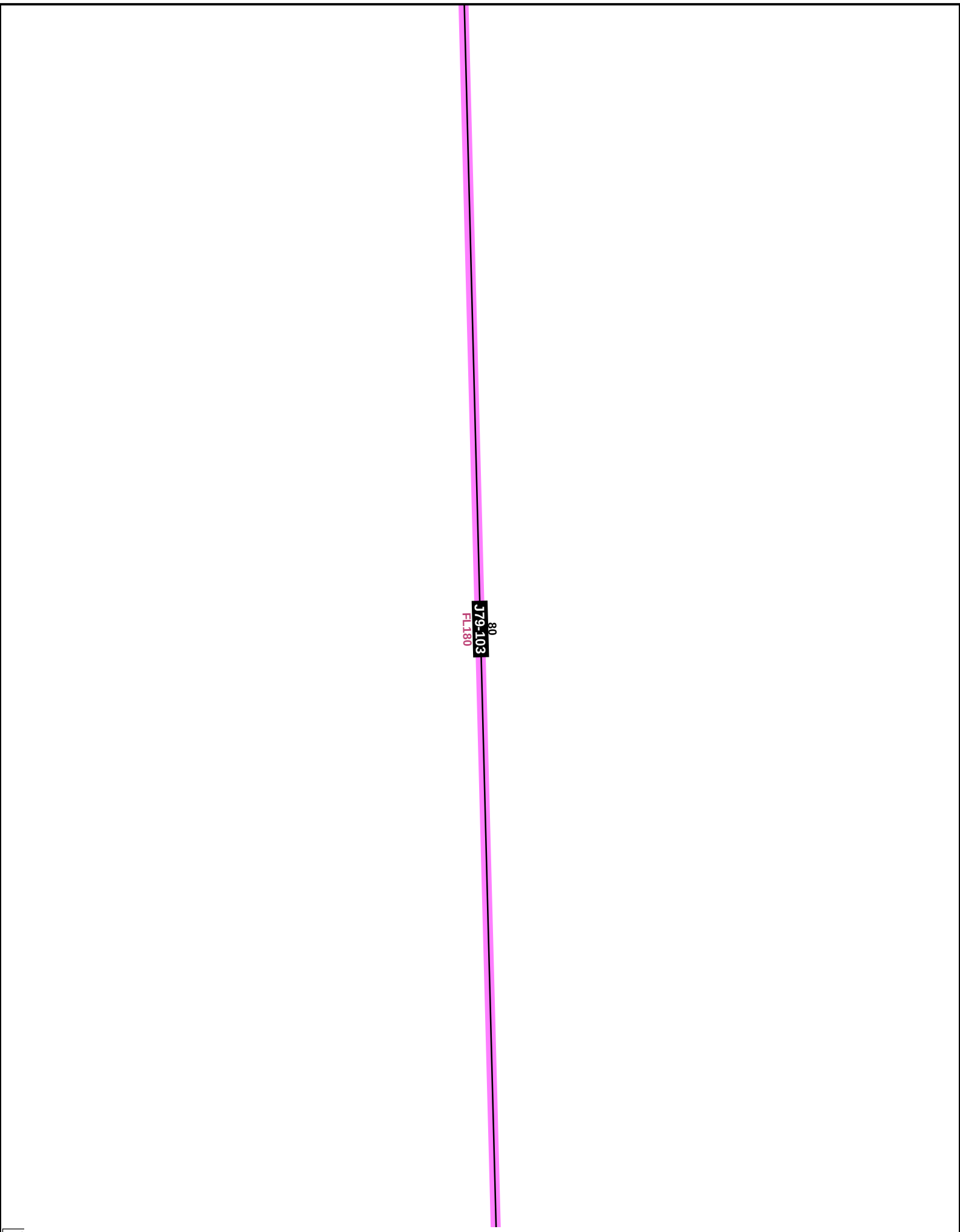

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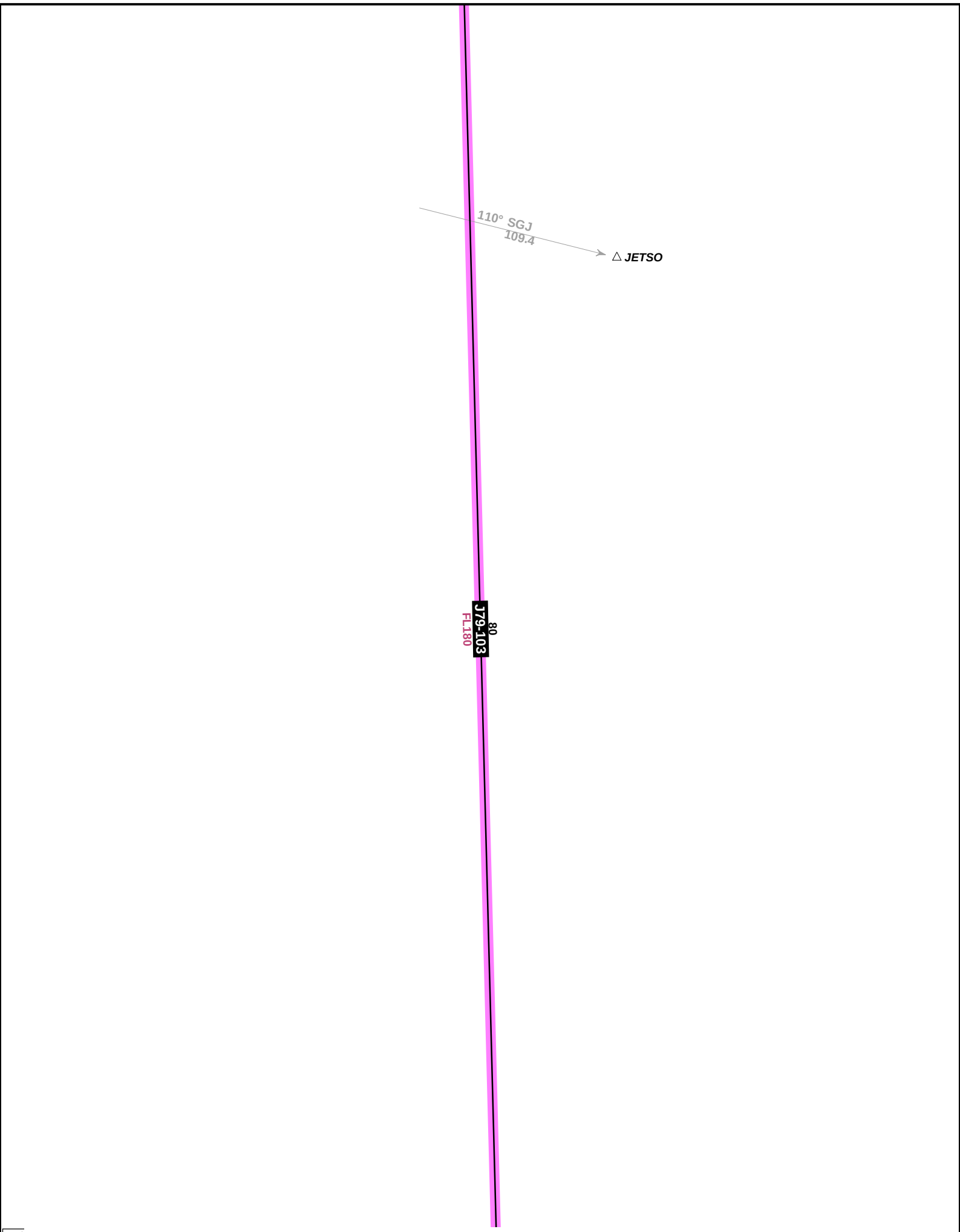

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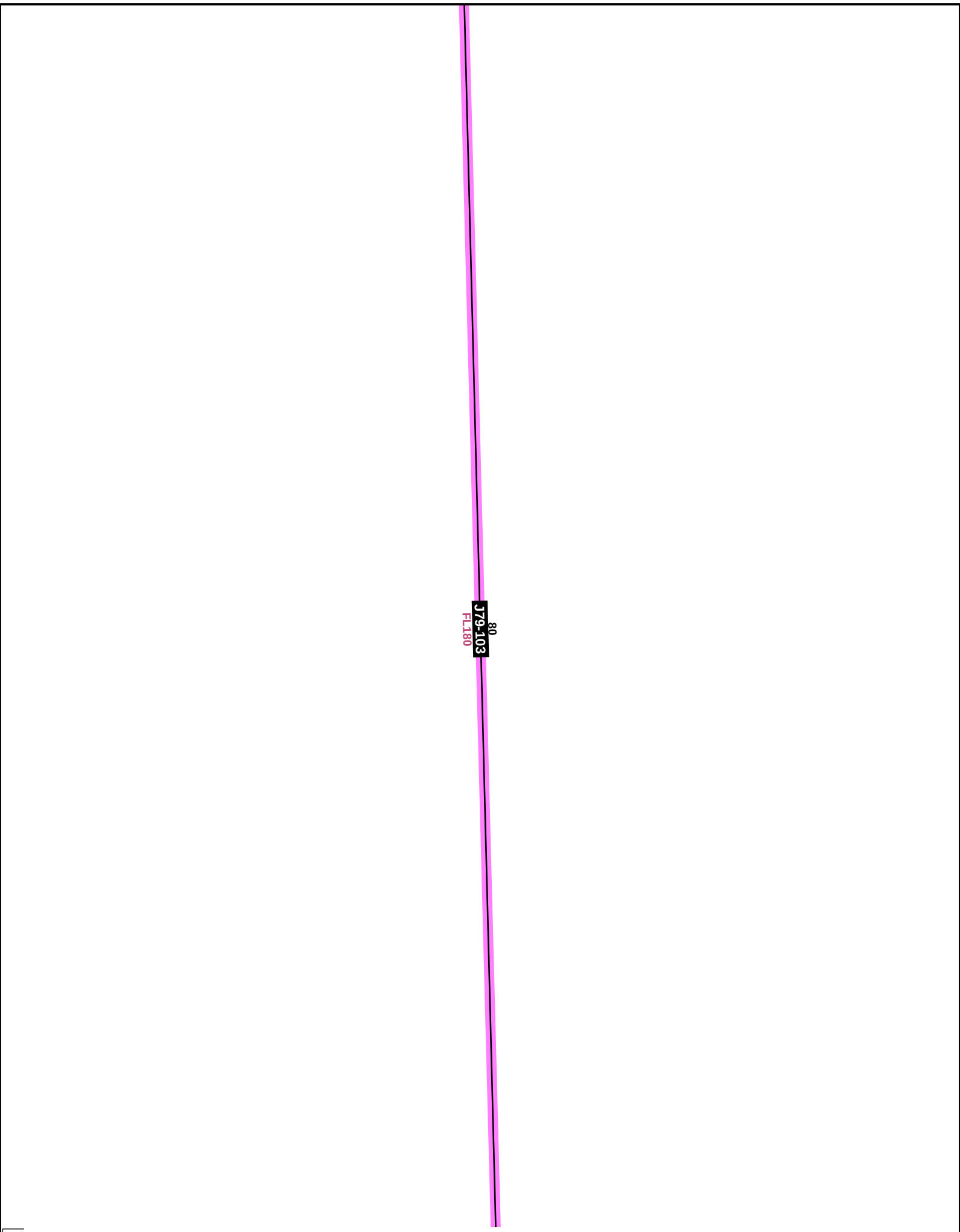

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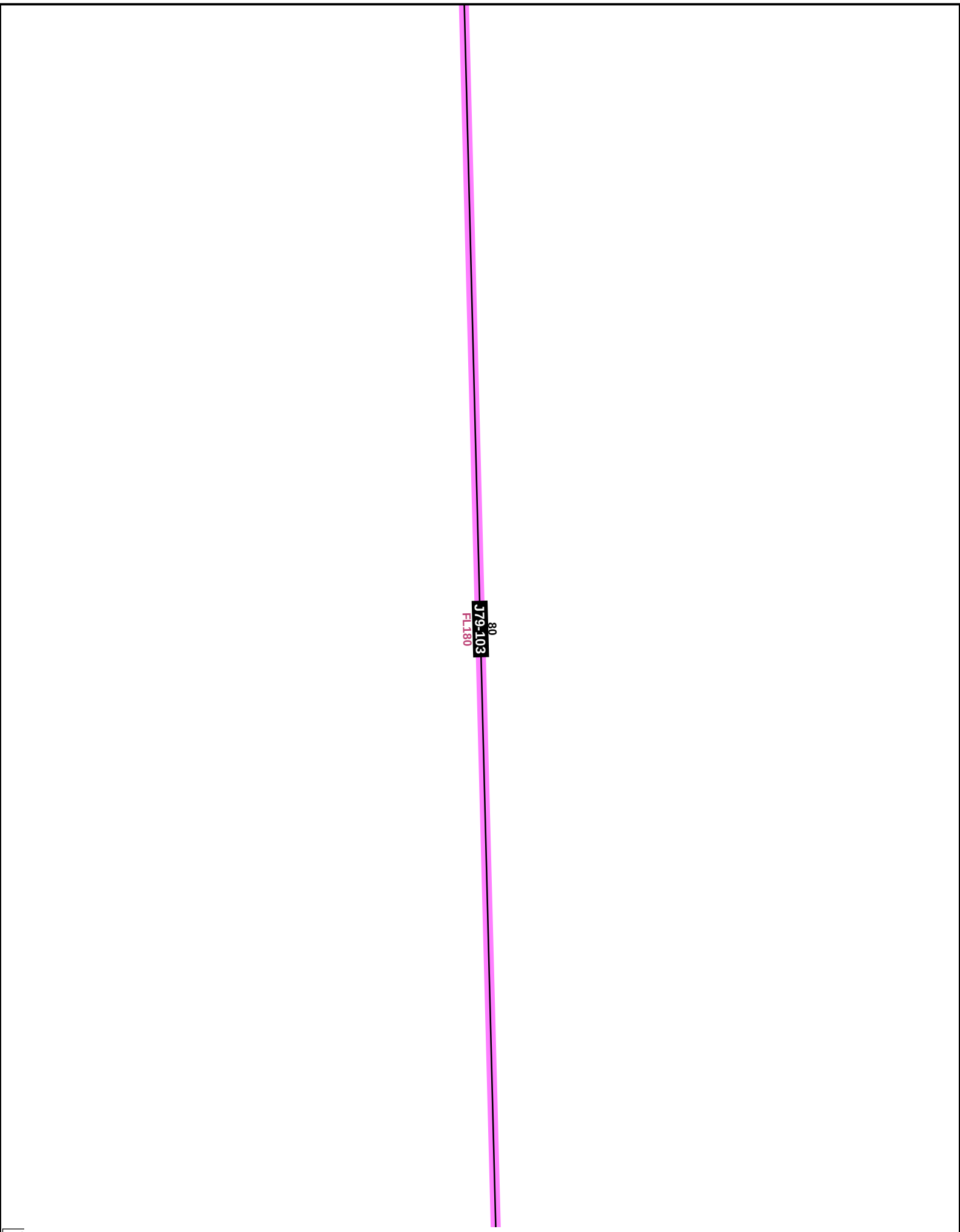

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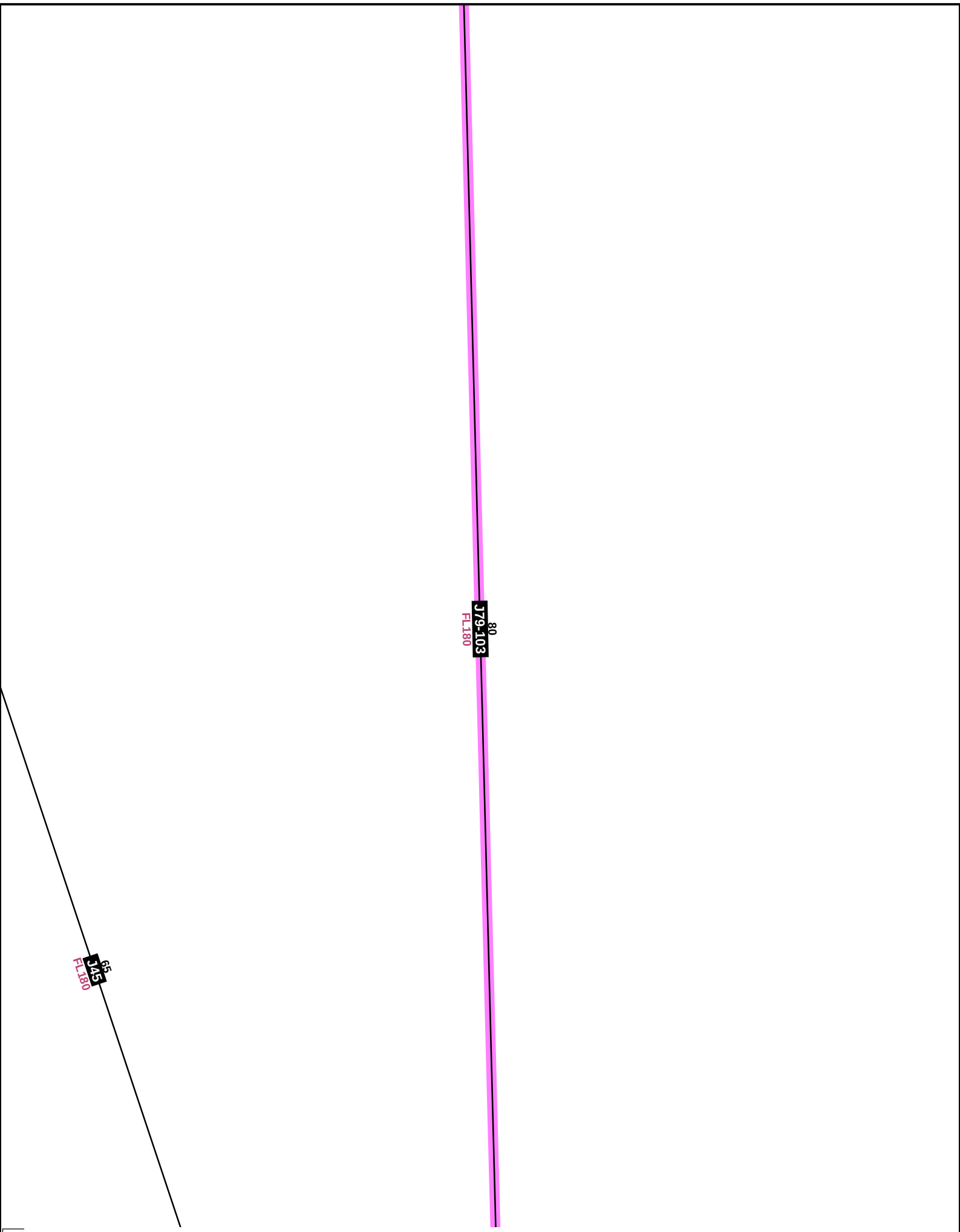

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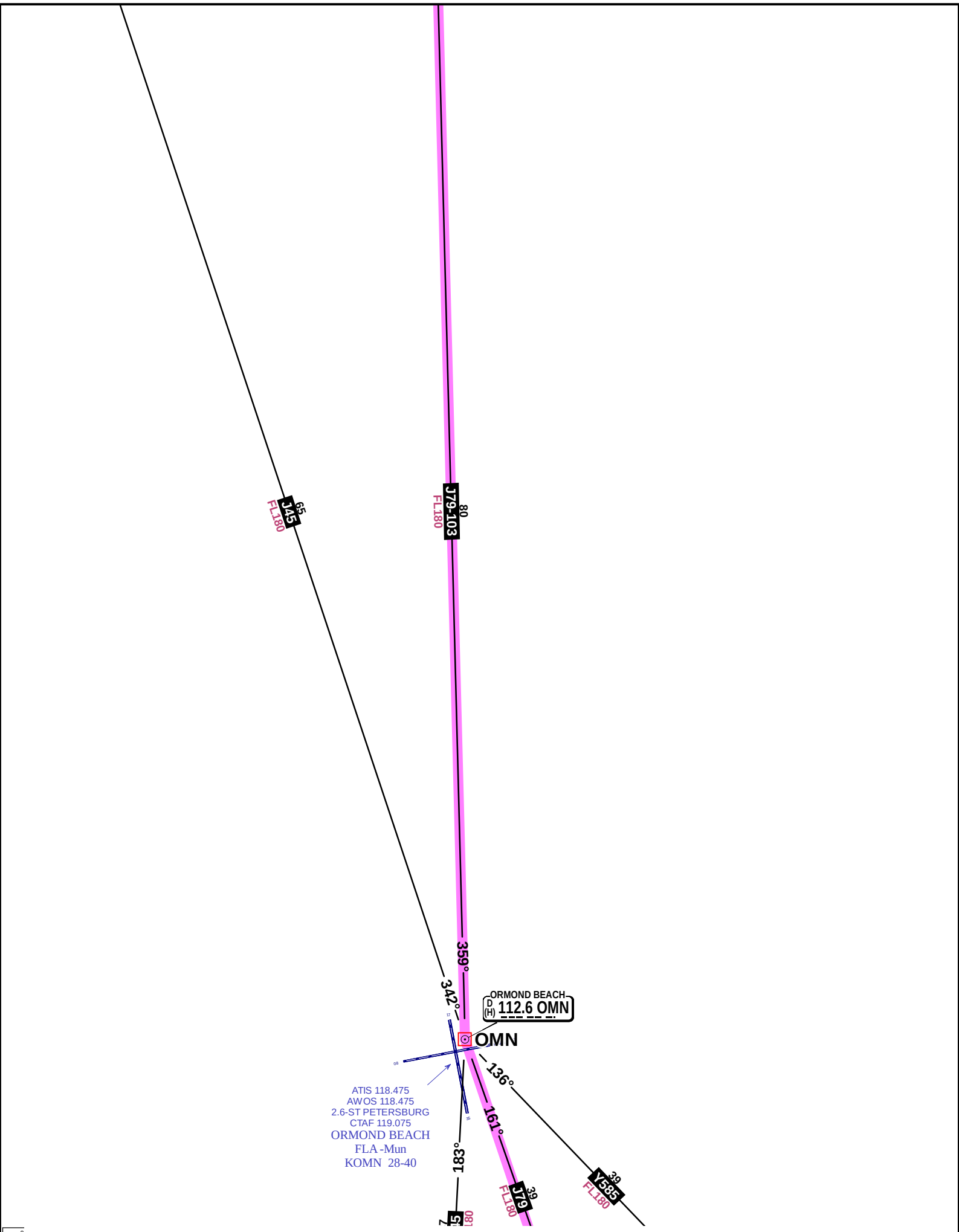

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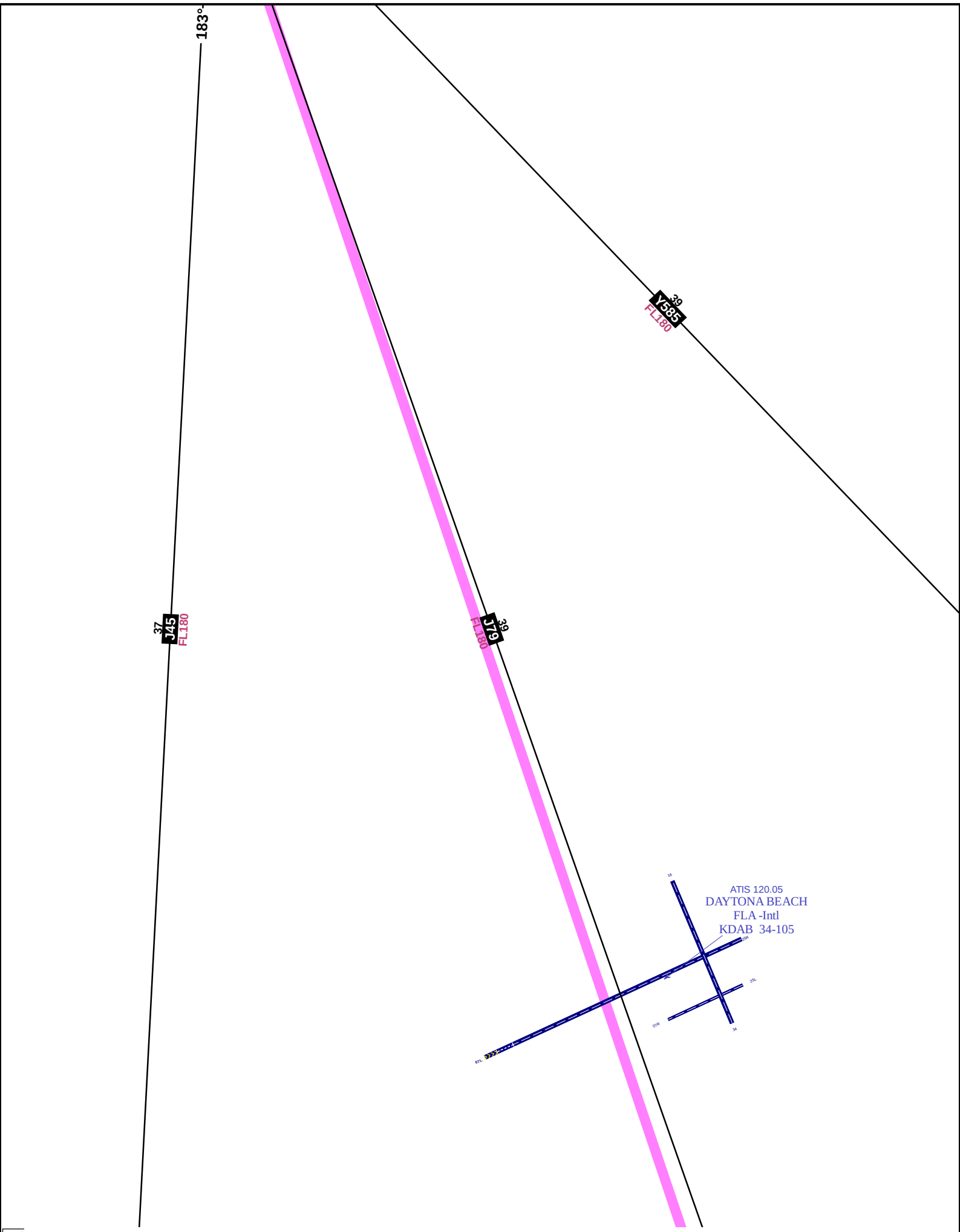

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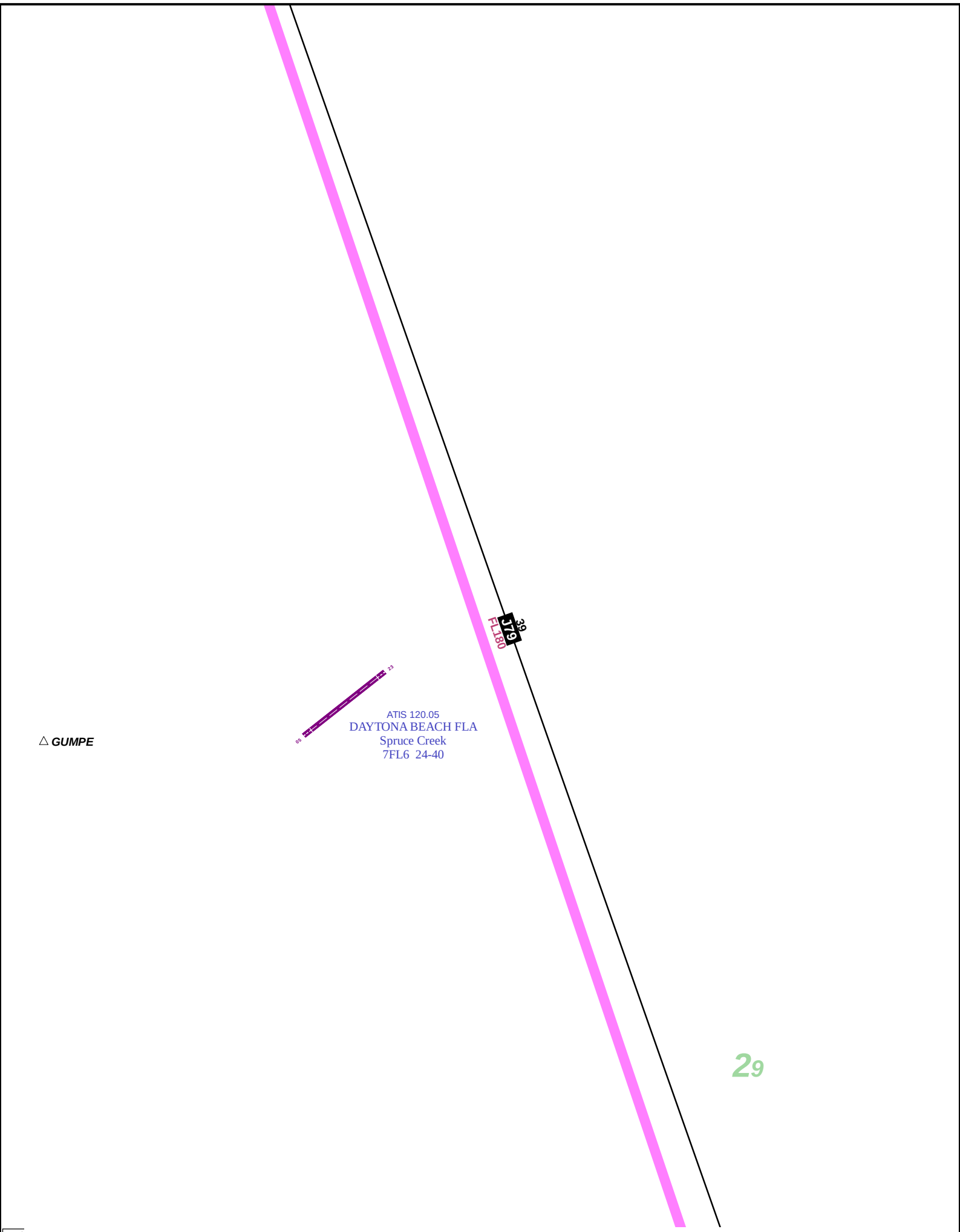

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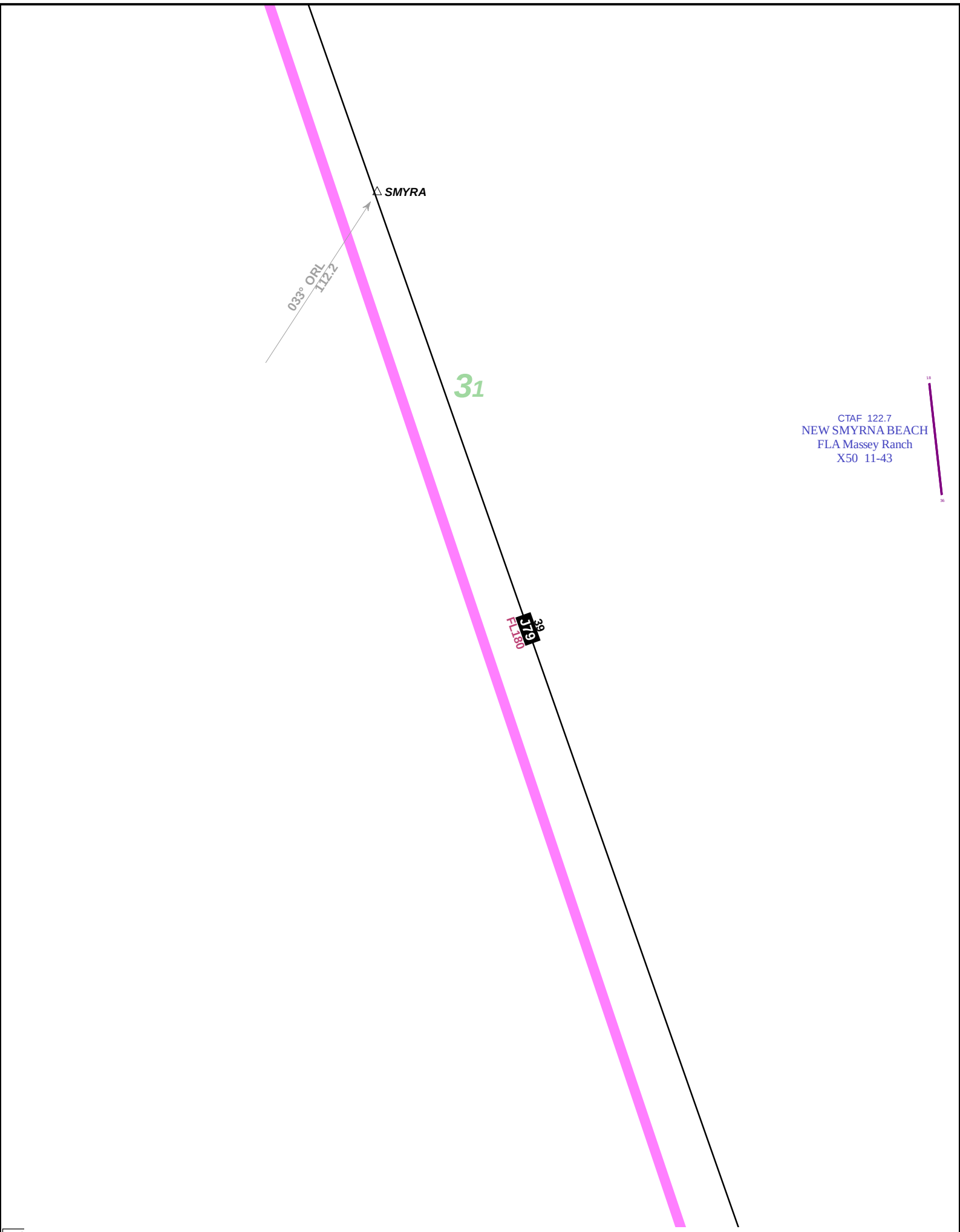

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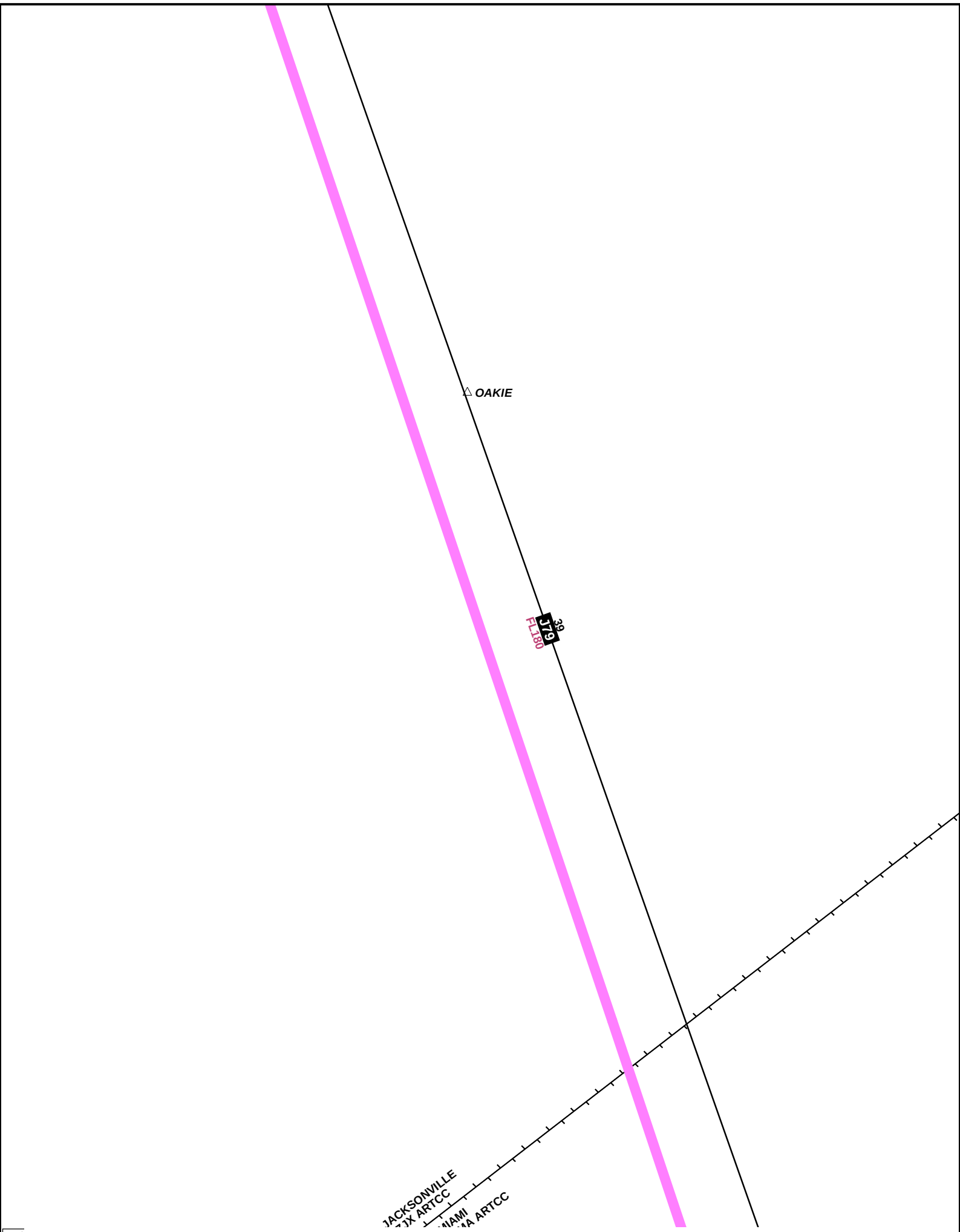

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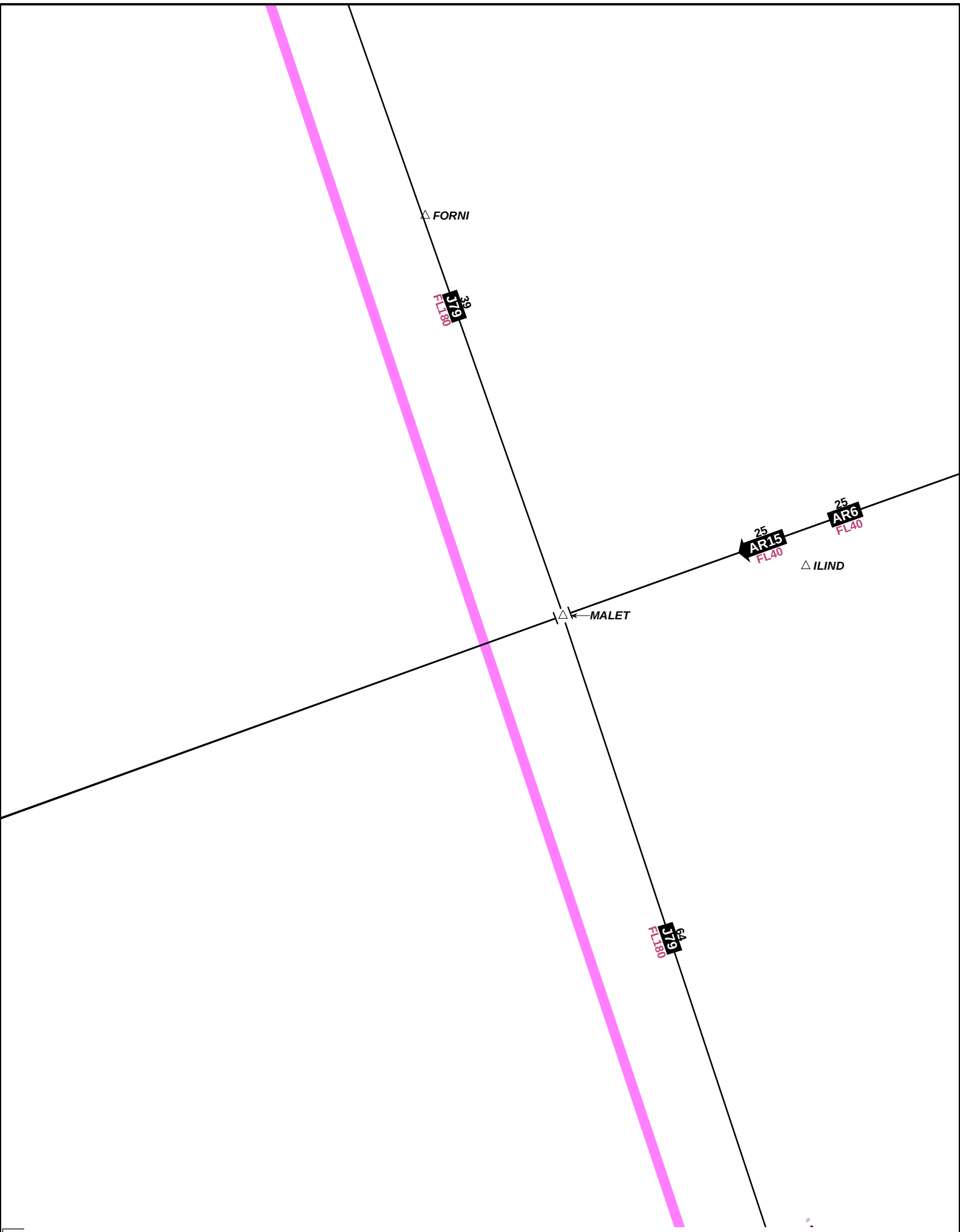

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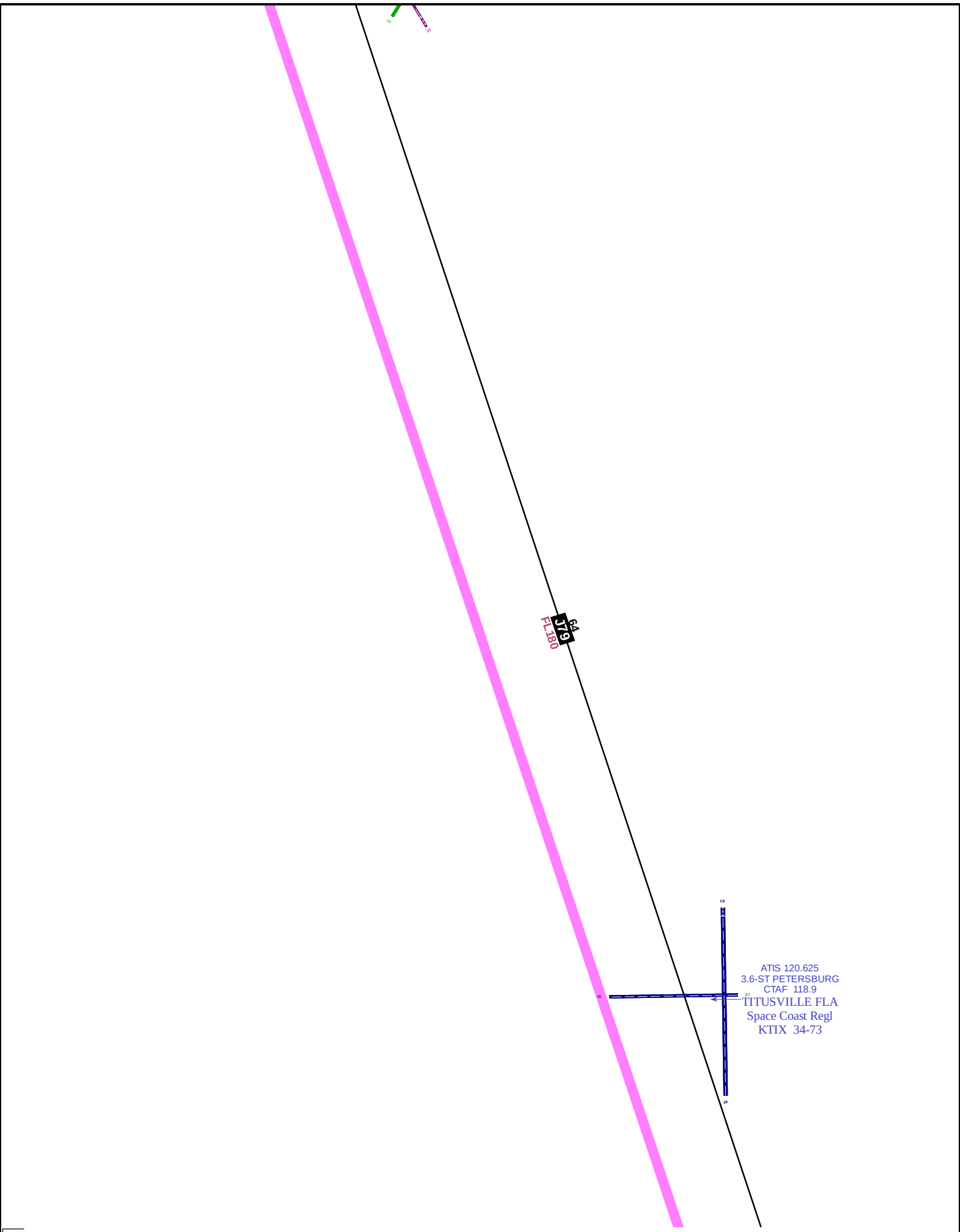

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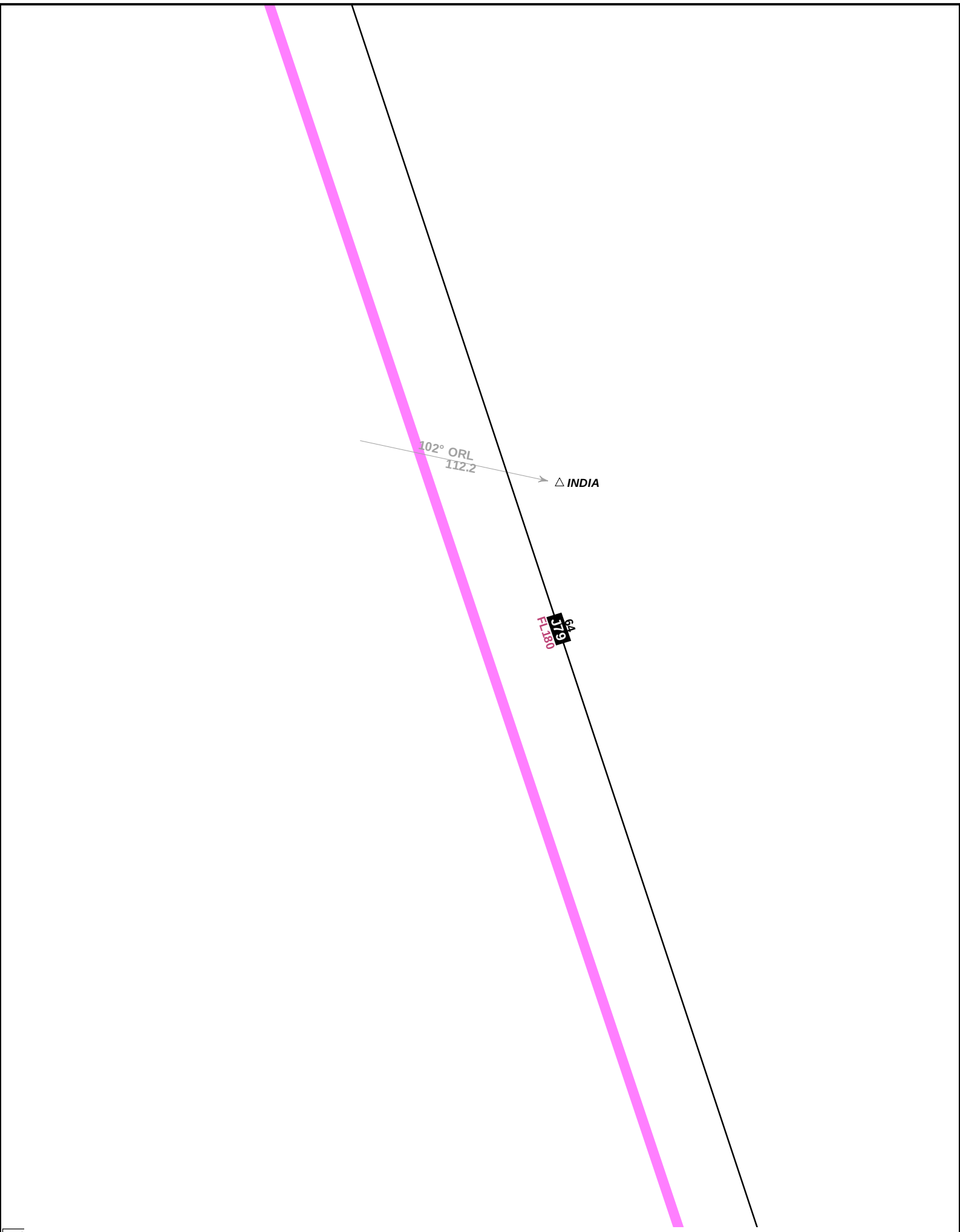

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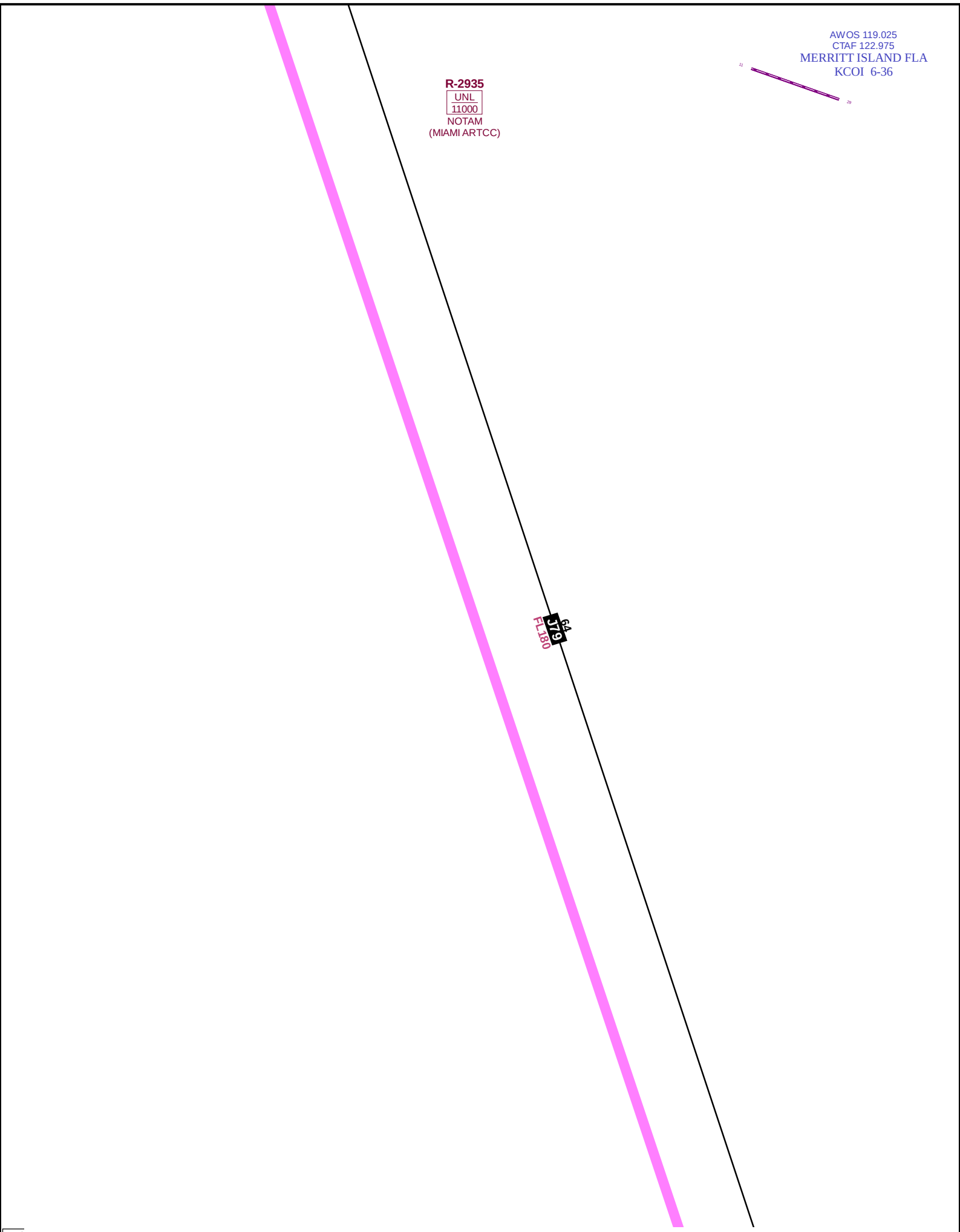

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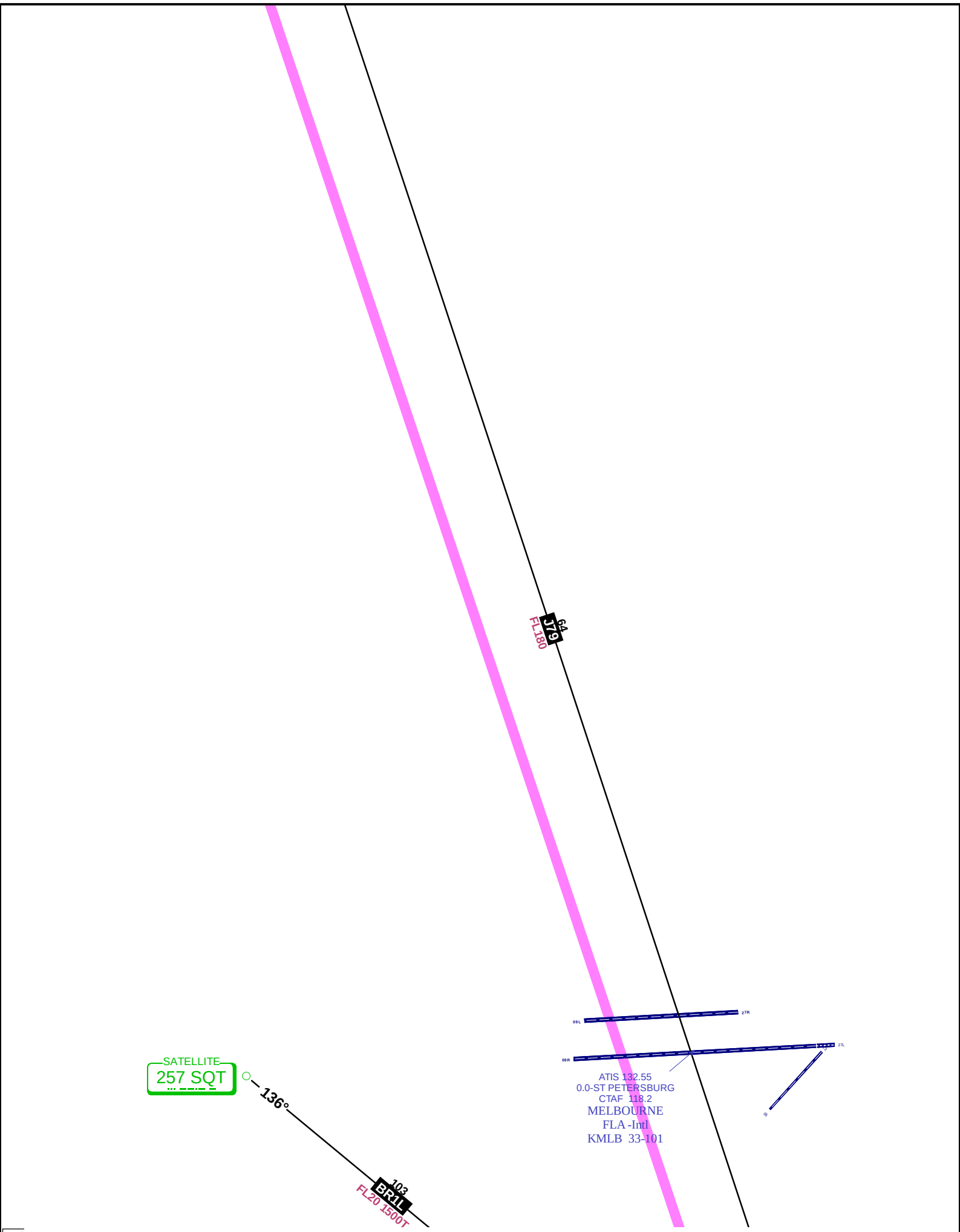

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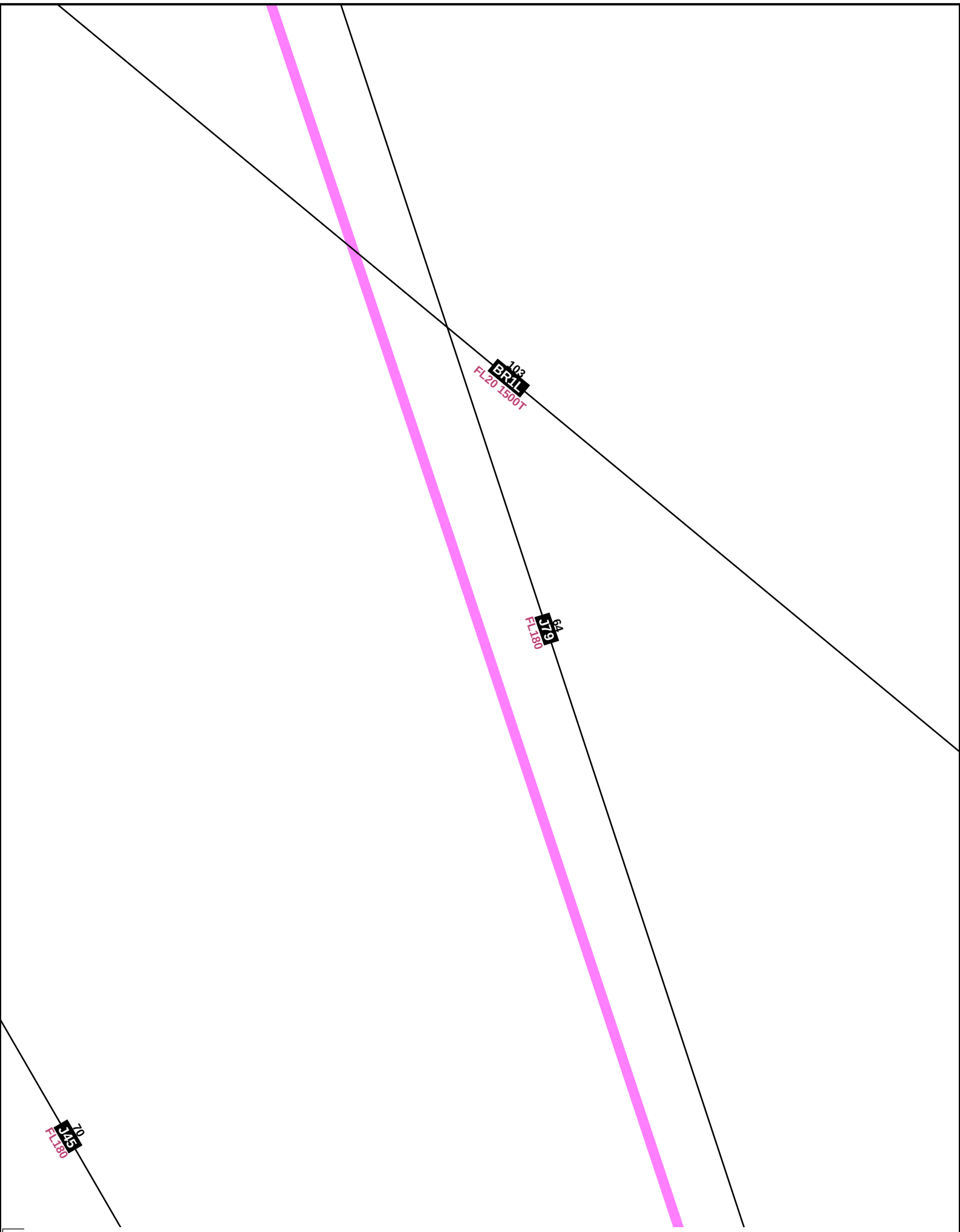

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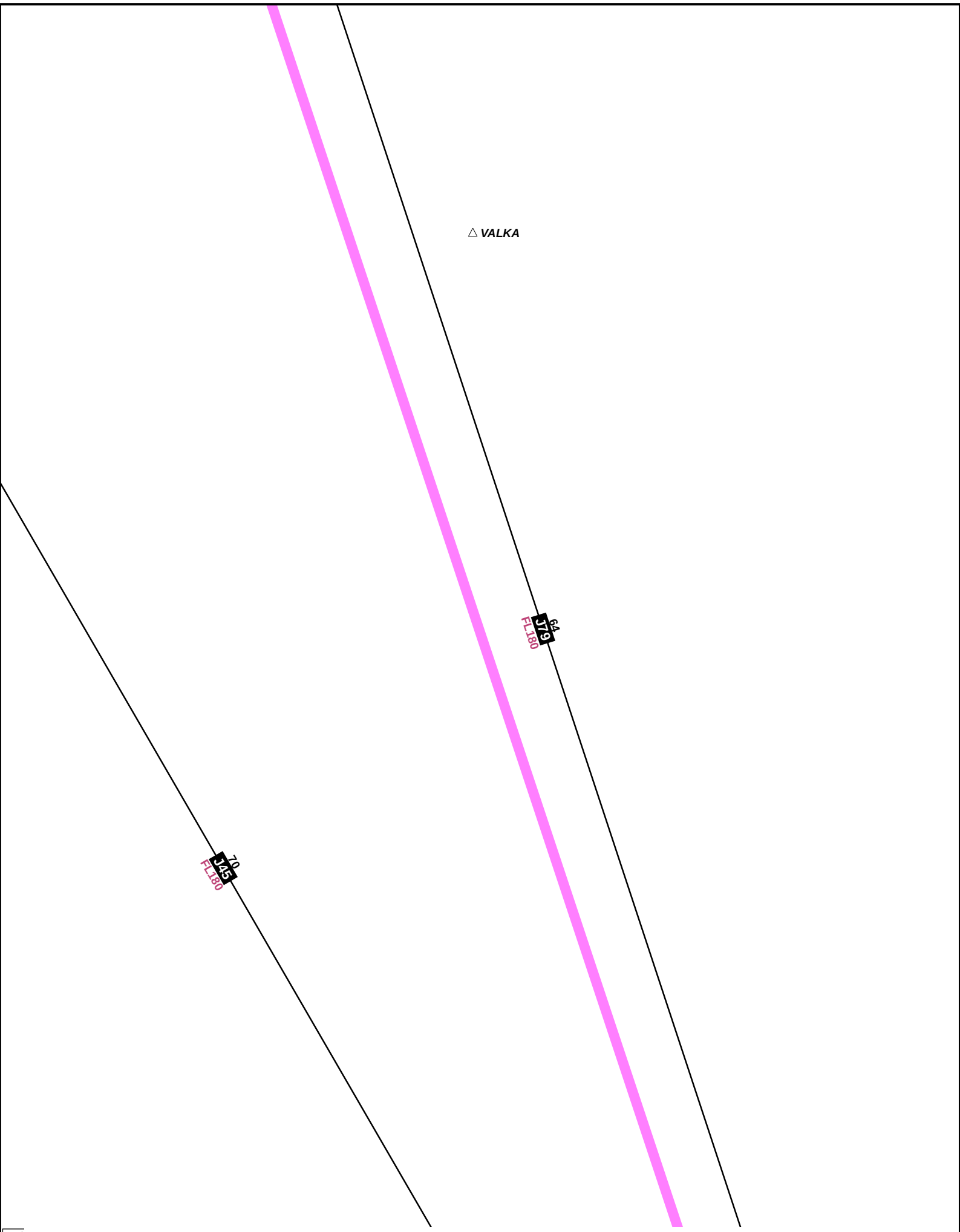

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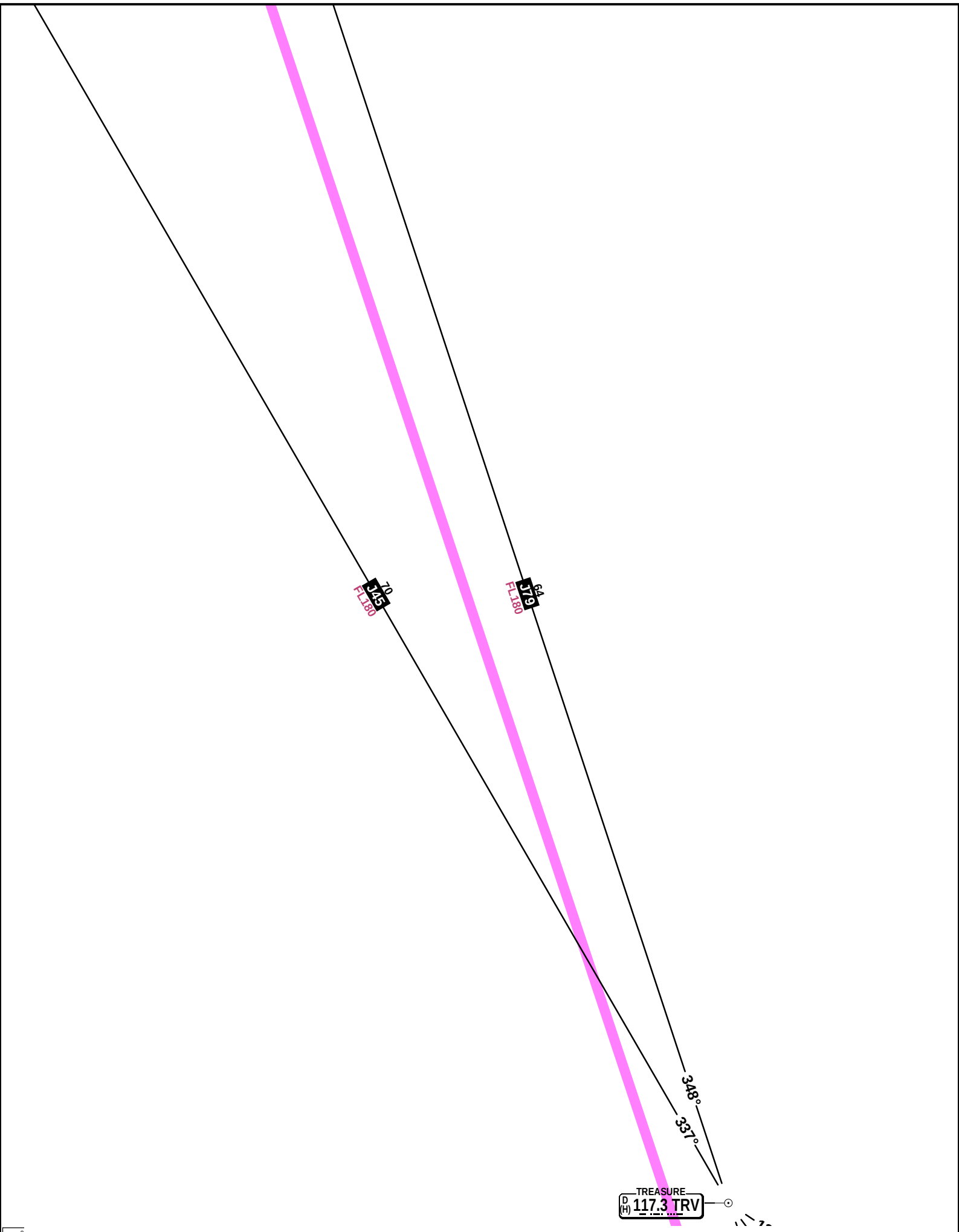

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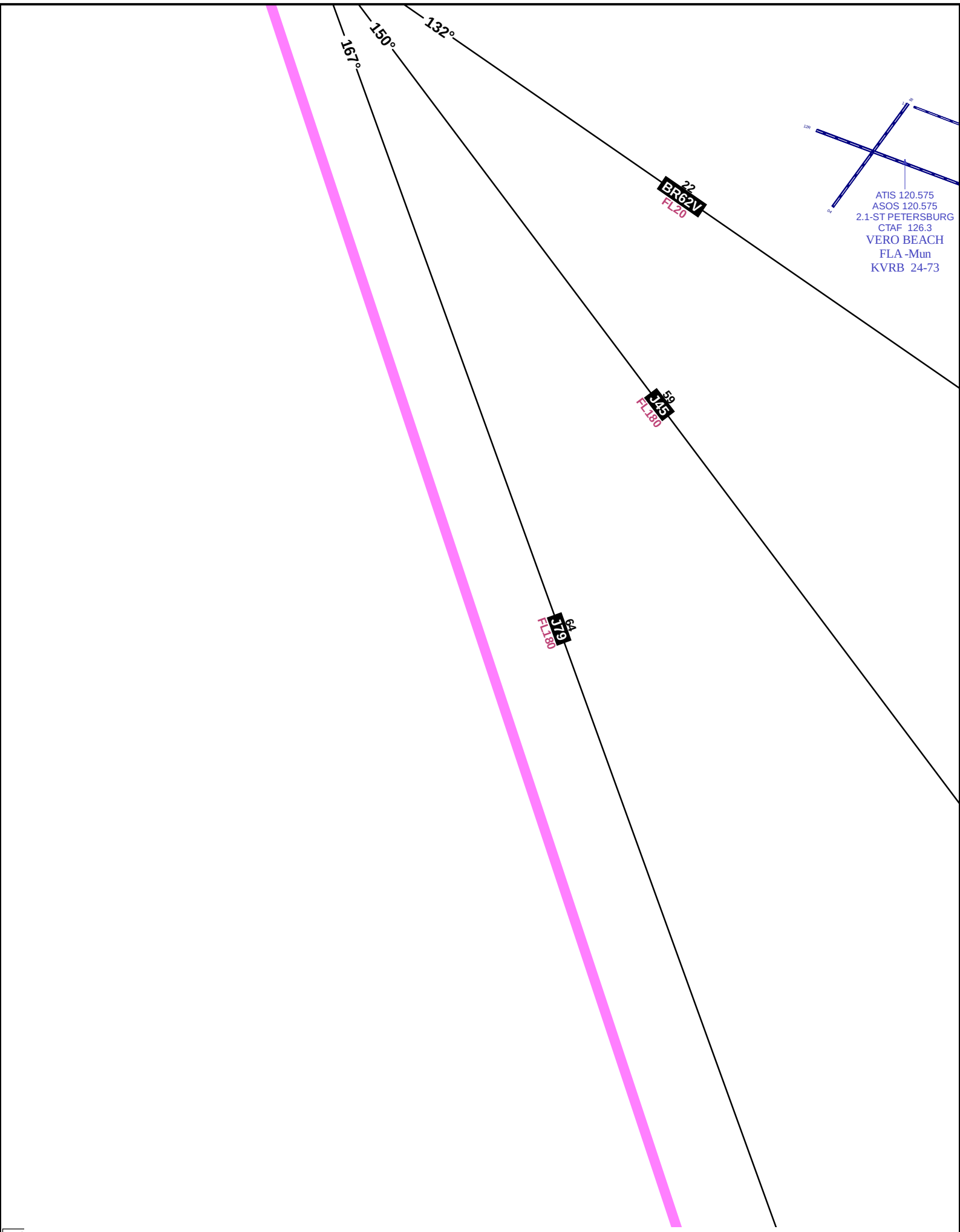

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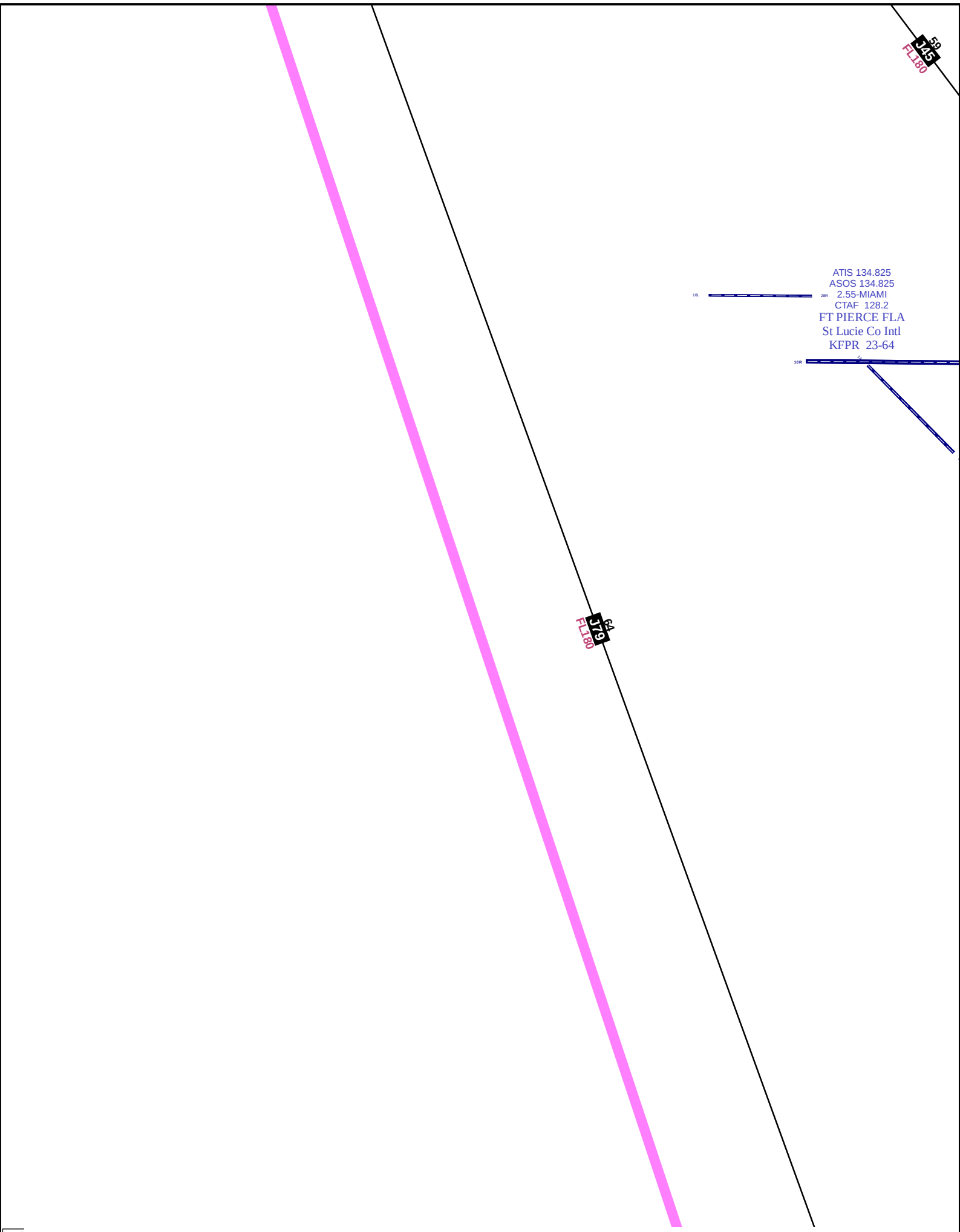

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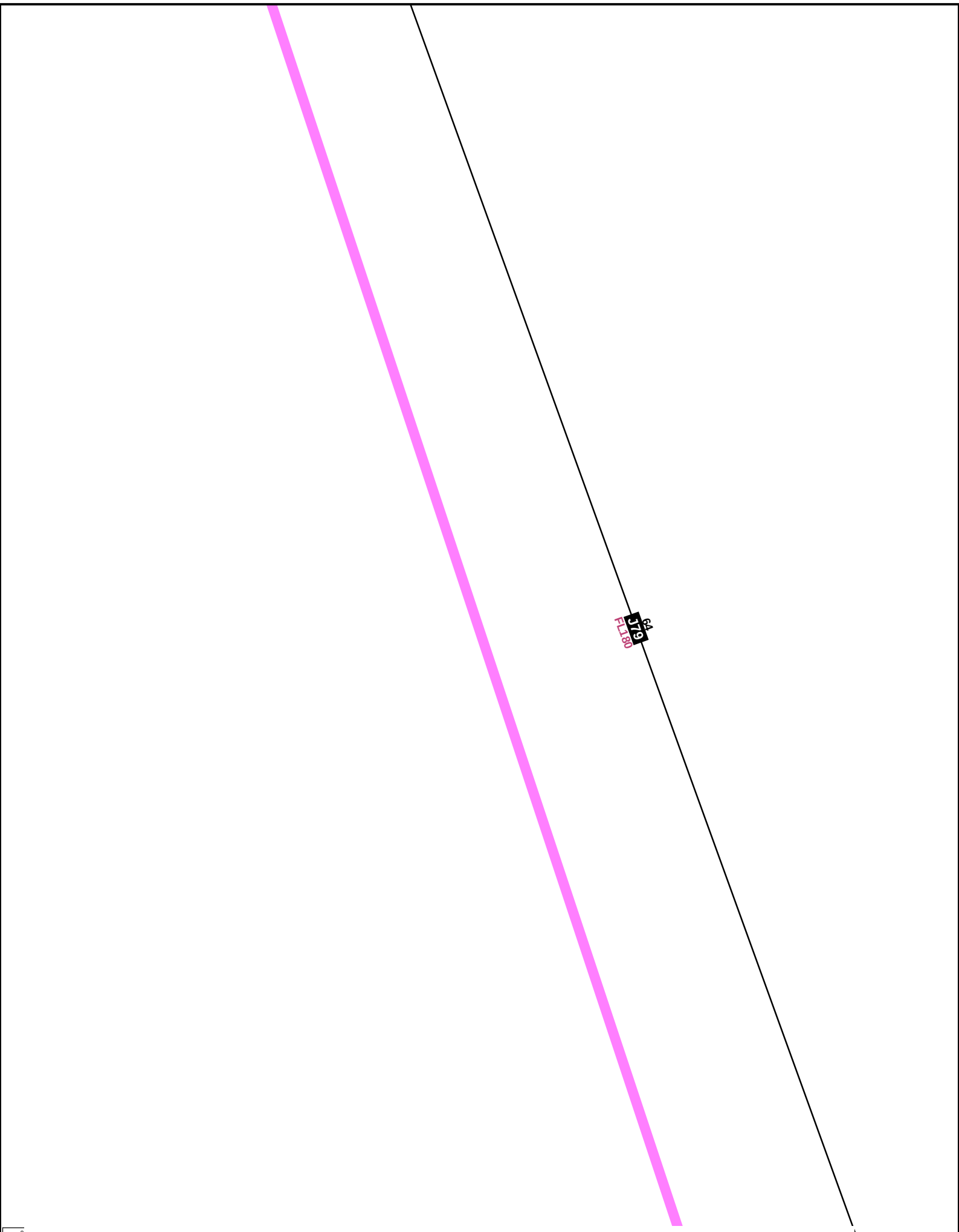

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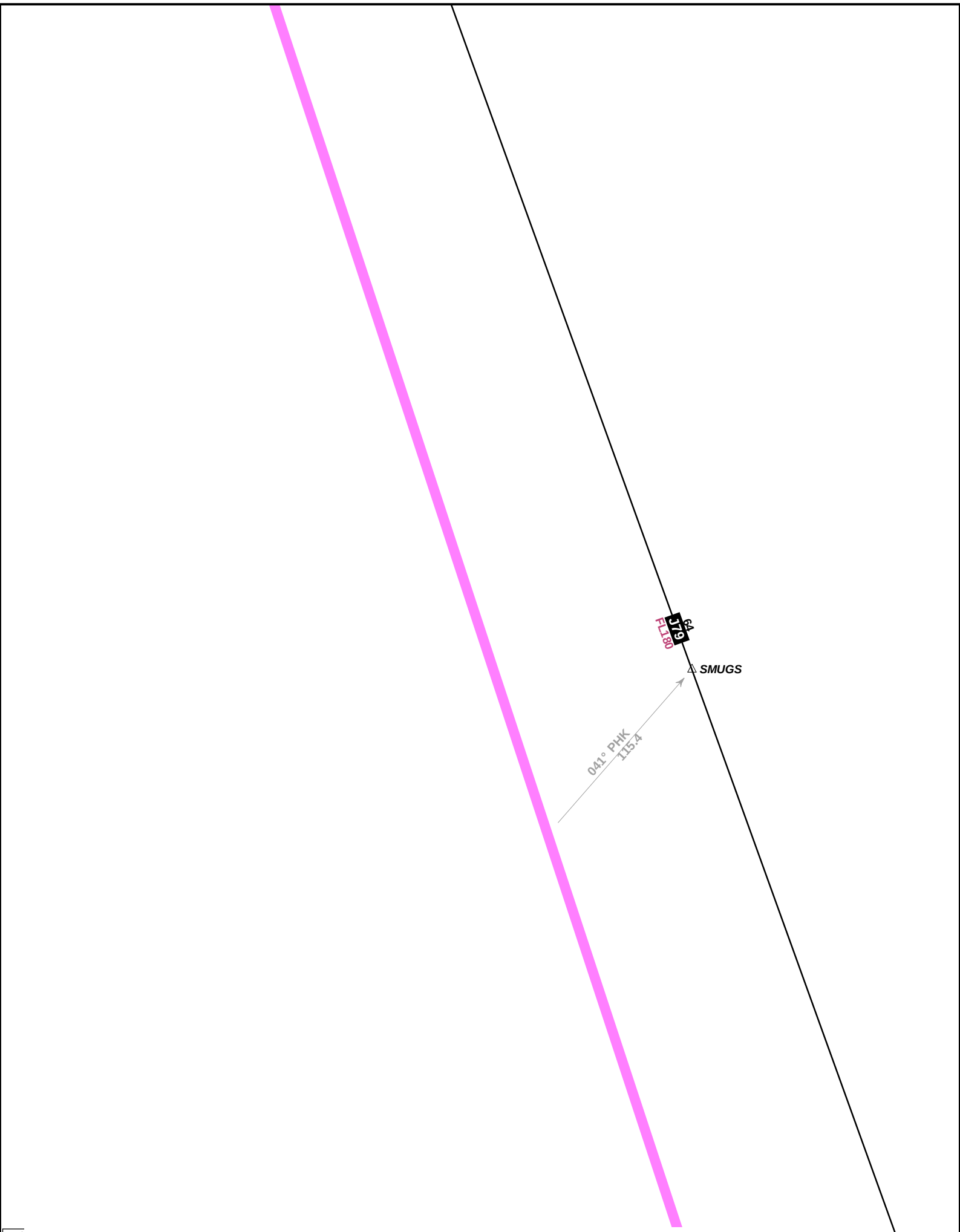

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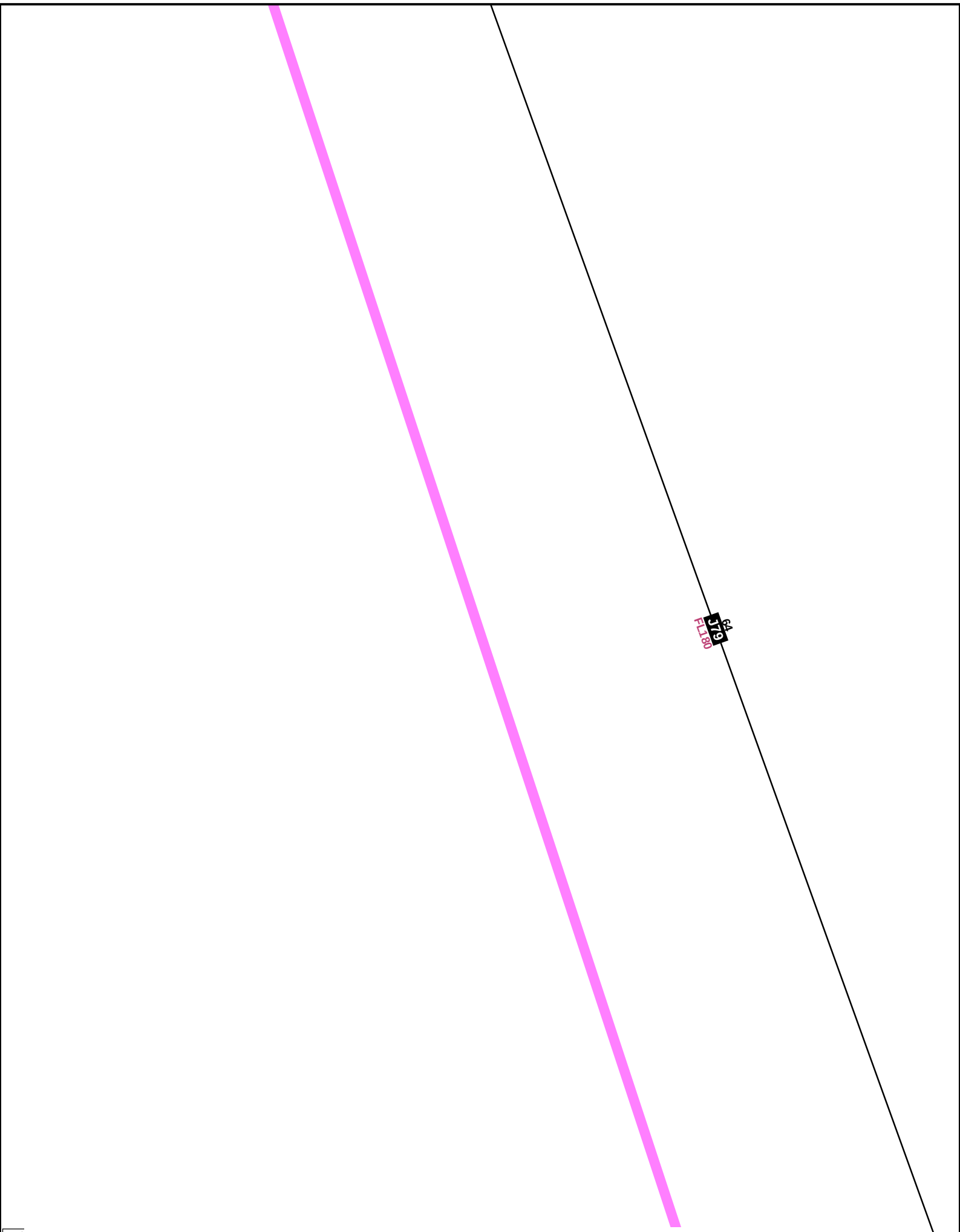

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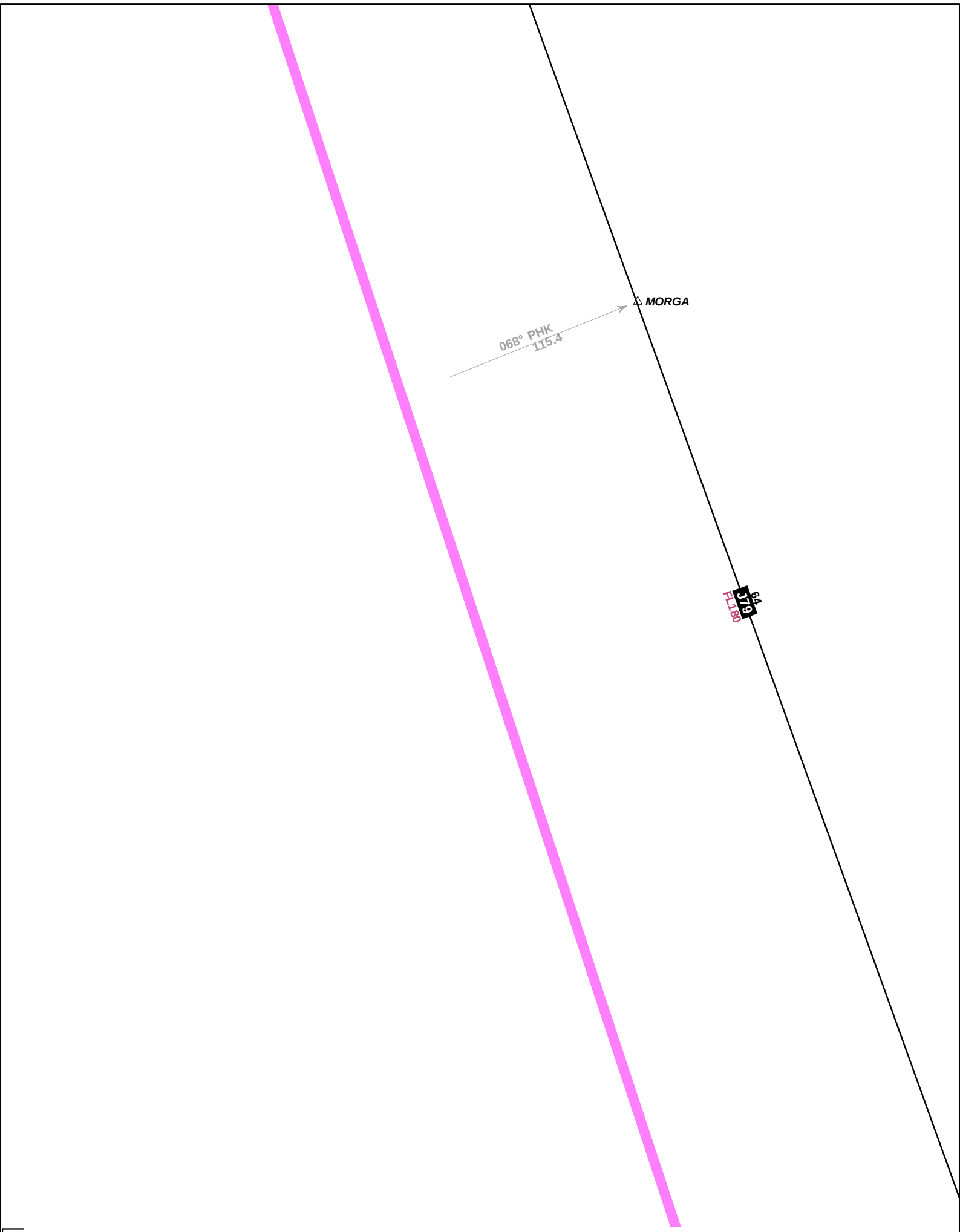

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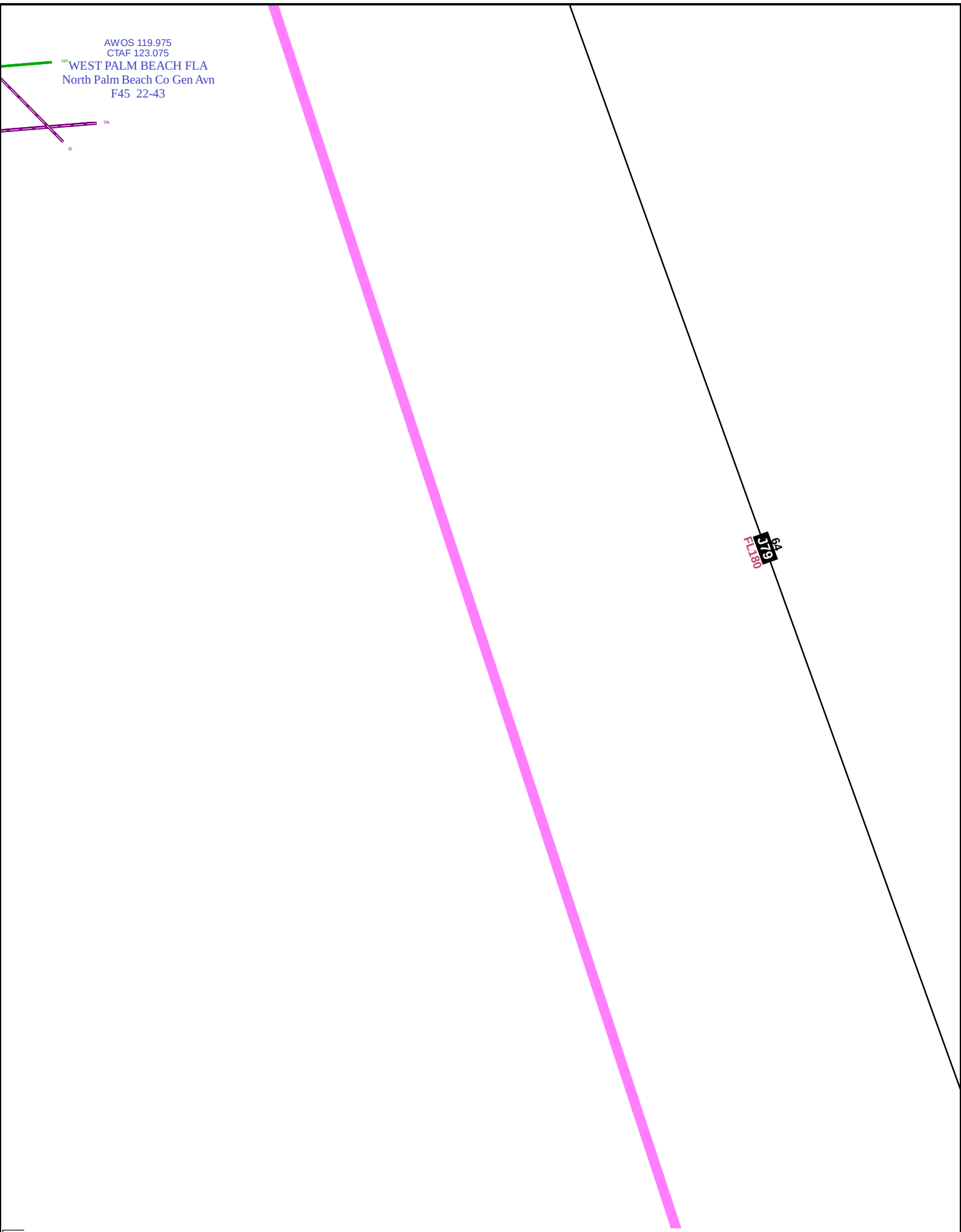

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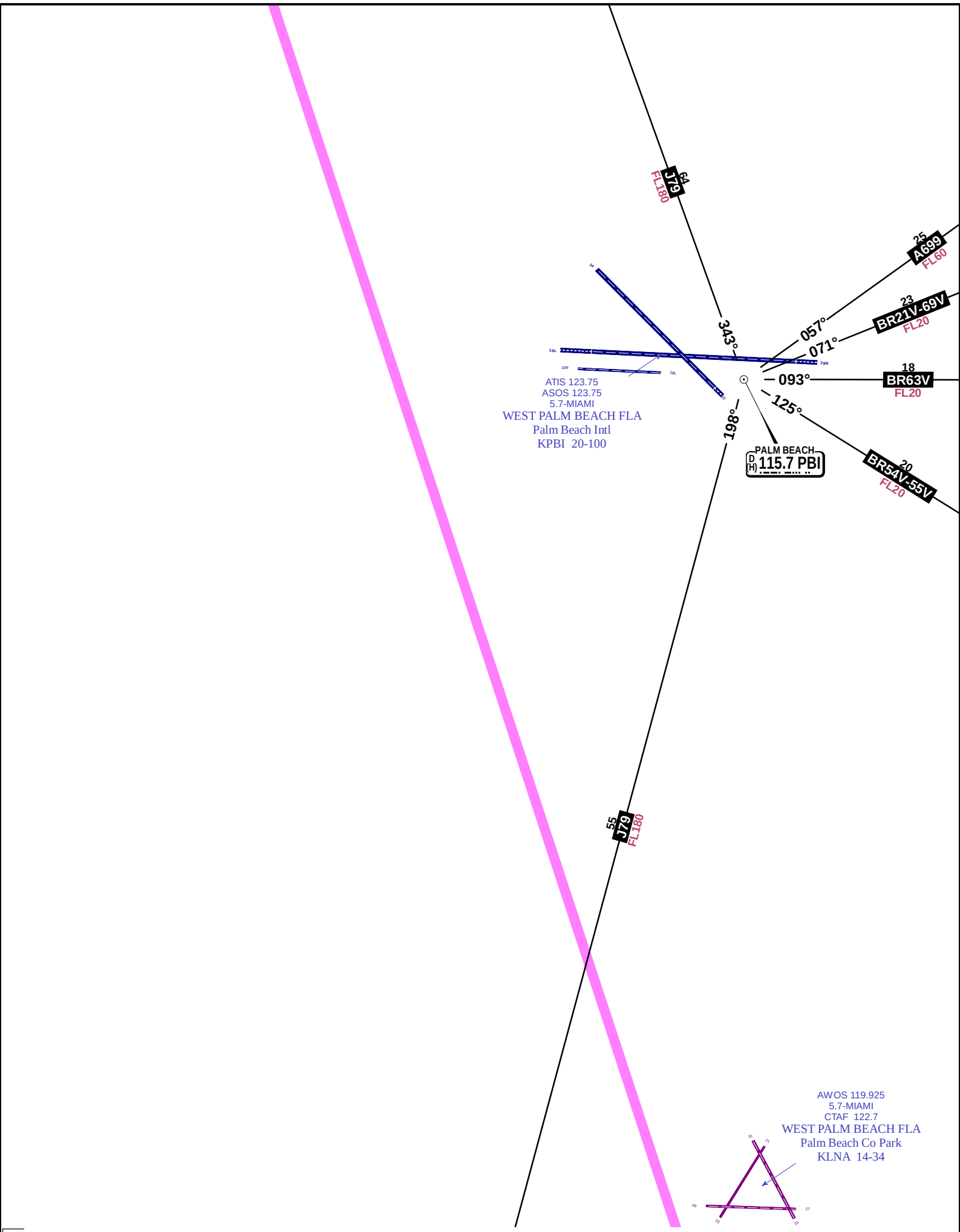

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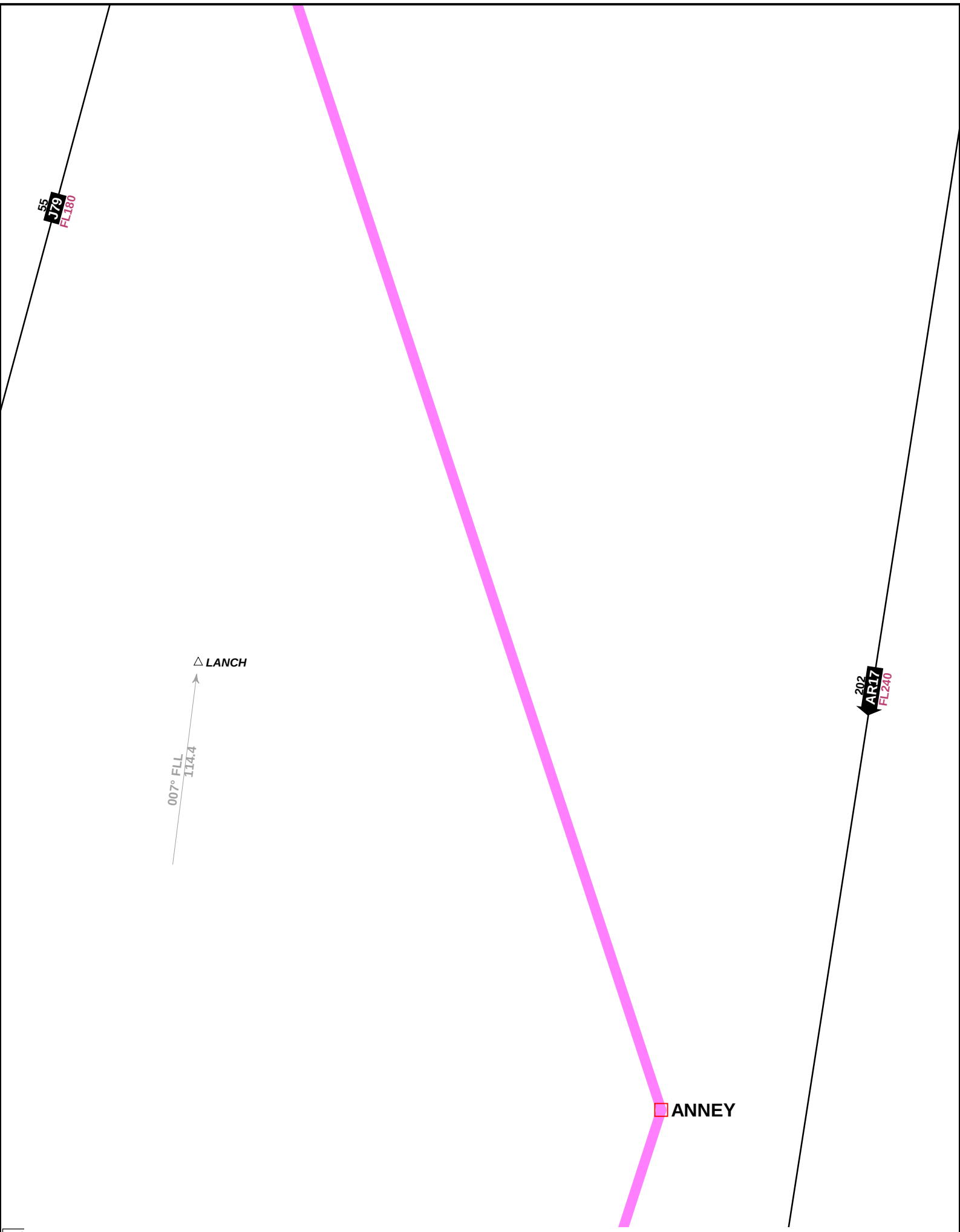

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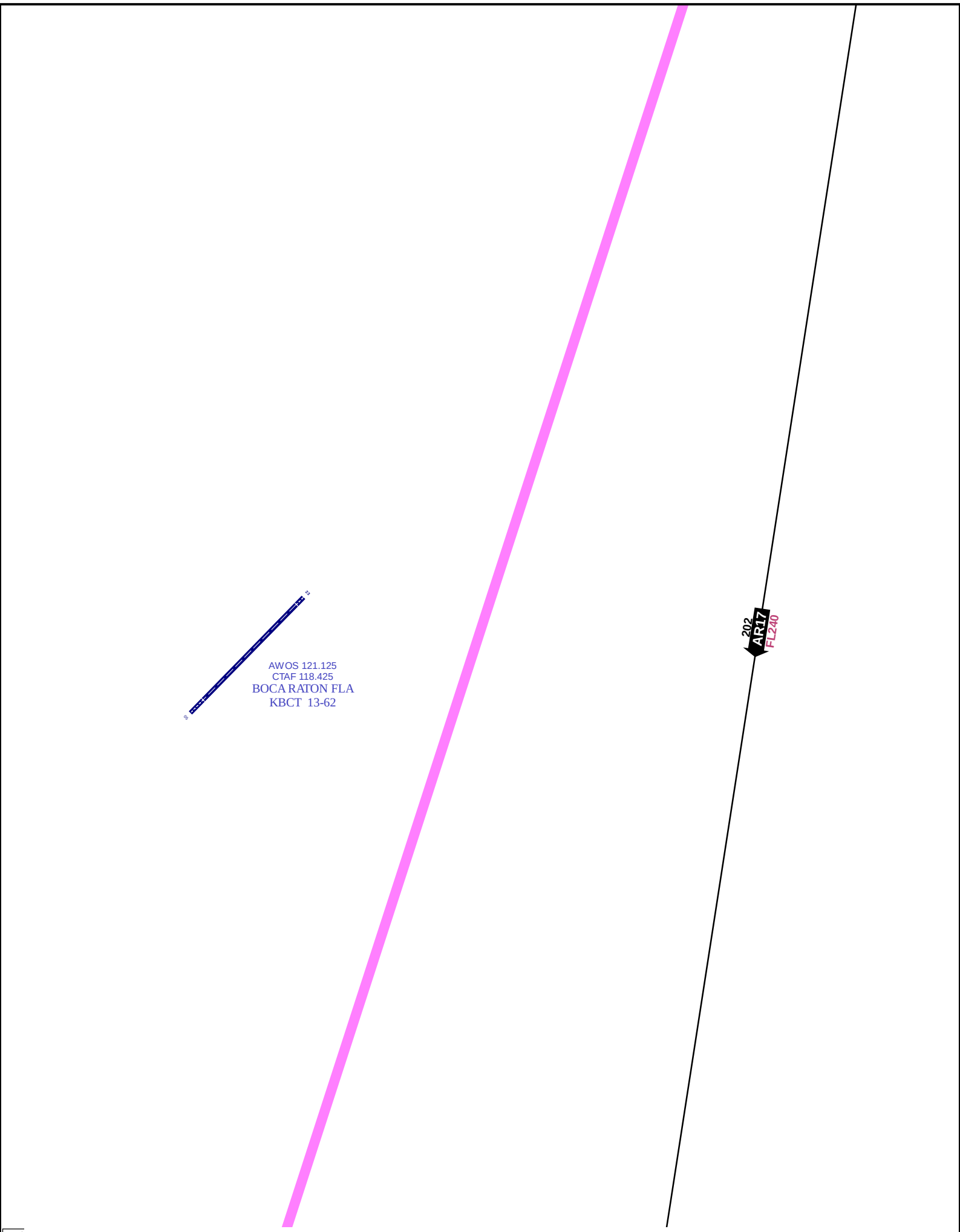

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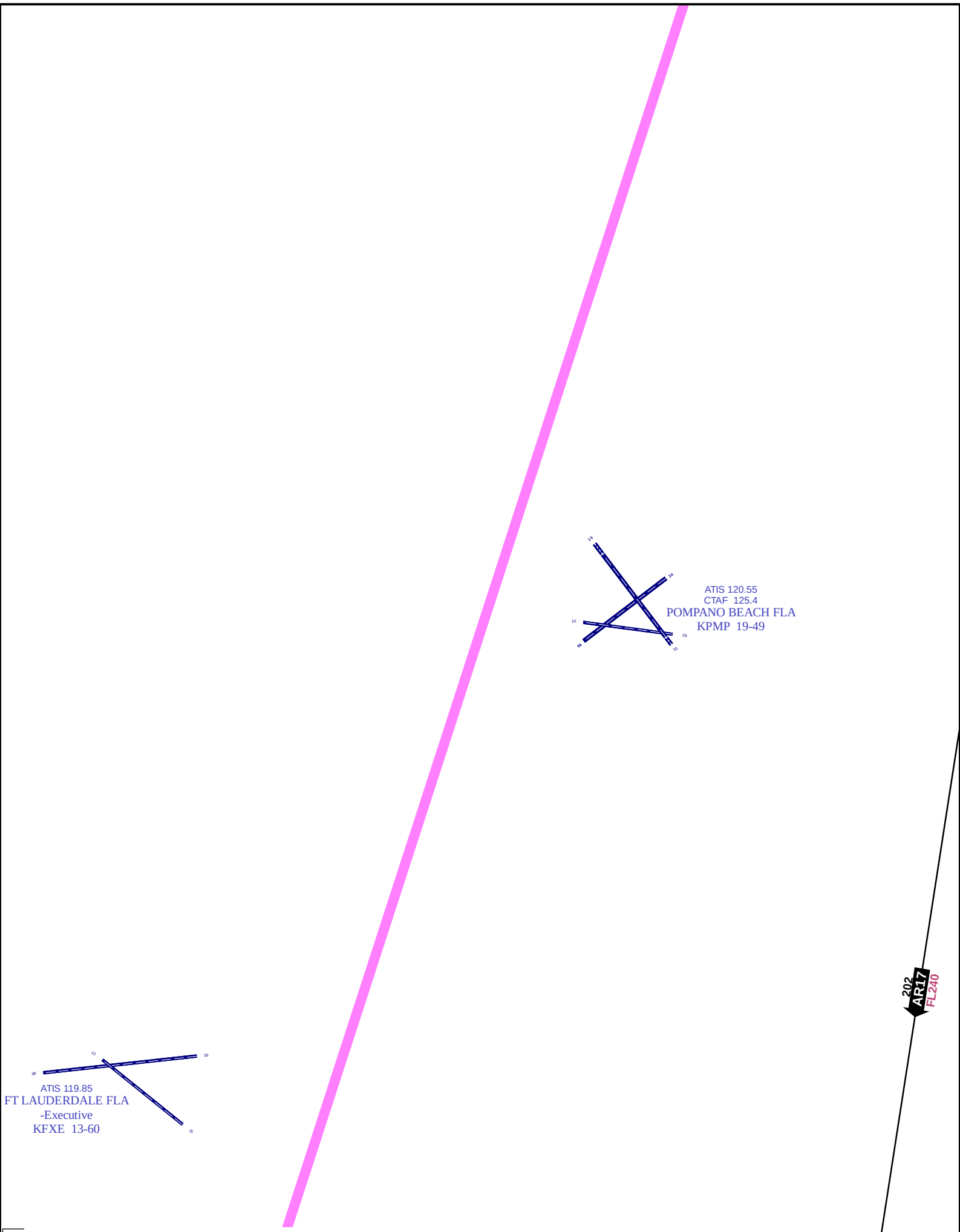

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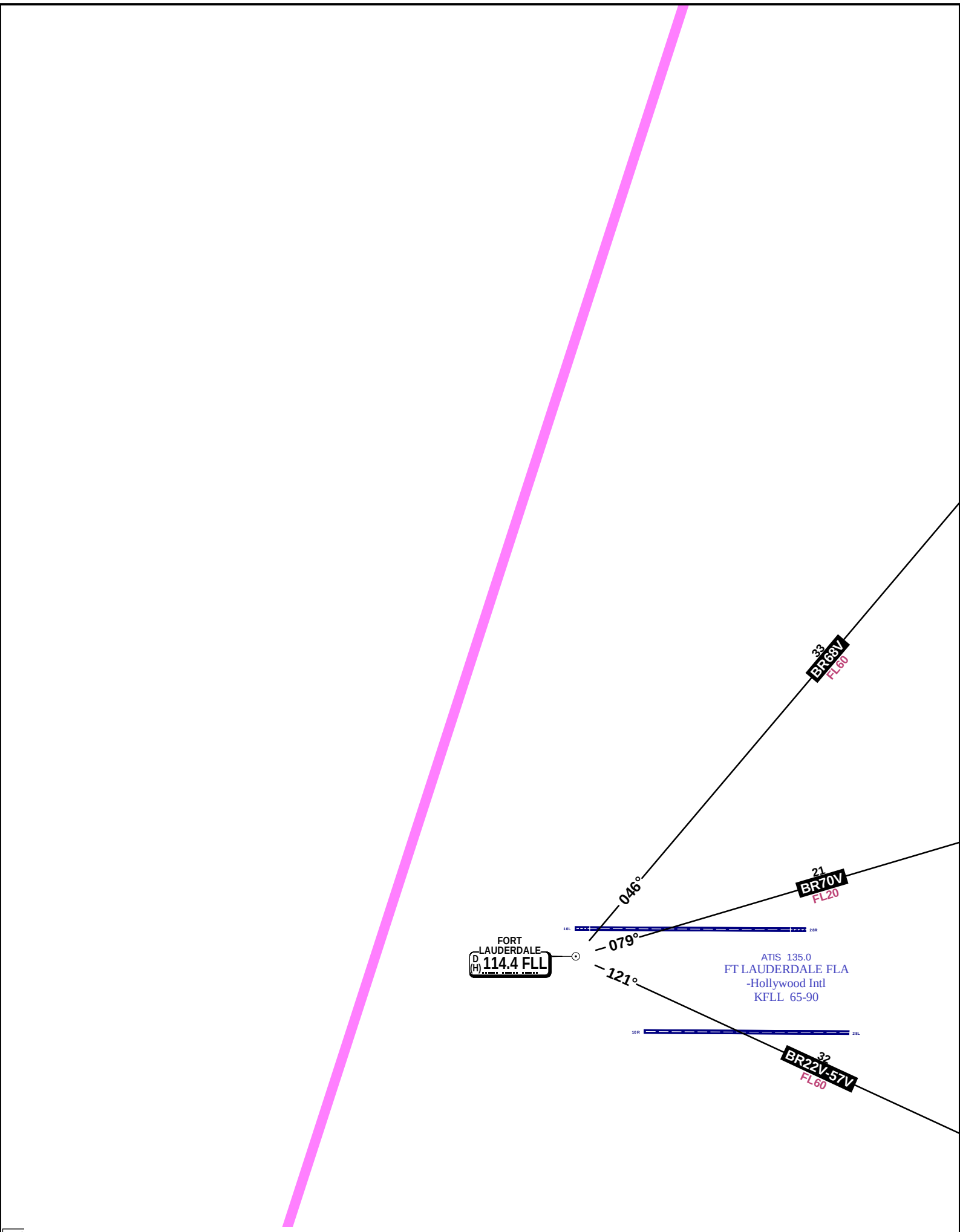

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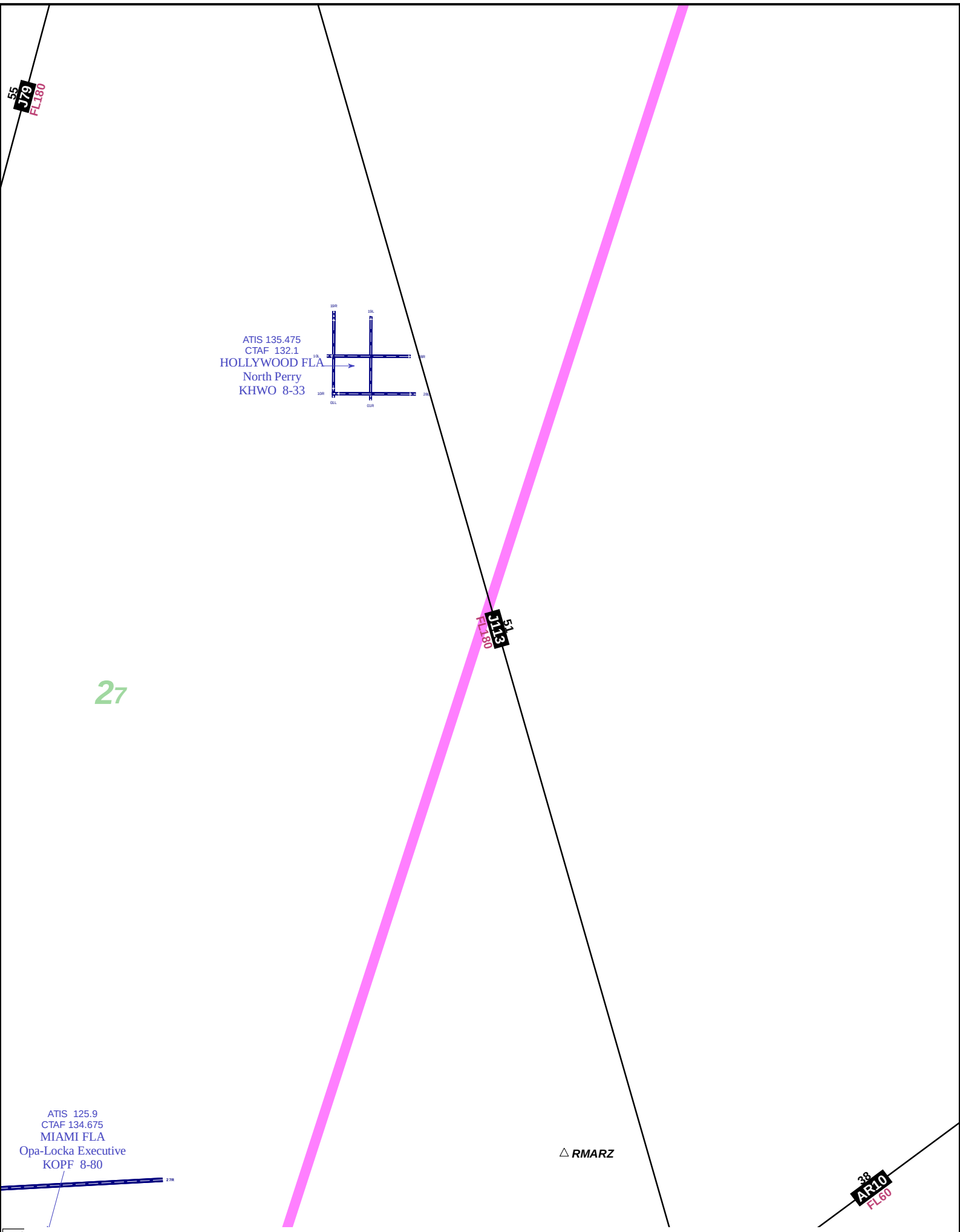

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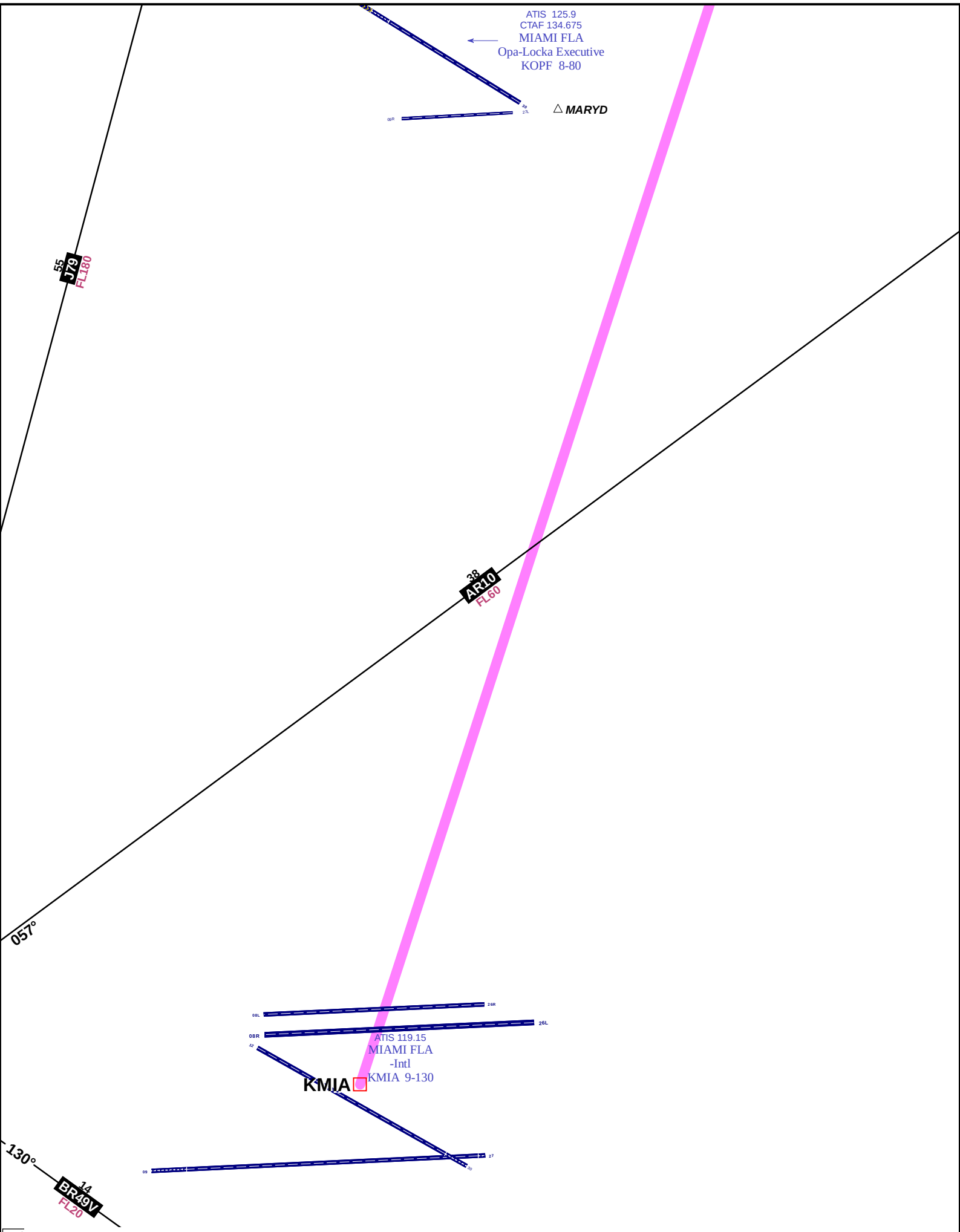

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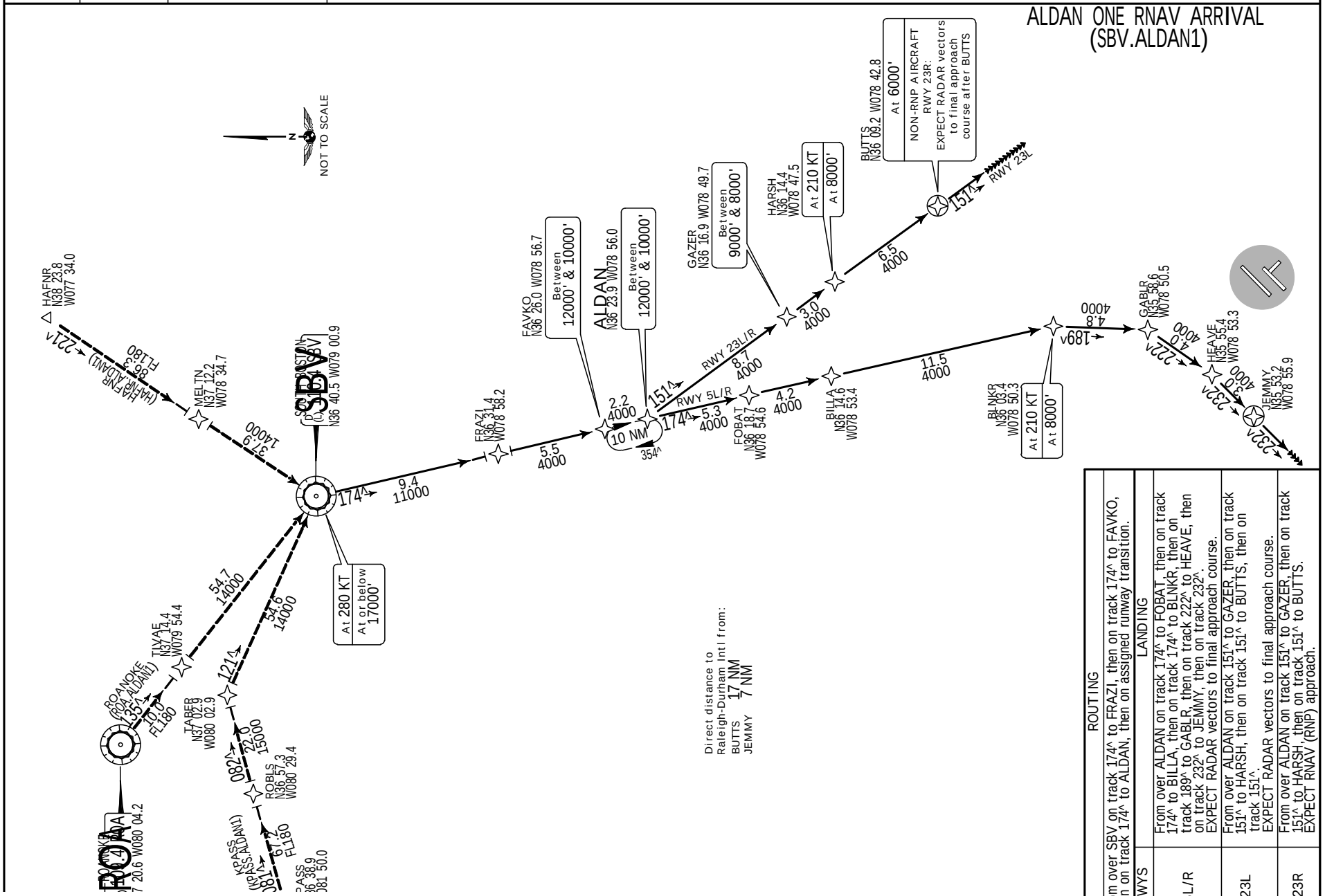
KRDU/RDU
RALEIGH-DURHAM INTL

D-ATIS	Apt Elev		
123.8	435'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. RWY 5L/R, 23L: RADAR required. 2. RWY 23R: RADAR required for non-GPS equipped aircraft. 3. DME/DME/IRU or GPS required. 4. RNAV 1. 5. For turbojet aircraft only. 6. Landing SOUTHWEST: select RWY 23R. 7. Landing NORTHEAST: select RWY 5L. 8. EXPECT to receive landing direction (NORTHEAST/SOUTHWEST) from WASHINGTON ARTCC; RALEIGH Approach will assign landing runway.

ALDAN ONE RNAV ARRIVAL (SBV.ALDAN1)



ROUTING	
From over SBV on track 174^ to FRAZI, then on track 174^ to FAVKO, then on track 174^ to ALDAN, then on assigned runway transition.	
LANDING	
RWYS	
5L/R	From over ALDAN on track 174^ to FOBAT, then on track 174^ to BILLA, then on track 174^ to BLNKR, then on track 189^ to GABLR, then on track 222^ to HEAVE, then on track 232^ to JEMMY, then on track 232^. EXPECT RADAR vectors to final approach course.
23L	From over ALDAN on track 151^ to GAZER, then on track 151^ to HARSH, then on track 151^ to BUTTS, then on track 151^. EXPECT RADAR vectors to final approach course.
23R	From over ALDAN on track 151^ to GAZER, then on track 151^ to HARSH, then on track 151^ to BUTTS. EXPECT RNAV (RNP) approach.

CHANGES: New procedure at this airport.

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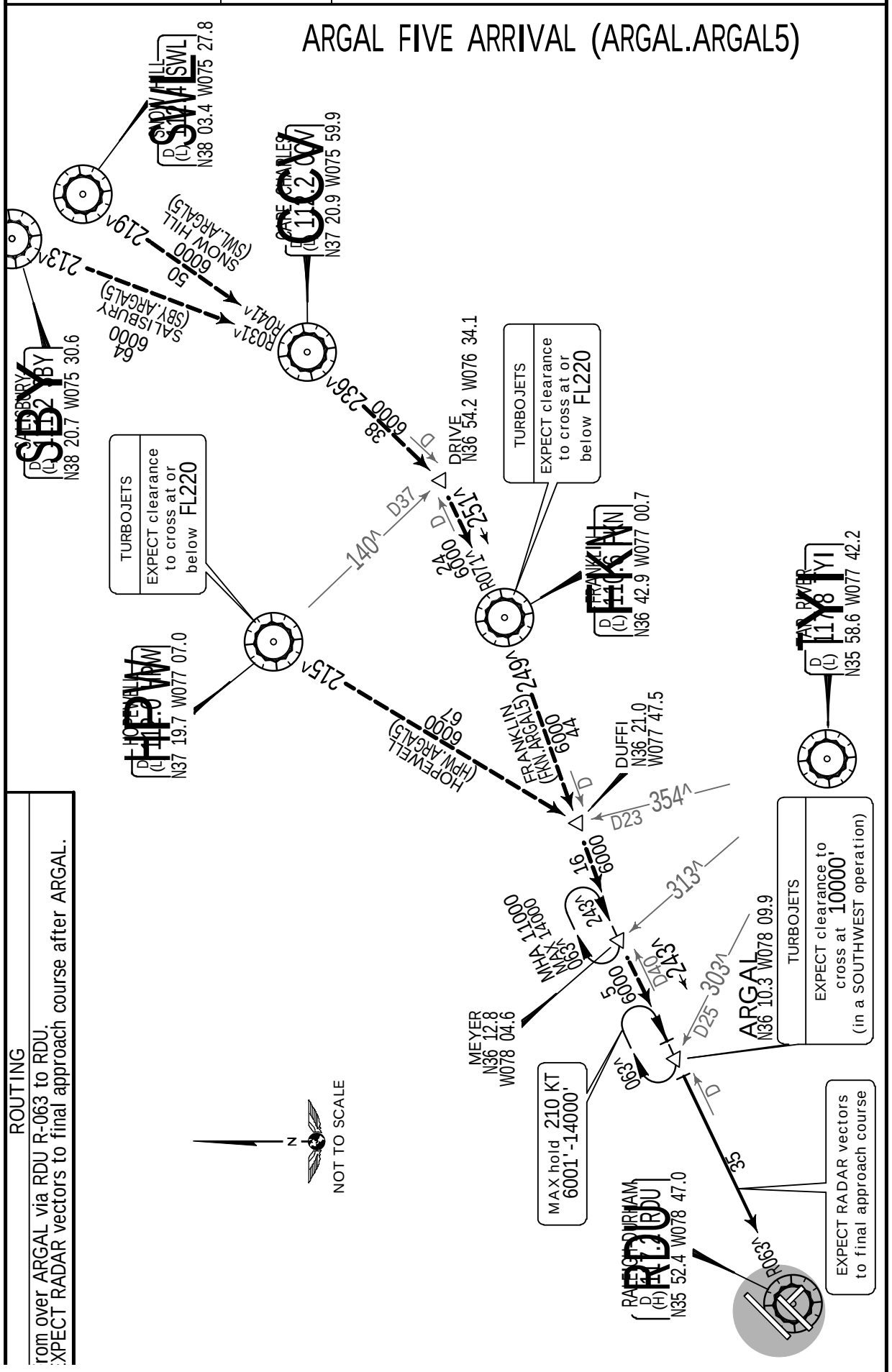
KRDU/RDU RALEIGH-DURHAM INTL

JEPPESEN 18 JAN 13 (10-2A)

RALEIGH/DURHAM, N CAR .STAR.

D-ATIS	Apt Elev	Alt set: INCHES Trans level: FL180 Trans alt: 18000'
123.8	435'	

ARGAL FIVE ARRIVAL (ARGAL.ARGAL5)



ROUTING

rom over ARGAL via RDU R-063 to RDU.
XPECT RADAR vectors to final approach course after ARGAL.

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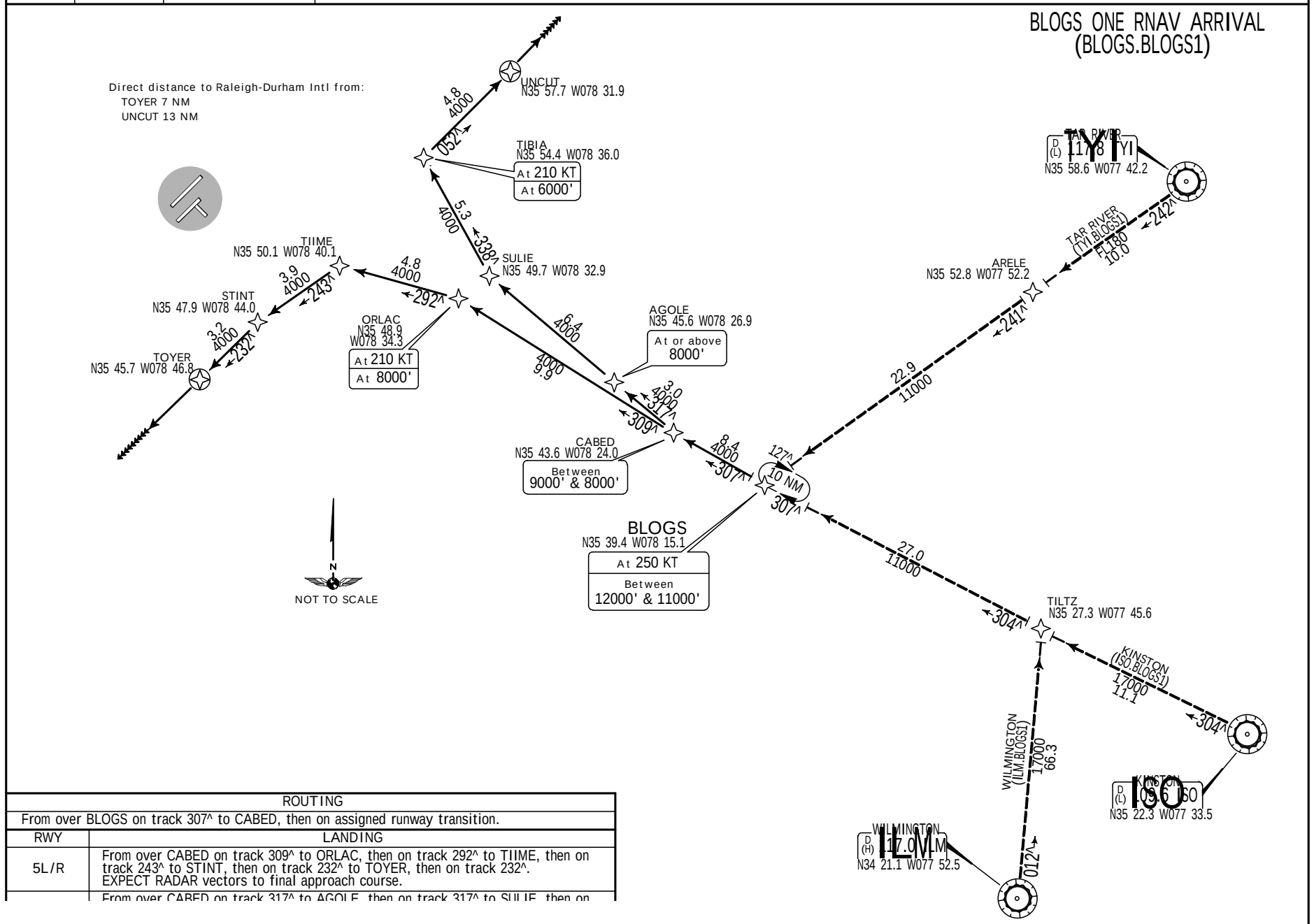
KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN
6 DEC 13
.Eff.12.Dec.
10-2A-1

RALEIGH/DURHAM, N CAR
.RNAV.STAR.

D-ATIS	Apt Elev		
123.8	435'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only. 5. Landing SOUTHWEST: select RWY 23L. 6. Landing NORTHEAST: select RWY 5R. 7. EXPECT to receive landing direction (NORTHEAST/SOUTHWEST) from WASHINGTON ARTCC; RALEIGH Approach will assign landing runway.

BLOGS ONE RNAV ARRIVAL (BLOGS.BLOGS1)



ROUTING	
From over BLOGS on track 307^ to CABED, then on assigned runway transition.	
RWY	LANDING
5L/R	From over CABED on track 309^ to ORLAC, then on track 292^ to TIIME, then on track 243^ to STINT, then on track 232^ to TOYER, then on track 232^. EXPECT RADAR vectors to final approach course.
	From over CABED on track 317^ to AGOLE, then on track 317^ to SULIE, then on

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CHANGES: New procedure at this airport.

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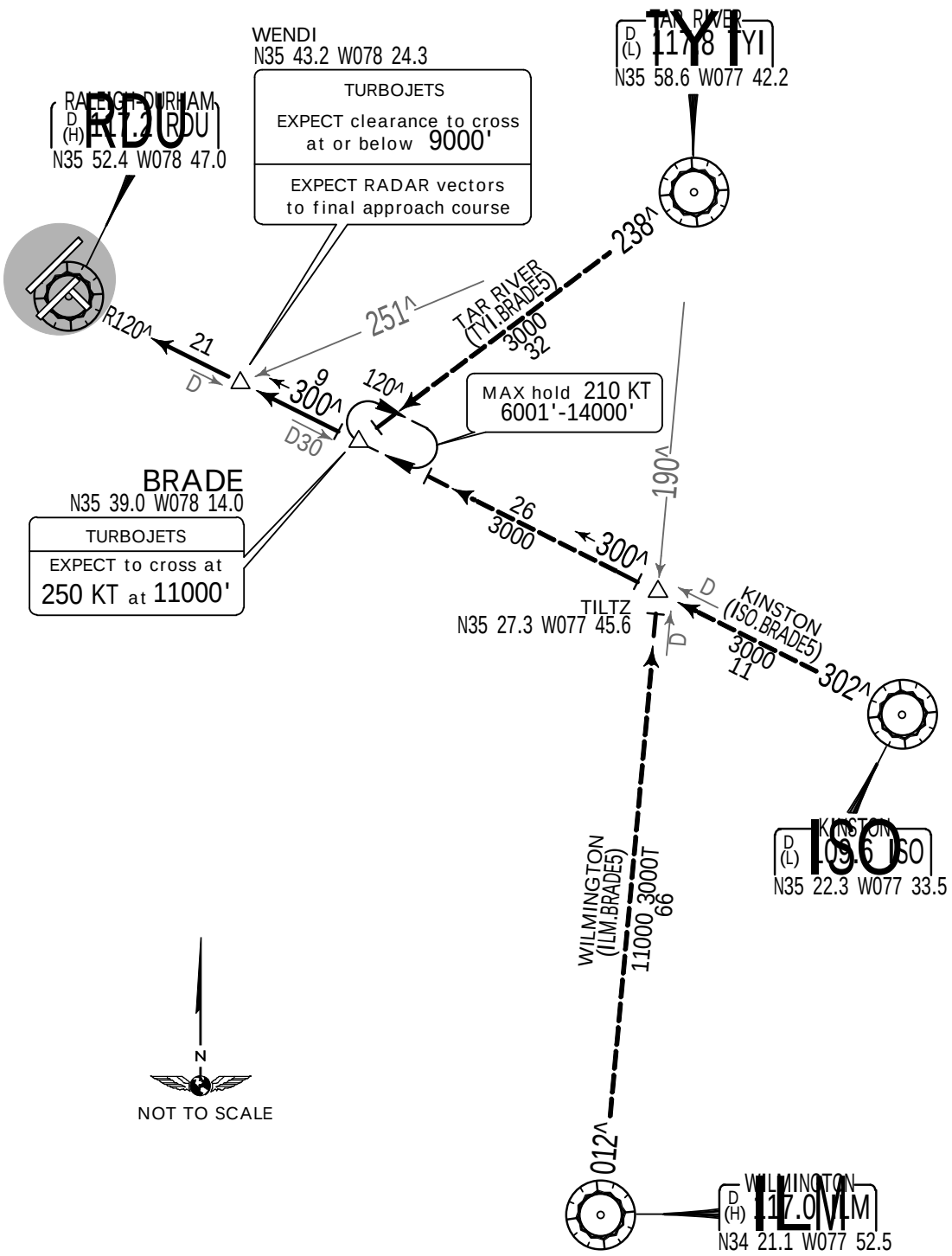
KRDU/RDU RALEIGH-DURHAM INTL

JEPPESEN 18 JAN 13 (10-2B)

RALEIGH/DURHAM, N CAR .STAR.

D-ATIS	Apt Elev	Alt set: INCHES Trans level: FL180 Trans alt: 18000' DME required.
123.8	435'	

BRADE FIVE ARRIVAL (BRADE.BRADE5)



ROUTING

From over BRADE via RDU R-120 to RDU.

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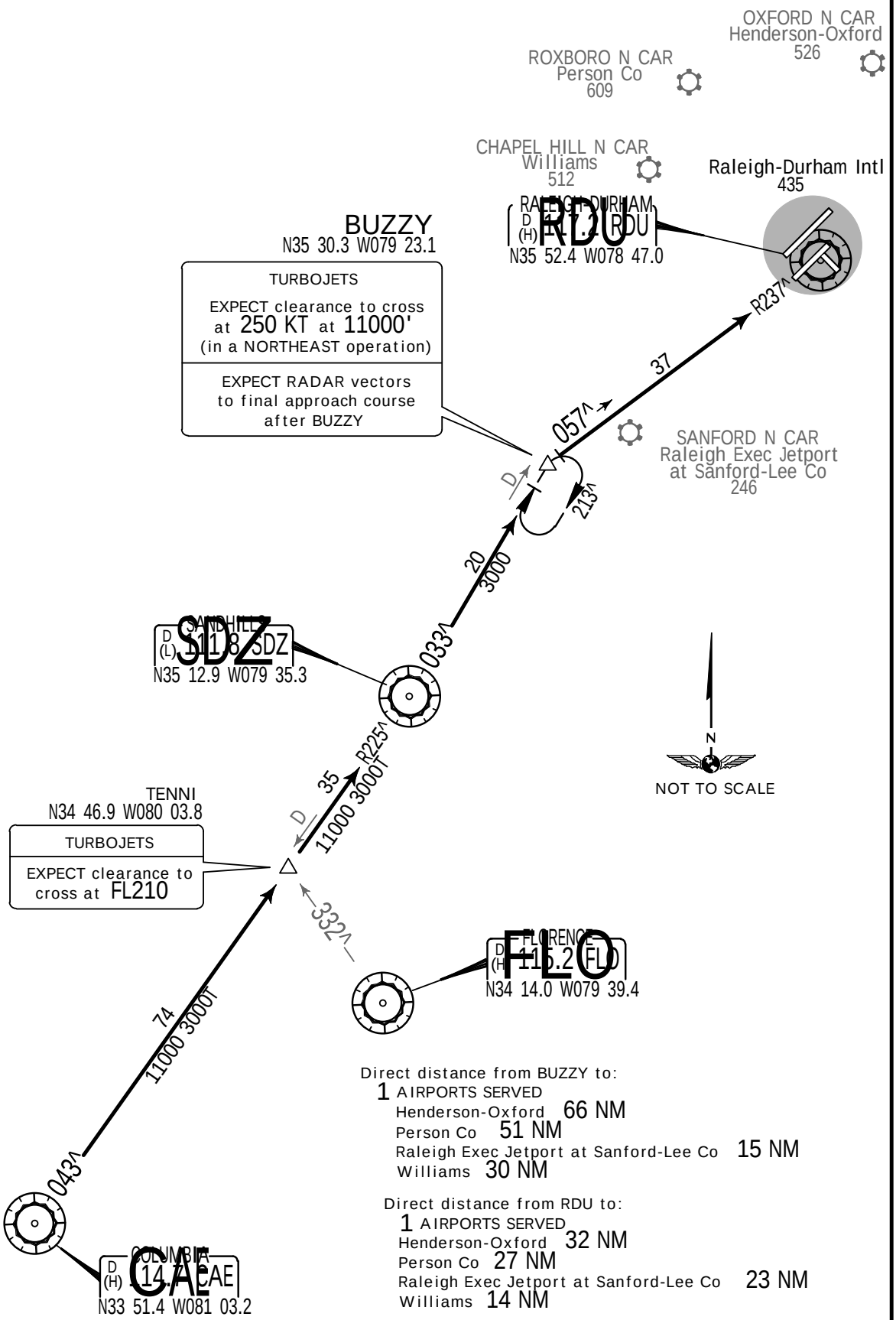
KRDU/RDU RALEIGH-DURHAM INTL

JEPPESEN 18 JAN 13 10-2C

RALEIGH/DURHAM, N CAR .STAR.

RALEIGH-DURHAM INTL D-ATIS 123.8	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME required 2. Also Serves 1

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)



Direct distance from BUZZY to:
1 AIRPORTS SERVED
Henderson-Oxford 66 NM
Person Co 51 NM
Raleigh Exec Jetport at Sanford-Lee Co 15 NM
Williams 30 NM

Direct distance from RDU to:
1 AIRPORTS SERVED
Henderson-Oxford 32 NM
Person Co 27 NM
Raleigh Exec Jetport at Sanford-Lee Co 23 NM
Williams 14 NM

ROUTING

From over CAE via CAE R-043 and SDZ R-225 to SDZ. Then via SDZ R-033 to BUZZY.

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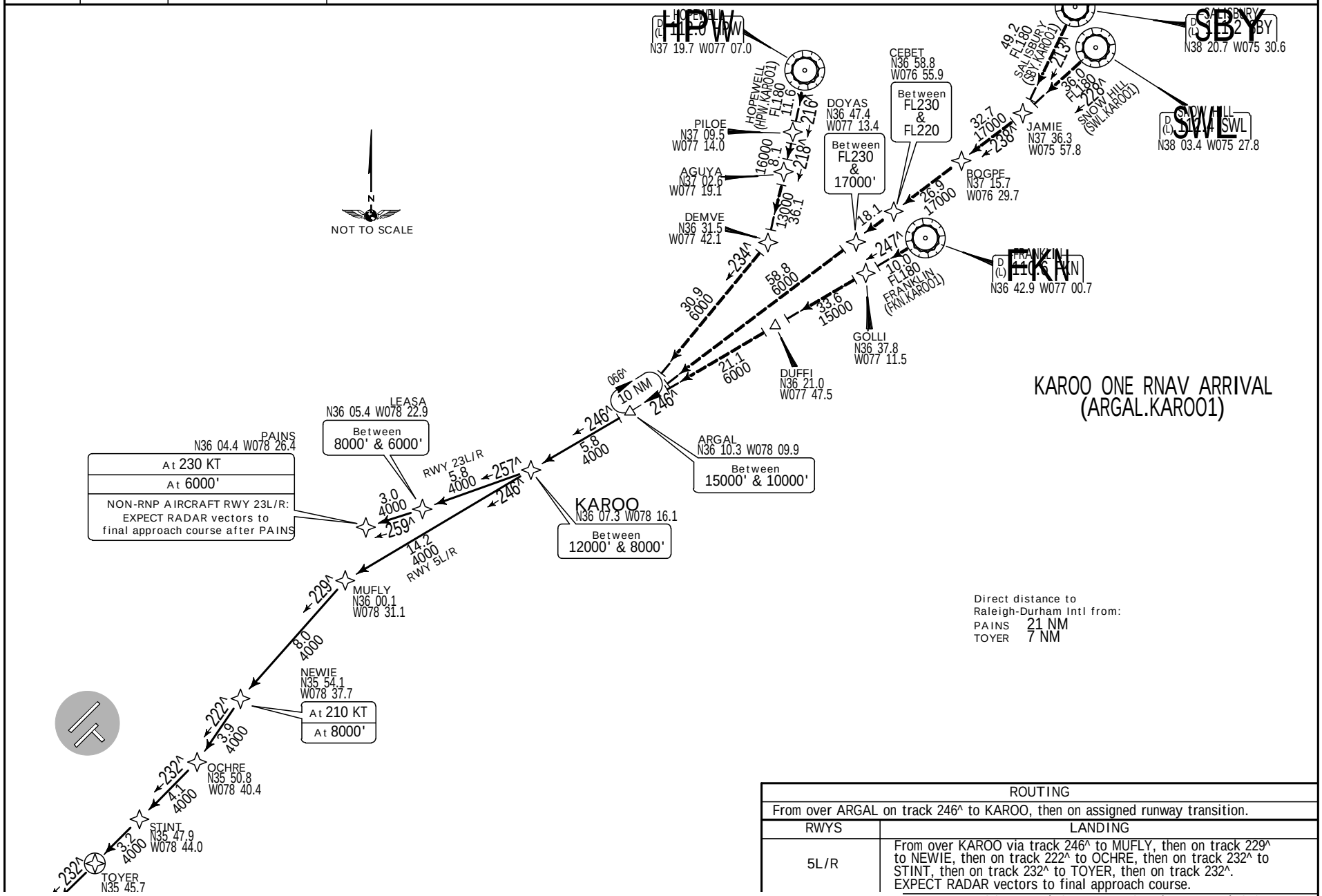
KRDU/RDU
RALEIGH-DURHAM INTL

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. RWY 5L/R: RADAR required for non-GPS equipped aircraft. 2. RWY 23L/R: RADAR required. 3. DME/DME/IRU or GPS required. 4. RNAV 1. 5. For turbojet aircraft only. 6. Landing SOUTHWEST: select RWY 23L. 7. Landing NORTHEAST: select RWY 5R. 8. EXPECT to receive landing direction (NORTHEAST/SOUTHWEST) from WASHINGTON ARTCC; RALEIGH Approach will assign landing runway.
123.8	435'		



ROUTING	
From over ARGAL on track 246^ to KAROO, then on assigned runway transition.	
RWYS	LANDING
5L/R	From over KAROO via track 246^ to MUFLY, then on track 229^ to NEWIE, then on track 222^ to OCHRE, then on track 232^ to STINT, then on track 232^ to TOYER, then on track 232^. EXPECT RADAR vectors to final approach course.
	From over KAROO on track 257^ to LEASA, then on track 259^ to PAINS. EXPECT RNAV (RNP) approach.

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CHANGES: Reindexed (FRAZI ONE Arrival cancelled).

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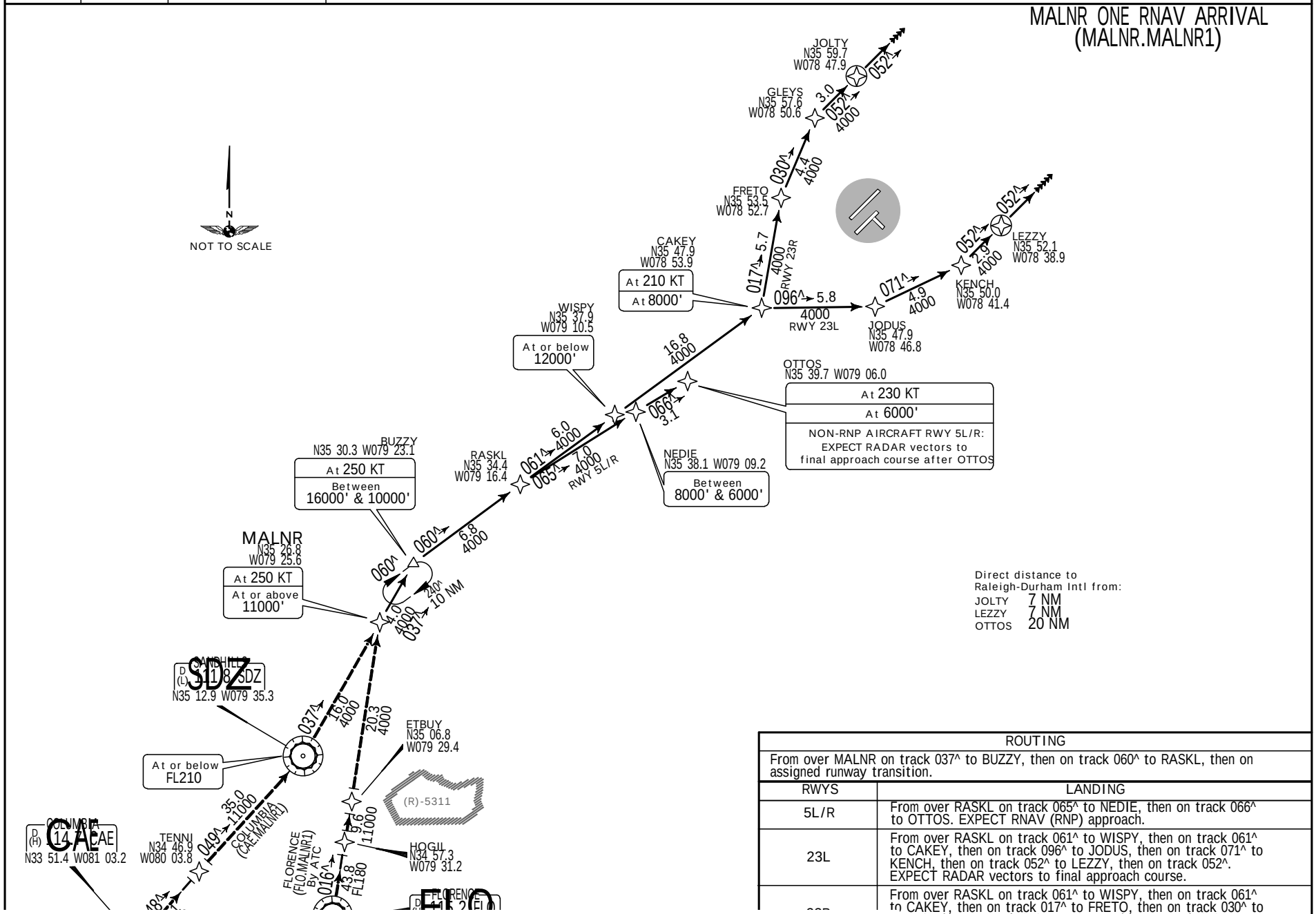
KRDU/RDU RALEIGH-DURHAM INTL

JEPPESEN RALEIGH/DURHAM, N CAR
26 APR 13 (10-2E) .Eff.2.May. .RNAV.STAR.

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. RWY 5L/R: RADAR required for non-GPS equipped aircraft. 2. RWY 23L/R: RADAR required. 3. DME/DME/IRU or GPS required. 4. RNAV 1. 5. For turbojet aircraft only. 6. Landing SOUTHWEST: select RWY 23R. 7. Landing NORTHEAST: select RWY 5L. 8. EXPECT to receive landing direction (NORTHEAST/SOUTHWEST) from WASHINGTON ARTCC; RALEIGH Approach will assign landing runway.
123.8	435'		

MALNR ONE RNAV ARRIVAL (MALNR.MALNR1)



ROUTING	
From over MALNR on track 037^ to BUZZY, then on track 060^ to RASKL, then on assigned runway transition.	
RWYS	LANDING
5L/R	From over RASKL on track 065^ to NEDIE, then on track 066^ to OTTOS. EXPECT RNAV (RNP) approach.
23L	From over RASKL on track 061^ to WISPY, then on track 061^ to CAKEY, then on track 096^ to JODUS, then on track 071^ to KENCH, then on track 052^ to LEZZY, then on track 052^. EXPECT RADAR vectors to final approach course.
[illegible]	From over RASKL on track 061^ to WISPY, then on track 061^ to CAKEY, then on track 017^ to FRETO, then on track 030^ to GLEYS, then on track 052^ to JOLTY, then on track 052^. EXPECT RADAR vectors to final approach course.

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CHANGES: Reindexed.

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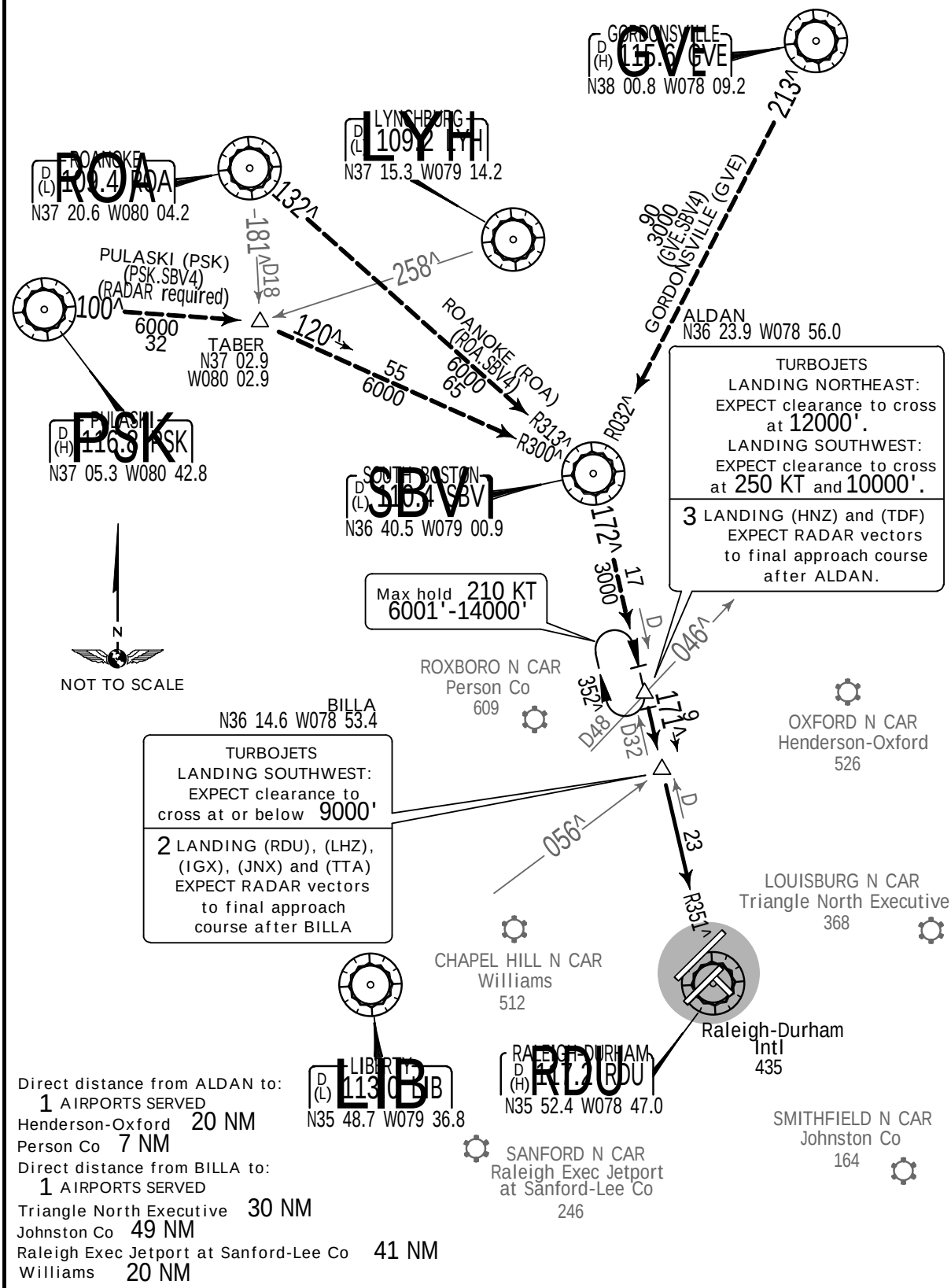
KRDU/RDU RALEIGH/DURHAM, N CAR

RALEIGH-DURHAM INTL

RALEIGH-DURHAM INTL D-ATIS 123.8	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required for PULASKI transition to TABER. 2. Also Serves 1

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4)



Direct distance from ALDAN to:
1 AIRPORTS SERVED
Henderson-Oxford 20 NM
Person Co 7 NM
Direct distance from BILLA to:
1 AIRPORTS SERVED
Triangle North Executive 30 NM
Johnston Co 49 NM
Raleigh Exec Jetport at Sanford-Lee Co 41 NM
Williams 20 NM

ROUTING

From over ALDAN via RDU R-351 to BILLA, then via RDU R-351 to RDU.
2 EXPECT RADAR vectors to final approach course after BILLA for arrival to Raleigh-Durham Intl (RDU), Triangle North Executive (LHZ), Williams (IGX), Johnston Co (JNX) and Raleigh Exec Jetport at Sanford-Lee Co (TTA).
3 EXPECT RADAR vectors to final approach course after ALDAN for arrival to Henderson-

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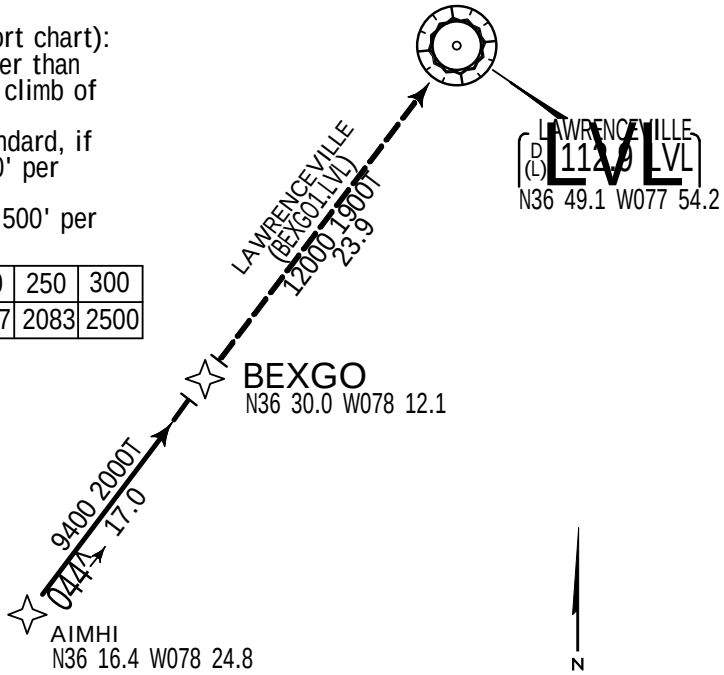
RALEIGH Departure (R) 132.35	Apt Elev 435'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Transponder code will be assigned via PDC or Raleigh clearance delivery. 5. If unable to accept climb rate, advise ATC on initial contact.

BEXGO ONE RNAV DEPARTURE (BEXGO1.BEXGO)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 940'.
Rwy 23L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1100'.
Rwy 32: 300-1 with minimum climb of 500' per NM to 940'.

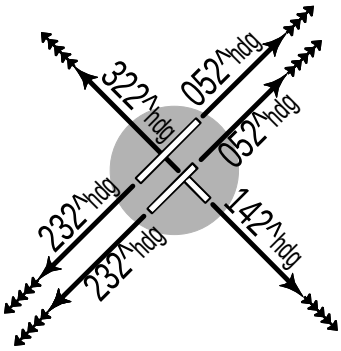
Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500



LOST COMMS LOST COMMS
Standard.
LOST COMMS LOST COMMS

Direct distance from Raleigh-Durham Intl to:
AIMHI 30 NM

N
NOT TO SCALE



OBSTACLES
Rwy 5L: Trees beginning 3802' from DER, 1237' LEFT of centerline, up to 77' AGL/506' MSL.
Tank and trees beginning 2011' from DER, 948' RIGHT of centerline, up to 138' AGL/547' MSL.
Rwy 5R: Trees beginning 1436' from DER, 803' RIGHT of centerline, up to 80' AGL/469' MSL.
Rwy 14: Trees beginning 2021' from DER, 510' LEFT of centerline, up to 116' AGL/545' MSL.
Trees beginning 2467' from DER, 2' RIGHT of centerline, up to 122' AGL/571' MSL.
Rwy 23L: Trees beginning 1495' from DER, 797' LEFT of centerline, up to 58' AGL/447' MSL.
Light pole 1457' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.
Rwy 32: Light poles beginning 1170' from DER, 618' LEFT of centerline, up to 55' AGL/486' MSL.
Hangar 1242' from DER, 753' RIGHT of centerline, 34' AGL/473' MSL. Control tower 2207' from DER, 910' RIGHT of centerline, 231' AGL/660' MSL.

RWY	INITIAL CLIMB
5L/R	Climb on heading 052^ or as assigned by ATC, EXPECT RADAR vectors to AIMHI.
14	Climb on heading 142^ or as assigned by ATC, EXPECT RADAR vectors to AIMHI.
23L/R	Climb on heading 232^ or as assigned by ATC, EXPECT RADAR vectors to AIMHI.
32	Climb on heading 322^ or as assigned by ATC, EXPECT RADAR vectors to AIMHI.

ROUTING

From AIMHI on track 044^ to BEXGO, turbojets MAINTAIN 7000', propellers MAINTAIN 2000'.

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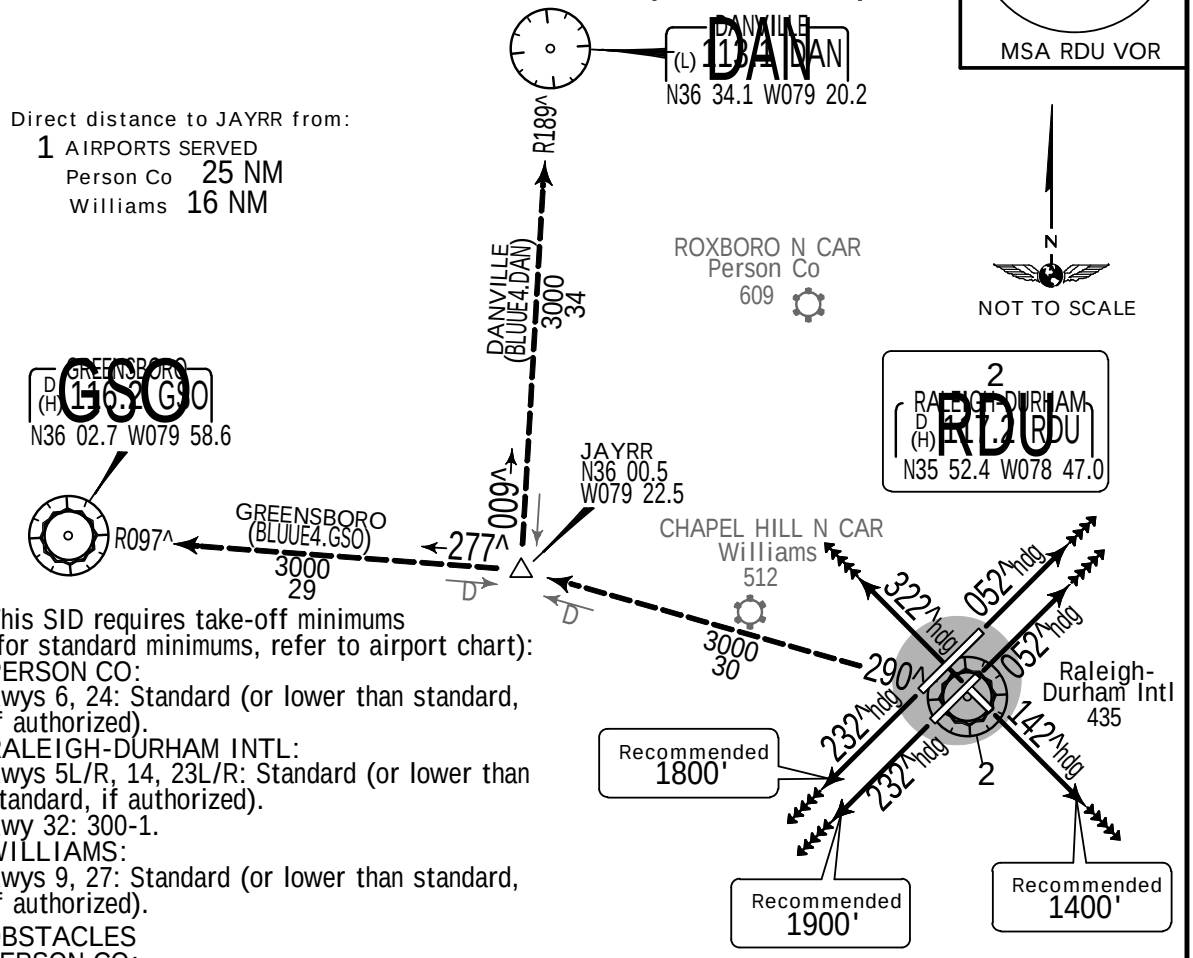
KRDU/RDU RALEIGH/DURHAM, N CAR

RALEIGH-DURHAM INTL 4 JAN 13 (10-3A) .Eff.10.Jan. .SID.

RALEIGH Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'
132.35	See Graphic	1. Turbojets not authorized. 2. RADAR required. 3. Also serves 1

BLUE DEVIL FOUR DEPARTURE (BLUUE4.RDU)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
PERSON CO:
Rwys 6, 24: Standard (or lower than standard, if authorized).
RALEIGH-DURHAM INTL:
Rwys 5L/R, 14, 23L/R: Standard (or lower than standard, if authorized).
Rwy 32: 300-1.
WILLIAMS:
Rwys 9, 27: Standard (or lower than standard, if authorized).

OBSTACLES
PERSON CO:
Rwy 6: Trees 1600' from DER, 200' RIGHT of centerline, 100' AGL/729' MSL.
Rwy 24: Trees 562' from DER, 577' LEFT of centerline, 100' AGL/699' MSL.
RALEIGH-DURHAM INTL:
Rwy 5L: Tree 2011' from DER, 949' RIGHT of centerline, 80' AGL/469' MSL. Tree 3802' from DER, 1238' LEFT of centerline, 77' AGL/506' MSL. Tank 4046' from DER, 1578' RIGHT of centerline, 138' AGL/547' MSL.
Rwy 5R: Tree 1437' from DER, 803' RIGHT of centerline, 80' AGL/469' MSL.
Rwy 14: Multiple trees beginning 2021' from DER, 510' LEFT of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from DER, 1' RIGHT of centerline, up to 110' AGL/559' MSL.
Rwy 23L: Tree 1496' from DER, 797' LEFT of centerline, 58' AGL/447' MSL. Light pole 1458' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.
Rwy 32: Multiple poles 1170' from DER, 634' LEFT of centerline, up to 47' AGL/486' MSL. Antenna 1243' from DER, 754' RIGHT of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from DER, 911' RIGHT of centerline, 221' AGL/660' MSL.
WILLIAMS:
Rwy 9: Trees 1084' from DER, 250' LEFT of centerline, 82' AGL/551' MSL. Trees 785' from DER, 401' RIGHT of centerline, 56 AGL/520' MSL.
Rwy 27: Trees 200' from DER, 240' LEFT of centerline, 43' AGL/542' MSL.

AIRPORT	INITIAL CLIMB
PERSON CO	Rwy 6: Climb on heading 060^. Rwy 24: Climb on heading 240^.
RALEIGH-DURHAM INTL	Rwys 5L/R: Climb on heading 052^. Rwy 14: Climb on heading 142^ to recommended 1400'. Rwy 23L: Climb on heading 232^ to recommended 1900'. Rwy 23R: Climb on heading 232^ to recommended 1800'. Rwy 32: Climb on heading 322^.
WILLIAMS	Rwy 9: Climb on heading 090^ to 1400'. Rwy 27: Climb on heading 270^ to 2400'.

ROUTING

Or as assigned for vectors to assigned transition. EXPECT clearance to filed altitude/flight

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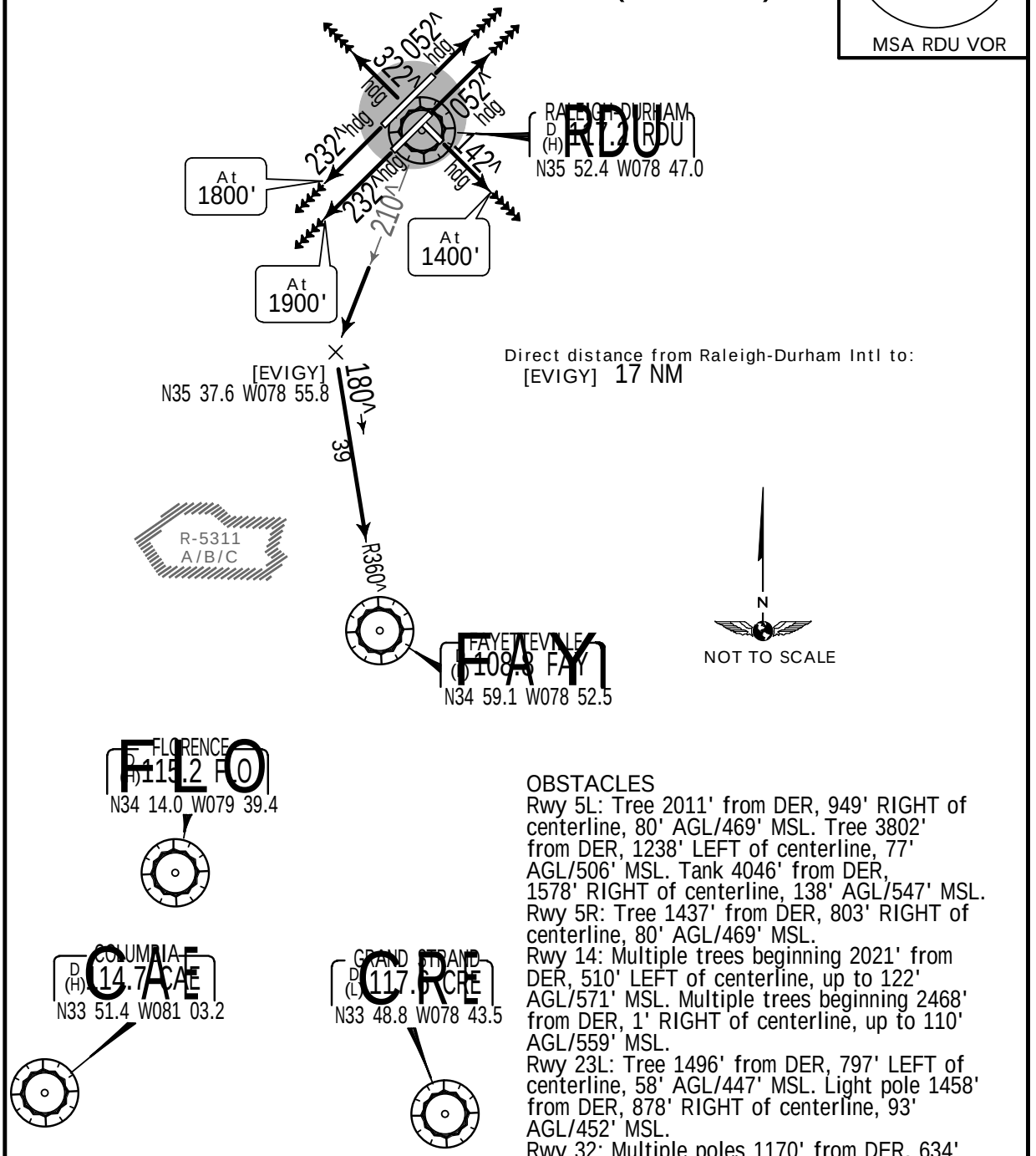
RALEIGH Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000' RADAR required.
125.3	435'	

3400'
MSA RDU VOR

FAYETTEVILLE THREE DEPARTURE (FAY3.FAY)



OBSTACLES
Rwy 5L: Tree 2011' from DER, 949' RIGHT of centerline, 80' AGL/469' MSL. Tree 3802' from DER, 1238' LEFT of centerline, 77' AGL/506' MSL. Tank 4046' from DER, 1578' RIGHT of centerline, 138' AGL/547' MSL.
Rwy 5R: Tree 1437' from DER, 803' RIGHT of centerline, 80' AGL/469' MSL.
Rwy 14: Multiple trees beginning 2021' from DER, 510' LEFT of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from DER, 1' RIGHT of centerline, up to 110' AGL/559' MSL.
Rwy 23L: Tree 1496' from DER, 797' LEFT of centerline, 58' AGL/447' MSL. Light pole 1458' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.
Rwy 32: Multiple poles 1170' from DER, 634' LEFT of centerline, up to 47' AGL/486' MSL. Antenna 1243' from DER, 754' RIGHT of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from DER, 911' RIGHT of centerline, 221' AGL/660' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23L/R: Standard (or lower than standard, if authorized).
Rwy 32: 300-1.

RWY	INITIAL CLIMB
5L/R	Climb heading 052^.
14	Climb heading 142^ to 1400'.
23L	Climb heading 232^ to 1900'.
23R	Climb heading 232^ to 1800'.
32	Climb heading 322^.

ROUTING

Or as assigned for vectors to join RDU R-210, then via RDU R-210 and FAY R-360 to FAY, then

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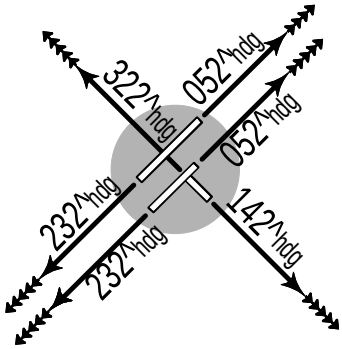
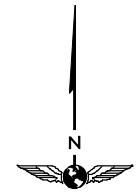
RALEIGH Departure (R) 125.3	Apt Elev 435'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Transponder code will be assigned via PDC or Raleigh clearance delivery. 5. If unable to accept climb rate, advise ATC on initial contact.

HOOKZ ONE RNAV DEPARTURE (HOOKZ1.HOOKZ)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 940'.
Rwy 23L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1100'.
Rwy 32: 300-1 with minimum climb of 500' per NM to 940'.

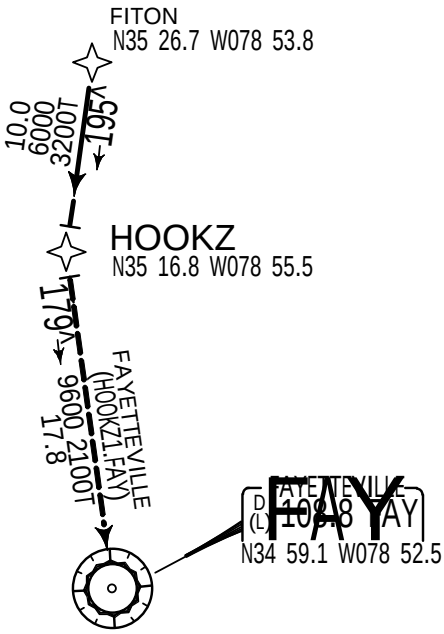
Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500





NOT TO SCALE

Direct distance from Raleigh-Durham Intl to:
FITON 26 NM



OBSTACLES
Rwy 5L: Trees beginning 3802' from DER, 1237' LEFT of centerline, up to 77' AGL/506' MSL.
Tank and trees beginning 2011' from DER, 948' RIGHT of centerline, up to 138' AGL/547' MSL.
Rwy 5R: Trees beginning 1436' from DER, 803' RIGHT of centerline, up to 80' AGL/469' MSL.
Rwy 14: Trees beginning 2021' from DER, 510' LEFT of centerline, up to 116' AGL/545' MSL.
Trees beginning 2467' from DER, 2' RIGHT of centerline, up to 122' AGL/571' MSL.
Rwy 23L: Trees beginning 1495' from DER, 797' LEFT of centerline, up to 58' AGL/447' MSL.
Light pole 1457' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.
Rwy 32: Light poles beginning 1170' from DER, 618' LEFT of centerline, up to 55' AGL/486' MSL.
Hangar 1242' from DER, 753' RIGHT of centerline, 34' AGL/473' MSL. Control tower 2207' from DER, 910' RIGHT of centerline, 231' AGL/660' MSL.

RWY	INITIAL CLIMB
5L/R	Climb on heading 052^ or as assigned by ATC, EXPECT RADAR vectors to FITON.
14	Climb on heading 142^ or as assigned by ATC, EXPECT RADAR vectors to FITON.
23L/R	Climb on heading 232^ or as assigned by ATC, EXPECT RADAR vectors to FITON.
32	Climb on heading 322^ or as assigned by ATC, EXPECT RADAR vectors to FITON.

ROUTING

From FITON on track 195^ to HOOKZ, turbojets MAINTAIN 7000', propellers MAINTAIN 2000'.

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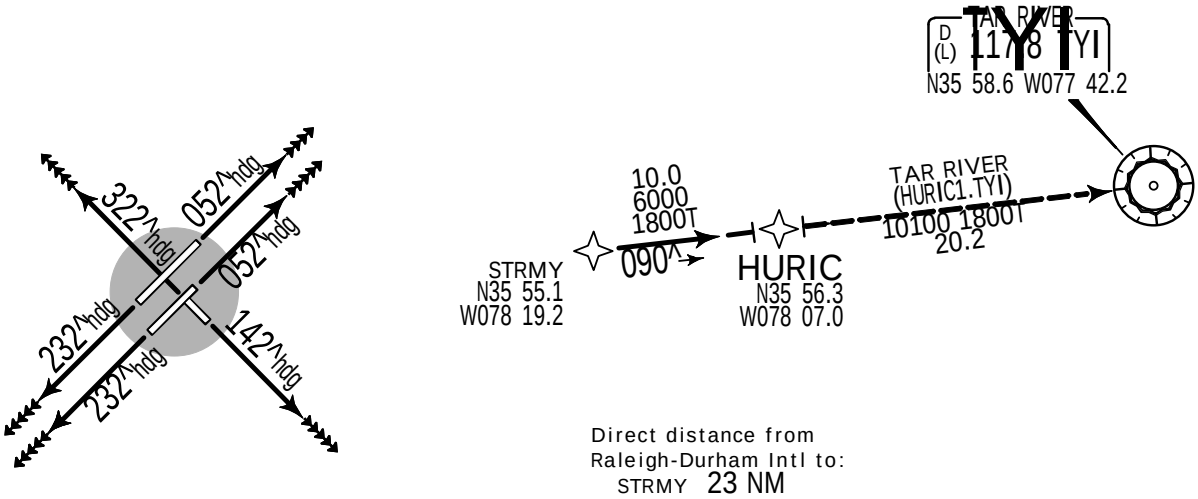
KRDU/RDU RALEIGH/DURHAM, N CAR

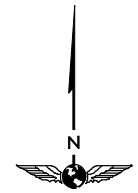
RALEIGH-DURHAM INTL 4 JAN 13 (10-3D) .Eff.10.Jan. .RNAV.SID.

RALEIGH Departure (R) 125.3	Apt Elev 435'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Transponder code will be assigned via PDC or Raleigh clearance delivery. 5. If unable to accept climb rate, advise ATC on initial contact.

HURIC ONE RNAV DEPARTURE (HURIC1.HURIC)



Direct distance from Raleigh-Durham Intl to:
STRMY 23 NM



NOT TO SCALE

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 940'.
Rwy 23L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1100'.
Rwy 32: 300-1 with minimum climb of 500' per NM to 940'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 5L: Trees beginning 3802' from DER, 1237' LEFT of centerline, up to 77' AGL/506' MSL.
Tank and trees beginning 2011' from DER, 948' RIGHT of centerline, up to 138' AGL/547' MSL.
Rwy 5R: Trees beginning 1436' from DER, 803' RIGHT of centerline, up to 80' AGL/469' MSL.
Rwy 14: Trees beginning 2021' from DER, 510' LEFT of centerline, up to 116' AGL/545' MSL.
Trees beginning 2467' from DER, 2' RIGHT of centerline, up to 122' AGL/571' MSL.
Rwy 23L: Trees beginning 1495' from DER, 797' LEFT of centerline, up to 58' AGL/447' MSL.
Light pole 1457' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.
Rwy 32: Light poles beginning 1170' from DER, 618' LEFT of centerline, up to 55' AGL/486' MSL. Hangar 1242' from DER, 753' RIGHT of centerline, 34' AGL/473' MSL. Control tower 2207' from DER, 910' RIGHT of centerline, 231' AGL/660' MSL.

RWY	INITIAL CLIMB
5L/R	Climb on heading 052^ or as assigned by ATC, EXPECT RADAR vectors to STRMY.
14	Climb on heading 142^ or as assigned by ATC, EXPECT RADAR vectors to STRMY.
23L/R	Climb on heading 232^ or as assigned by ATC, EXPECT RADAR vectors to STRMY.
32	Climb on heading 322^ or as assigned by ATC, EXPECT RADAR vectors to STRMY.

ROUTING

From STRMY on track 090^ to HURIC, turbojets MAINTAIN 7000', propellers MAINTAIN 2000'.

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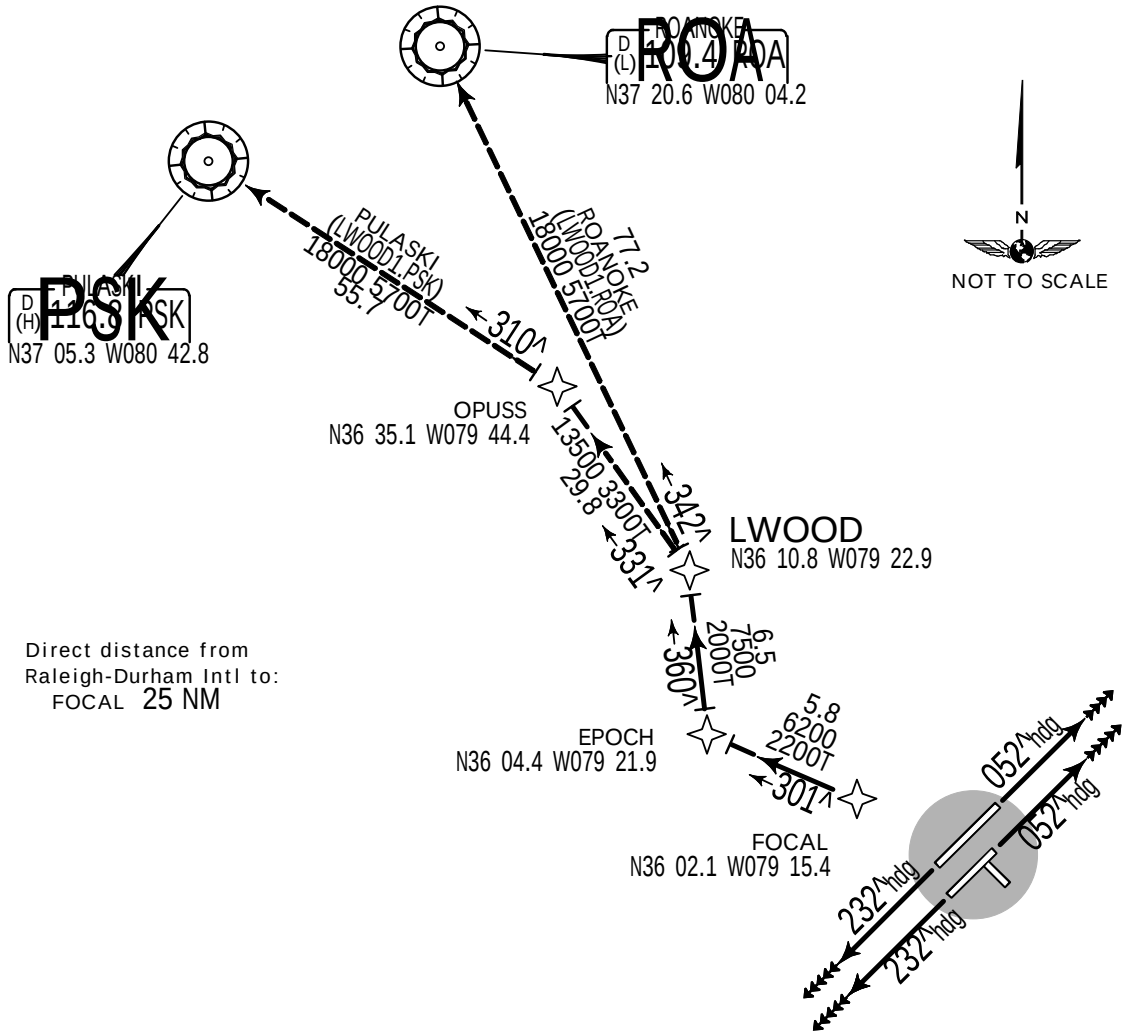
KRDU/RDU RALEIGH/DURHAM, N CAR

RALEIGH-DURHAM INTL 4 JAN 13 10-3E .Eff.10.Jan. .RNAV.SID.

RALEIGH Departure (R) 132.35	Apt Elev 435'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Transponder code will be assigned via PDC or Raleigh clearance delivery. 5. If unable to accept climb rate, advise ATC on initial contact. 6. For turbojet aircraft only.

LWOOD ONE RNAV DEPARTURE (LWOOD1.LWOOD)

(RWYS 5L/R, 23L/R)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 23R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 940'.
Rwy 23L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1100'.
Rwys 14, 32: Not available - runway too short for turbojets.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 5L: Trees beginning 3802' from DER, 1237' LEFT of centerline, up to 77' AGL/506' MSL.
Tank and trees beginning 2011' from DER, 948' RIGHT of centerline, up to 138' AGL/547' MSL.
Rwy 5R: Trees beginning 1436' from DER, 803' RIGHT of centerline, up to 80' AGL/469' MSL.
Rwy 23L: Trees beginning 1495' from DER, 797' LEFT of centerline, up to 58' AGL/447' MSL.
Light pole 1457' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.

RWY	INITIAL CLIMB
5L/R	Climb on heading 052^ or as assigned by ATC, EXPECT RADAR vectors to FOCAL, then on depicted route to LWOOD.
23L/R	Climb on heading 232^ or as assigned by ATC, EXPECT RADAR vectors to FOCAL, then on depicted route to LWOOD.

ROUTING

From LWOOD on assigned transition, MAINTAIN 7000' or altitude assigned by ATC. EXPECT

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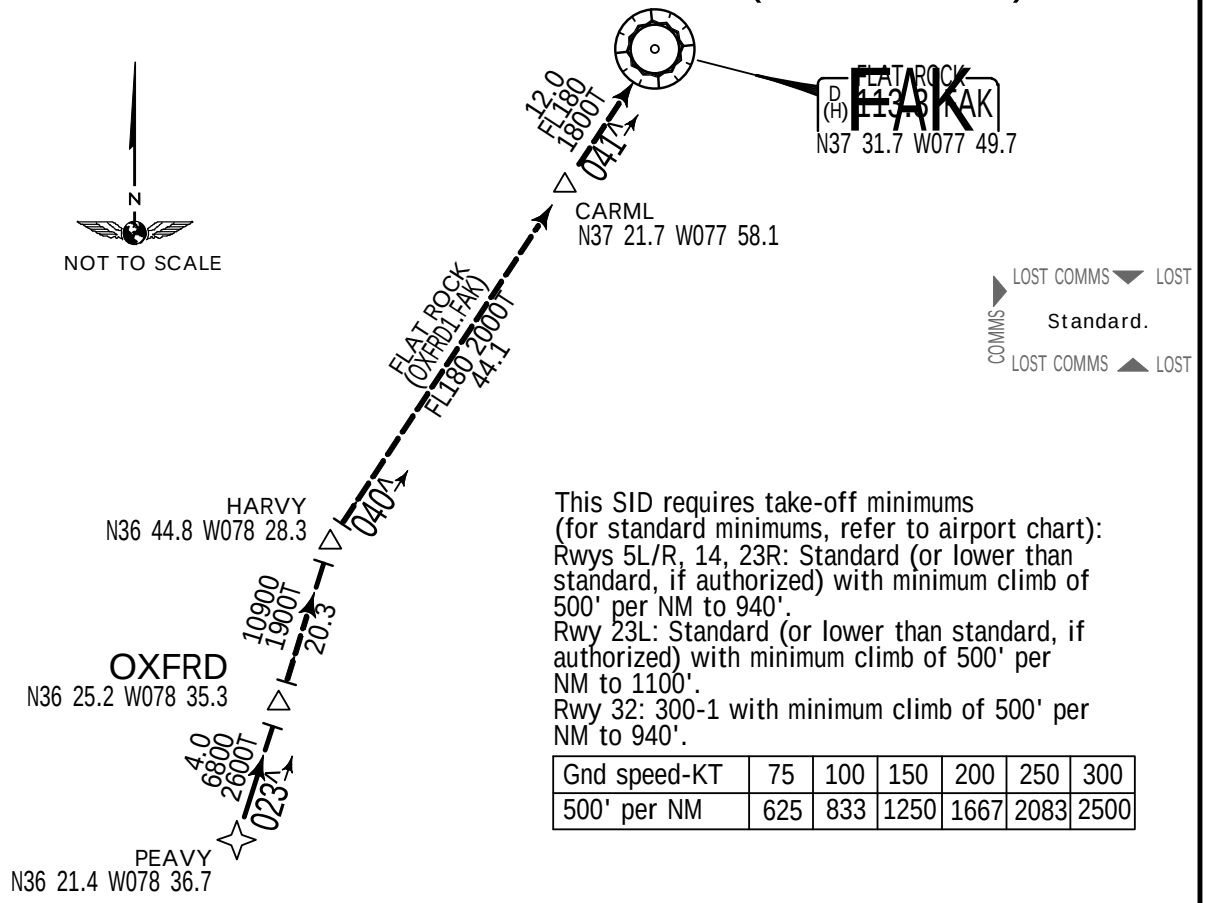
KRDU/RDU RALEIGH/DURHAM, N CAR

RALEIGH-DURHAM INTL 6 DEC 13 10-3F .Eff.12.Dec. .RNAV.SID.

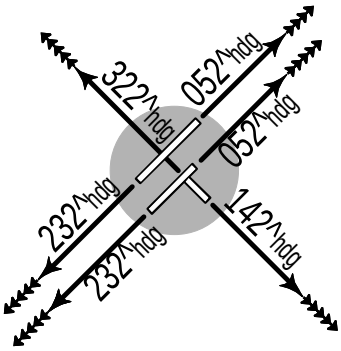
RALEIGH Departure (R) 132.35	Apt Elev 435'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Transponder code will be assigned via PDC or Raleigh clearance delivery. 5. If unable to accept climb rate, advise ATC on initial contact.

OXFRD ONE RNAV DEPARTURE (OXFRD1.OXFRD)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 940'.
Rwy 23L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1100'.
Rwy 32: 300-1 with minimum climb of 500' per NM to 940'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500



Direct distance from Raleigh-Durham Intl to:
PEAVY 30 NM

OBSTACLES
Rwy 5L: Trees beginning 3802' from DER, 1237' LEFT of centerline, up to 77' AGL/506' MSL.
Tank and trees beginning 2011' from DER, 948' RIGHT of centerline, up to 138' AGL/547' MSL.
Rwy 5R: Trees beginning 1436' from DER, 803' RIGHT of centerline, up to 80' AGL/469' MSL.
Rwy 14: Trees beginning 2021' from DER, 510' LEFT of centerline, up to 116' AGL/545' MSL.
Trees beginning 2467' from DER, 2' RIGHT of centerline, up to 122' AGL/571' MSL.
Rwy 23L: Trees beginning 1495' from DER, 797' LEFT of centerline, up to 58' AGL/447' MSL.
Light pole 1457' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.
Rwy 32: Light poles beginning 1170' from DER, 618' LEFT of centerline, up to 55' AGL/486' MSL.
Hangar 1242' from DER, 753' RIGHT of centerline, 34' AGL/473' MSL. Control tower 2207' from DER, 910' RIGHT of centerline, 231' AGL/660' MSL.

RWY	INITIAL CLIMB
5L/R	Climb on heading 052^ or as assigned by ATC, EXPECT RADAR vectors to PEAVY.
14	Climb on heading 142^ or as assigned by ATC, EXPECT RADAR vectors to PEAVY.
23L/R	Climb on heading 232^ or as assigned by ATC, EXPECT RADAR vectors to PEAVY.
32	Climb on heading 322^ or as assigned by ATC, EXPECT RADAR vectors to PEAVY.

ROUTING

From PEAVY on track 023^ to OXFRD, turbojets MAINTAIN 7000', propellers MAINTAIN 2000'.

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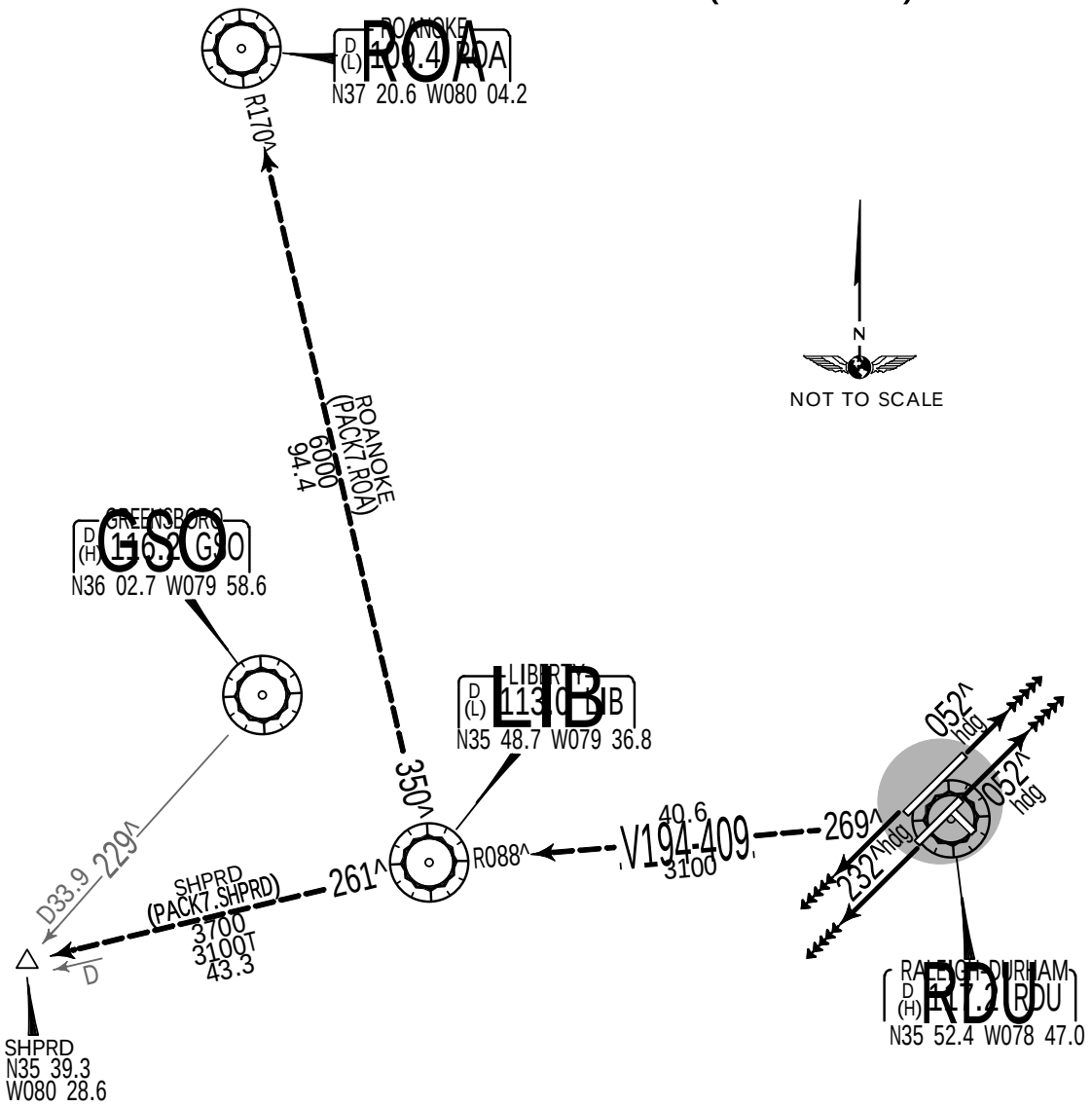
KRDU/RDU RALEIGH/DURHAM, N CAR

RALEIGH-DURHAM INTL

JEPPESEN 6 DEC 13 (10-3G) .Eff.12.Dec. .SID.

RALEIGH Departure (R)	Apt Elev	
132.35	435'	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. Turbojets only. 3. Rwy 14, 32 not authorized - ATC.

PACKK SEVEN DEPARTURE (PACK7.RDU)



OBSTACLES
Rwy 5L: Tree 2011' from DER, 949' RIGHT of centerline, 80' AGL/469' MSL. Tree 3802' from DER, 1238' LEFT of centerline, 77' AGL/506' MSL. Tank 4046' from DER, 1578' RIGHT of centerline, 145' AGL/547' MSL.
Rwy 5R: Tree 1437' from DER, 803' RIGHT of centerline, 80' AGL/469' MSL.
Rwy 23L: Tree 1496' from DER, 797' LEFT of centerline, 58' AGL/447' MSL. Pole 1458' from DER, 878' RIGHT of centerline, 105' AGL/452' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 23L/R: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB
5L/R	Climb heading 052^.
23L/R	Climb heading 232^.

ROUTING

As assigned to join filed route/fix. EXPECT clearance to filed altitude/flight level ten minutes

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KRDU/RDU RALEIGH/DURHAM, N CAR

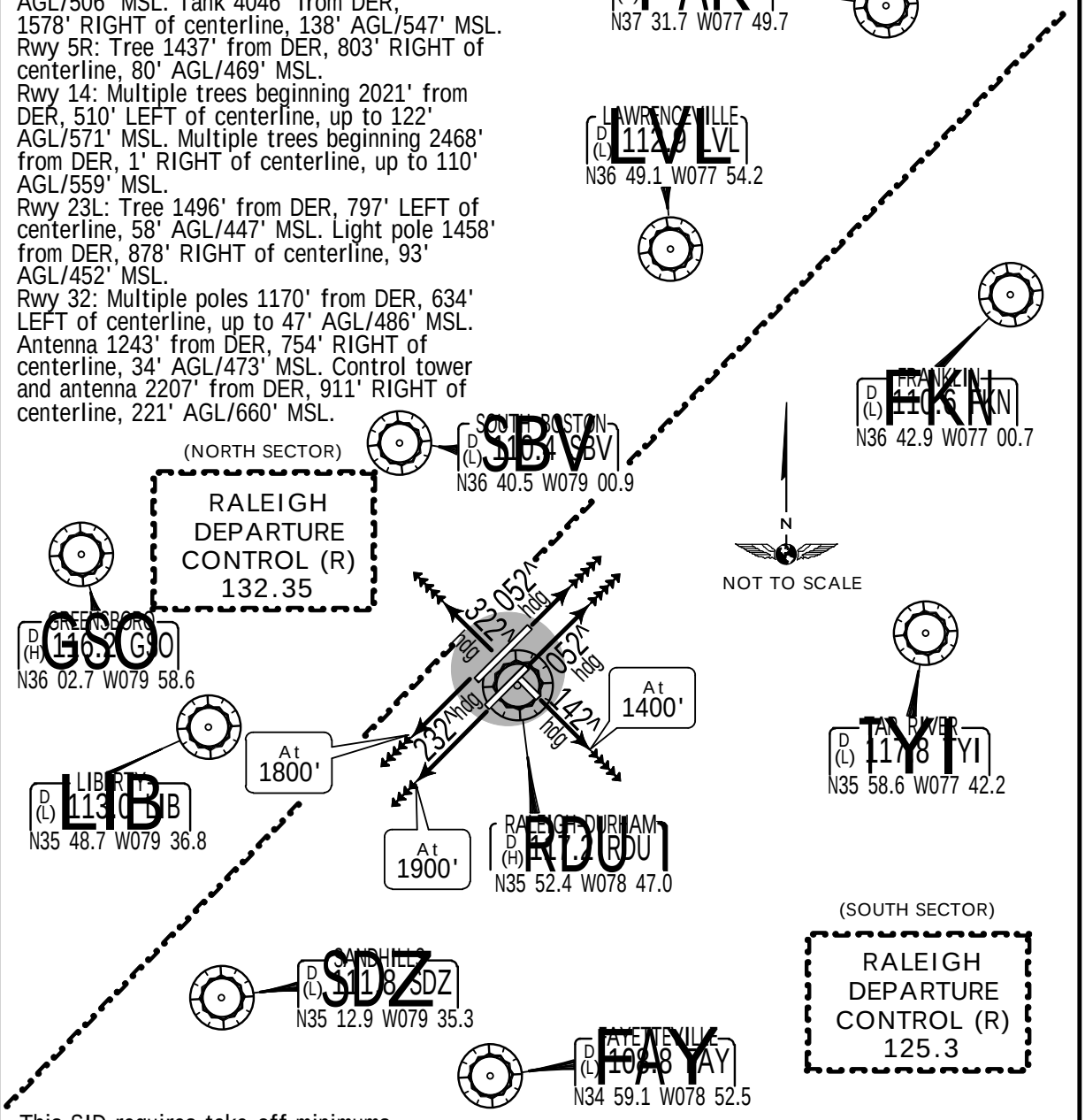
RALEIGH-DURHAM INTL — JEPPESEN — 4 JAN 13 — 10-3H — .Eff.10.Jan. — .SID.

FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC	Apt Elev 435'	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. SPECIAL INSTRUCTIONS: For appropriate departure control frequency, use frequency depicted within sector for your route of flight after RDU.

3400'
MSA RDU VOR

RALEIGH SEVEN DEPARTURE (RDU7.RDU)

OBSTACLES
Rwy 5L: Tree 2011' from DER, 949' RIGHT of centerline, 80' AGL/469' MSL. Tree 3802' from DER, 1238' LEFT of centerline, 77' AGL/506' MSL. Tank 4046' from DER, 1578' RIGHT of centerline, 138' AGL/547' MSL.
Rwy 5R: Tree 1437' from DER, 803' RIGHT of centerline, 80' AGL/469' MSL.
Rwy 14: Multiple trees beginning 2021' from DER, 510' LEFT of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from DER, 1' RIGHT of centerline, up to 110' AGL/559' MSL.
Rwy 23L: Tree 1496' from DER, 797' LEFT of centerline, 58' AGL/447' MSL. Light pole 1458' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.
Rwy 32: Multiple poles 1170' from DER, 634' LEFT of centerline, up to 47' AGL/486' MSL. Antenna 1243' from DER, 754' RIGHT of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from DER, 911' RIGHT of centerline, 221' AGL/660' MSL.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23L/R: Standard (or lower than standard, if authorized).
Rwy 32: 300-1.

RWY	INITIAL CLIMB
5L/R	Climb heading 052^.
14	Climb heading 142^ to 1400'.
23L	Climb heading 232^ to 1900'.
23R	Climb heading 232^ to 1800'.
32	Climb heading 322^.

ROUTING

Or as assigned for vectors to join filed route/fix. EXPECT clearance to filed altitude/flight

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KRDU/RDU RALEIGH/DURHAM, N CAR

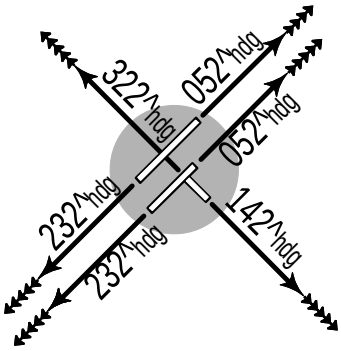
RALEIGH-DURHAM INTL 4 JAN 13 (10-3J) .Eff.10.Jan. .RNAV.SID.

RALEIGH Departure (R) 125.3	Apt Elev 435'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Transponder code will be assigned via PDC or Raleigh clearance delivery. 5. If unable to accept climb rate, advise ATC on initial contact.

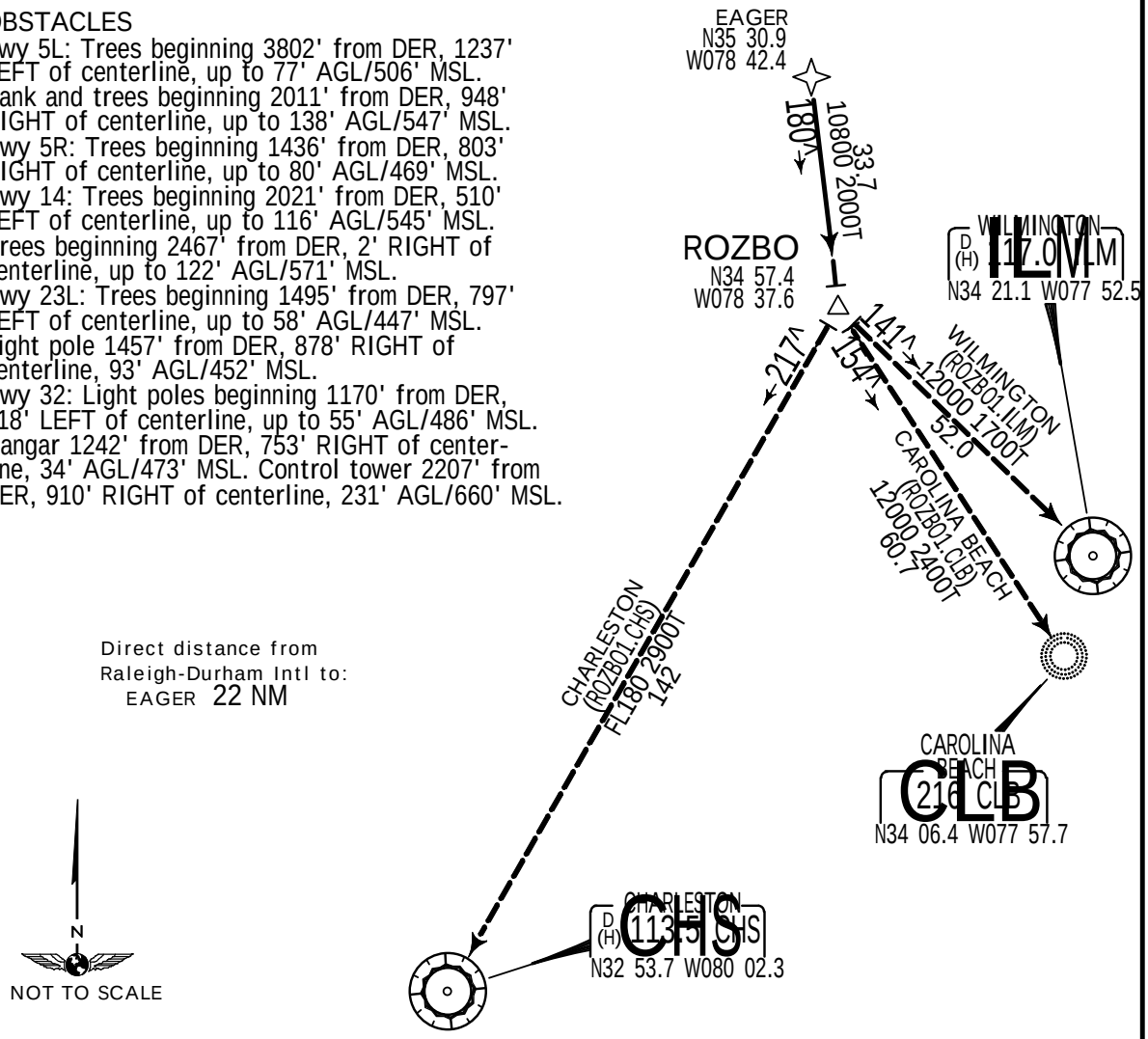
ROZBO ONE RNAV DEPARTURE (ROZBO1.ROZBO)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 940'.
Rwy 23L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1100'.
Rwy 32: 300-1 with minimum climb of 500' per NM to 940'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500



OBSTACLES
Rwy 5L: Trees beginning 3802' from DER, 1237' LEFT of centerline, up to 77' AGL/506' MSL. Tank and trees beginning 2011' from DER, 948' RIGHT of centerline, up to 138' AGL/547' MSL.
Rwy 5R: Trees beginning 1436' from DER, 803' RIGHT of centerline, up to 80' AGL/469' MSL.
Rwy 14: Trees beginning 2021' from DER, 510' LEFT of centerline, up to 116' AGL/545' MSL. Trees beginning 2467' from DER, 2' RIGHT of centerline, up to 122' AGL/571' MSL.
Rwy 23L: Trees beginning 1495' from DER, 797' LEFT of centerline, up to 58' AGL/447' MSL. Light pole 1457' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.
Rwy 32: Light poles beginning 1170' from DER, 618' LEFT of centerline, up to 55' AGL/486' MSL. Hangar 1242' from DER, 753' RIGHT of centerline, 34' AGL/473' MSL. Control tower 2207' from DER, 910' RIGHT of centerline, 231' AGL/660' MSL.



RWY	INITIAL CLIMB
5L/R	Climb on heading 052^ or as assigned by ATC, EXPECT RADAR vectors to EAGER.
14	Climb on heading 142^ or as assigned by ATC, EXPECT RADAR vectors to EAGER.
23L/R	Climb on heading 232^ or as assigned by ATC, EXPECT RADAR vectors to EAGER.
32	Climb on heading 322^ or as assigned by ATC, EXPECT RADAR vectors to EAGER.

ROUTING

From EAGER on track 180^ to ROZBO, then on assigned transition, turbojets MAINTAIN 7000', propellers MAINTAIN 2000'. EXPECT clearance to filed altitude within 10 minutes after

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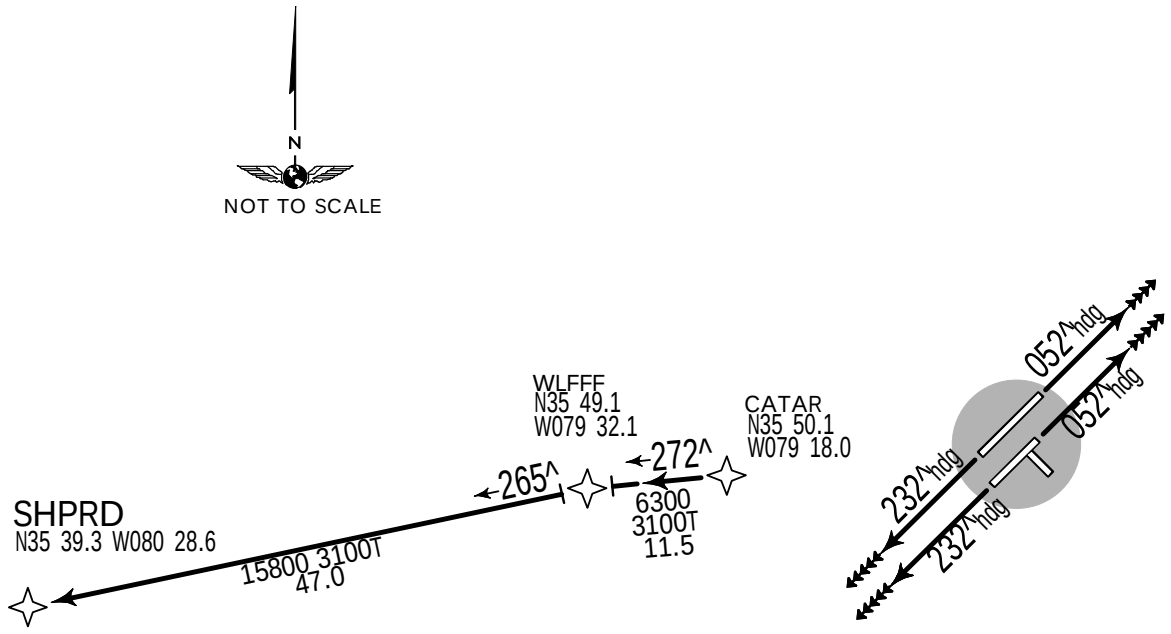
KRDU/RDU RALEIGH/DURHAM, N CAR

RALEIGH-DURHAM INTL 28 MAR 14 (10-3K) .Eff.3.Apr. .RNAV.SID.

RALEIGH Departure (R) 132.35	Apt Elev 435'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Transponder code will be assigned via PDC or Raleigh clearance delivery. 5. If unable to accept climb rate, advise ATC on initial contact. 6. For turbojet aircraft only.

SHPRD ONE RNAV DEPARTURE (SHPRD1.SHPRD)

(RWYS 5L/R, 23L/R)



Direct distance from Raleigh-Durham Intl to:
CATAR 25 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 23R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 940'.
Rwy 23L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1100'.
Rwys 14, 32: Not available - runway too short for turbojets.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 5L: Trees beginning 3802' from DER, 1237' LEFT of centerline, up to 77' AGL/506' MSL.
Tank and trees beginning 2011' from DER, 948' RIGHT of centerline, up to 138' AGL/547' MSL.
Rwy 5R: Trees beginning 1436' from DER, 803' RIGHT of centerline, up to 80' AGL/469' MSL.
Rwy 23L: Trees beginning 1495' from DER, 797' LEFT of centerline, up to 58' AGL/447' MSL.
Light pole 1457' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.

RWY	INITIAL CLIMB
5L/R	Climb on heading 052^ or as assigned by ATC, EXPECT RADAR vectors to CATAR.
23L/R	Climb on heading 232^ or as assigned by ATC, EXPECT RADAR vectors to CATAR.

ROUTING

From CATAR on depicted route to SHPRD. MAINTAIN 7000' or altitude assigned by ATC.

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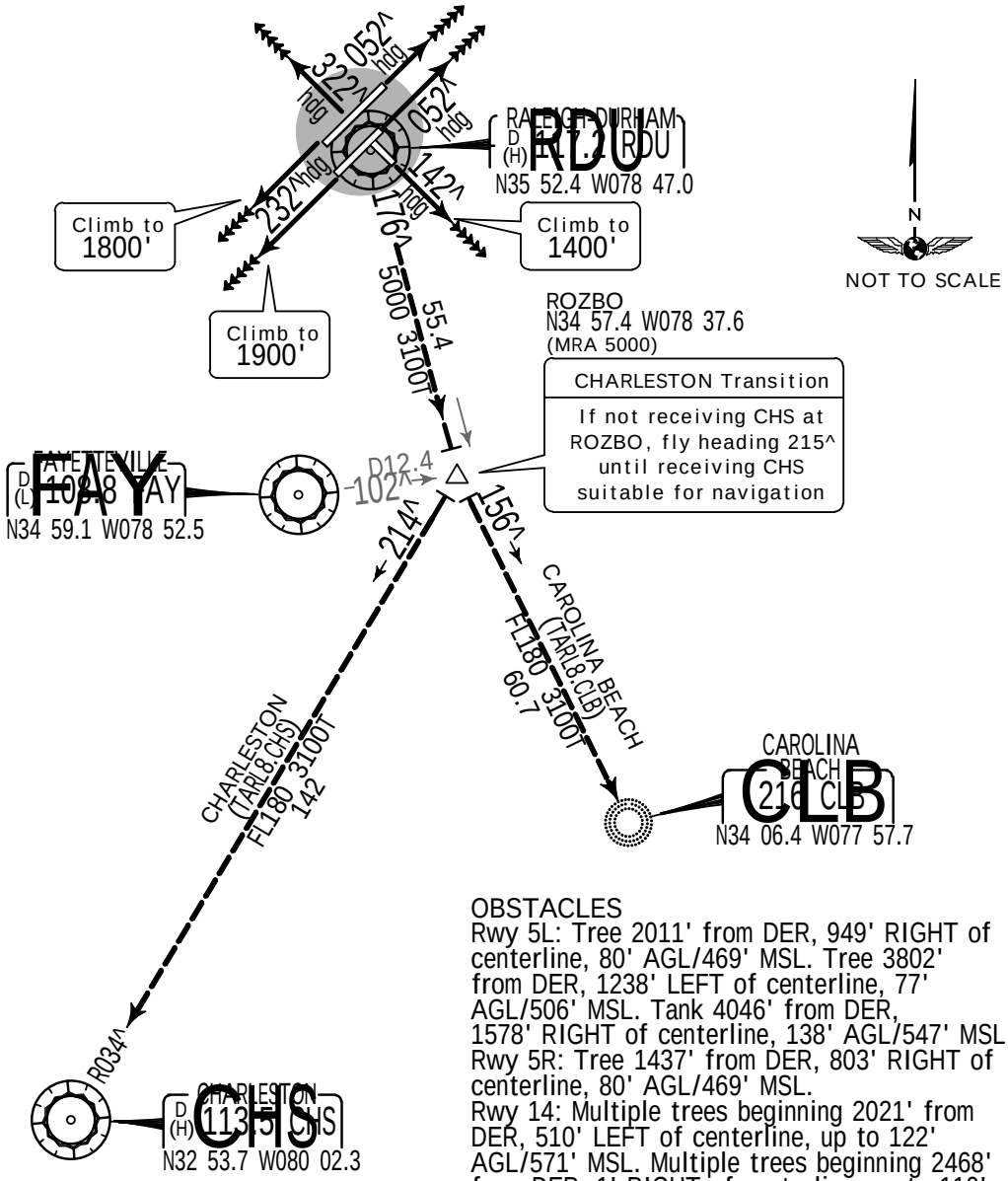
KRDU/RDU RALEIGH/DURHAM, N CAR

RALEIGH-DURHAM INTL

JEPPESEN 28 MAR 14 (10-3L) .Eff.3.Apr. .SID.

RALEIGH Departure (R)	Apt Elev	
125.3	435'	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. CAROLINA BEACH Transition: ADF required.

TAR HEEL EIGHT DEPARTURE (TARL8.RDU)



OBSTACLES
Rwy 5L: Tree 2011' from DER, 949' RIGHT of centerline, 80' AGL/469' MSL. Tree 3802' from DER, 1238' LEFT of centerline, 77' AGL/506' MSL. Tank 4046' from DER, 1578' RIGHT of centerline, 138' AGL/547' MSL.
Rwy 5R: Tree 1437' from DER, 803' RIGHT of centerline, 80' AGL/469' MSL.
Rwy 14: Multiple trees beginning 2021' from DER, 510' LEFT of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from DER, 1' RIGHT of centerline, up to 110' AGL/559' MSL.
Rwy 23L: Tree 1496' from DER, 797' LEFT of centerline, 58' AGL/447' MSL. Light pole 1458' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.
Rwy 32: Multiple poles 1170' from DER, 634' LEFT of centerline, up to 47' AGL/486' MSL. Antenna 1243' from DER, 754' RIGHT of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from DER, 911' RIGHT of centerline, 221' AGL/660' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23L/R: Standard (or lower than standard, if authorized) with ATC climb of 350' per NM to FL180.
Rwy 32: 300-1 with ATC climb of 350' per NM to FL180.

Gnd speed-KT	75	100	150	200	250	300
350' per NM	438	583	875	1167	1458	1750

RWY	INITIAL CLIMB
5L/R	Climb heading 052^.
14	Climb heading 142^ to 1400'.
23L	Climb heading 232^ to 1900'.
23R	Climb heading 232^ to 1800'.
32	Climb heading 322^.

ROUTING

As assigned for vectors to join filed route/fix. EXPECT clearance to filed altitude/flight

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KRDU/RDU RALEIGH/DURHAM, N CAR

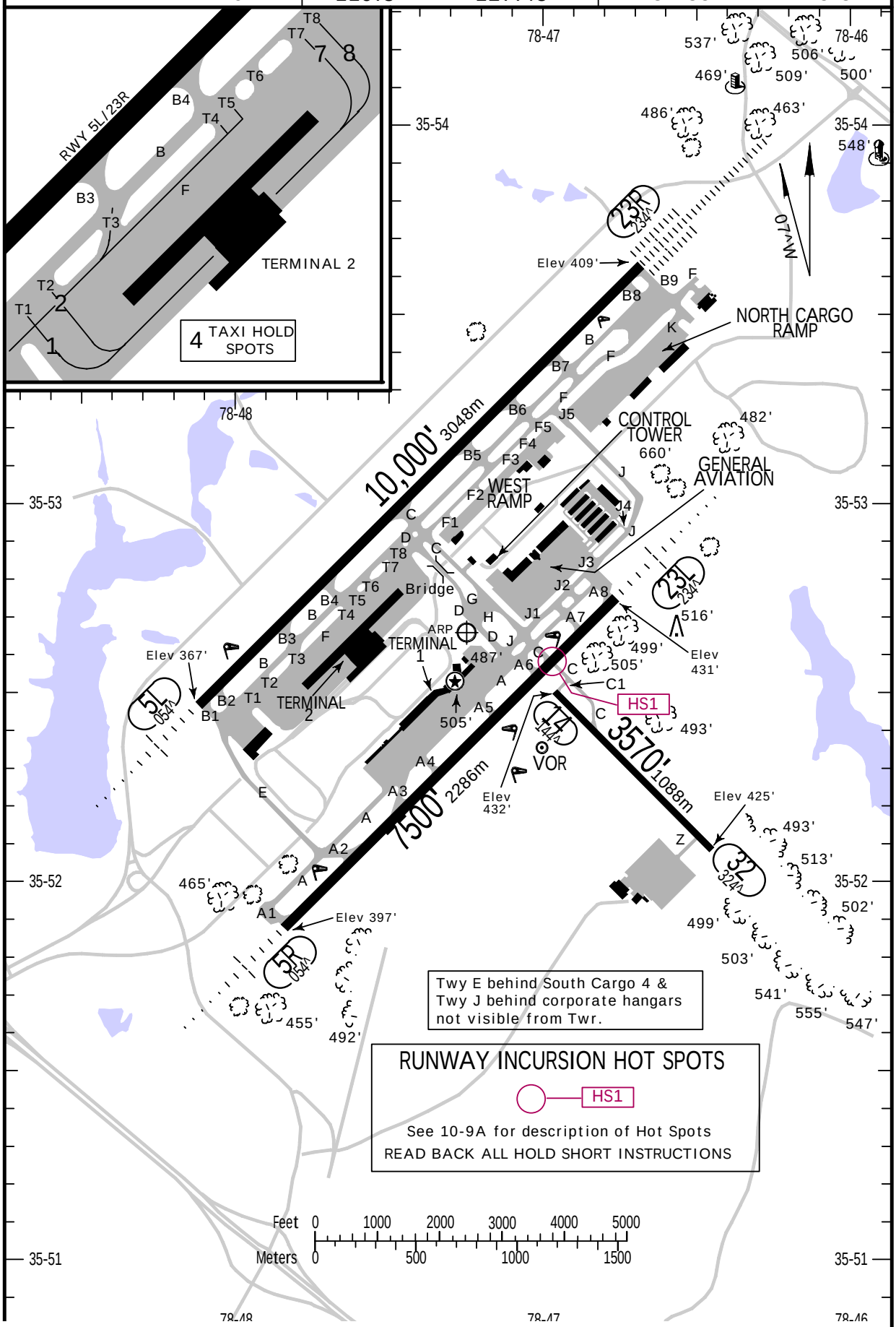
Apt Elev 435'
N35 52.7 W078 47.2

JEPPESEN 17 JAN 14 (10-9)

RALEIGH-DURHAM INTL

D-ATIS	ACARS: D-ATIS PDC TWIP	RALEIGH Clearance	Ramp Control
123.8		120.1	130.17

Ground		Tower		RALEIGH Departure (R)	
Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	230^-024^	025^-229^
121.7	121.9	119.3	127.45	132.35	125.3



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KRDU/RDU JEPPESEN RALEIGH/DURHAM, N CAR

17 JAN 14 (10-9A)

RALEIGH-DURHAM INTL

GENERAL

Prior permission required for all military aircraft fixed wing, rotary wing and unscheduled charter flights with 30 or more passengers. Military practice approaches require approval. 24 hour prior notice required. 24 hour prior permission required for all fixed wing and rotary wing military aircraft going to Army National Guard Ramp. Limited Parking. Contact forecast base 10 min prior to landing. Ramp closed to all fixed wing aircraft except Army and military transport with prior permission.
Low-level wind shear alert system.
Terminal Doppler Weather Radar.
Rwy 23R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5R	HIRL CL MALSR 1 PAPI-L grooved RVR		6475'1974m		150' 46m
23L	HIRL CL MALSR TDZ 1 PAPI-L grooved RVR		6500'1981m		
1 Angle 3.0^.					
5L	HIRL CL MALSR TDZ 2 PAPI-L 3 grooved RVR		9000'2743m		150' 46m
23R	HIRL CL ALSF-II TDZ 2 PAPI-L 3 grooved RVR		8840'2694m		
2 Angle 3.0^. 3 Southwest and Northeast 3000' (914m) un-grooved.					
14	MIRL				100' 30m
32	MIRL REIL PAPI-L (angle 3.5^)				

RUNWAY INCURSION HOT SPOTS

HS

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

HS1 Intersection of Runway 5R/23L and Taxiway C.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 5L, 23R

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 5R, 23L / Rwy 14 / Rwy 32

Both RVRs are required & controlling		Adequate Vis Ref	STD		Adequate Vis Ref	STD		
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		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	1/4	1/2	1	300-1

OBSTACLE DP

Rwy 14 - climb heading 142^ to 1400' before turning right.
Rwy 23L - climb heading 232^ to 1900' before turning left.
Rwy 23R - climb heading 232^ to 1800' before turning left.

FOR FILING AS ALTERNATE

	ILS Rwy 5R/L	ILS or LOC Rwy 23R/L VOR Rwy 32 (w/o DME)	Other
A	600-2	800-2	800-2
B			
C		800-2¼	

AMEND 5

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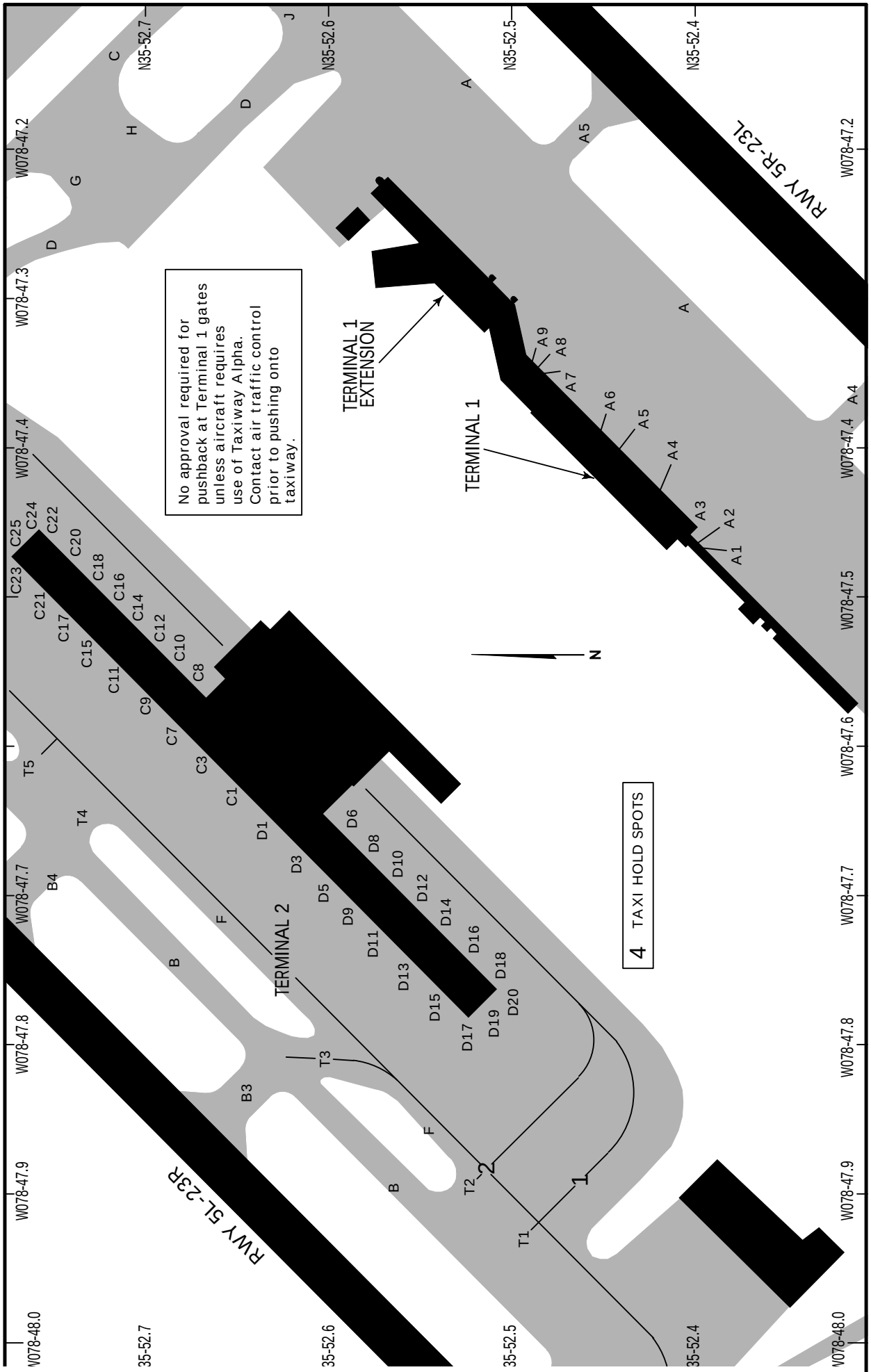

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PARKING POSITION COORDINATES

POSITION No.	COORDINATES	POSITION No.	COORDINATES
TERMINAL 1			
A1, A2	N35 52.4 W078 47.5		
A3	N35 52.4 W078 47.4		
A4 thru A6	N35 52.4 W078 47.4		
A7	N35 52.5 W078 47.4		
A8, A9	N35 52.5 W078 47.3		
TERMINAL 2			
C1, C3	N35 52.7 W078 47.6		
C7 thru C9	N35 52.7 W078 47.6		
C10	N35 52.7 W078 47.5		
C11	N35 52.7 W078 47.6		
C12	N35 52.7 W078 47.5		
C14 thru C18	N35 52.7 W078 47.5		
C20	N35 52.7 W078 47.5		
C21 thru C25	N35 52.8 W078 47.5		
D1, D3, D5, D6	N35 52.6 W078 47.7		
D8 thru D11	N35 52.6 W078 47.7		
D12	N35 52.5 W078 47.7		
D13	N35 52.6 W078 47.7		
D14	N35 52.5 W078 47.7		
D15	N35 52.5 W078 47.8		
D16	N35 52.5 W078 47.7		
D17 thru D20	N35 52.5 W078 47.8		

CHANGES: Terminal 1 gates.

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KRDU/RDU

RALEIGH-DURHAM INTL

JEPPESEN

12 DEC 08

10-9D

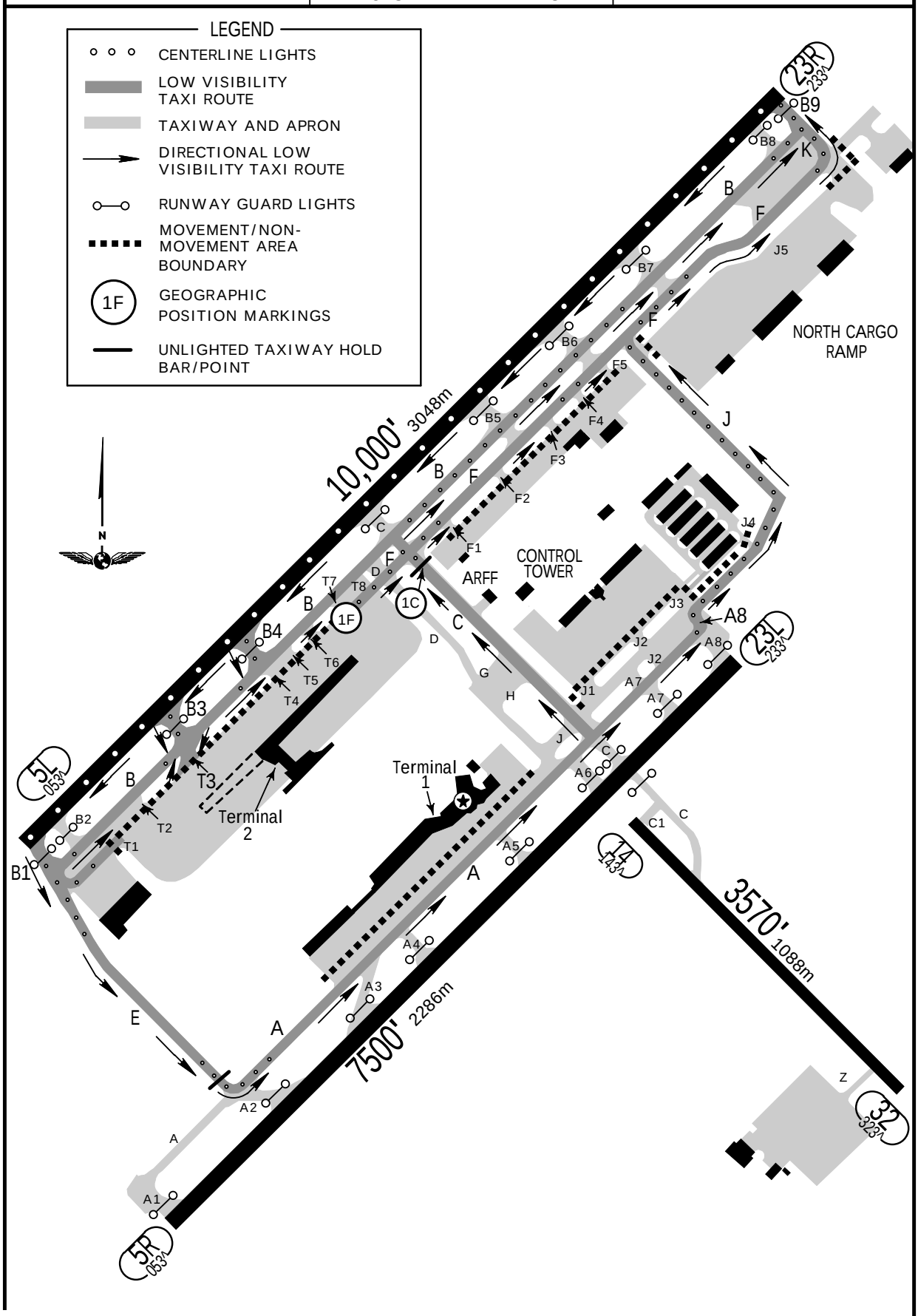
.SMGCS.

RALEIGH/DURHAM, N CAR
LOW VISIBILITY TAXI ROUTES

LESS.THAN.RVR.1200.TO.600.

D-ATIS	ACARS: D-ATIS PDC TWIP	RALEIGH Clearance	Ramp Control
123.8		120.1	130.17

Ground		Tower		RALEIGH Departure (R)	
Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	230^-024^	025^-229^
121.7	121.9	119.3	127.45	132.35	125.3



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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 23 MAY 14 (11-1)

RALEIGH/DURHAM, N CAR
ILS or LOC Rwy 5L

BRIEFING STRIP ™

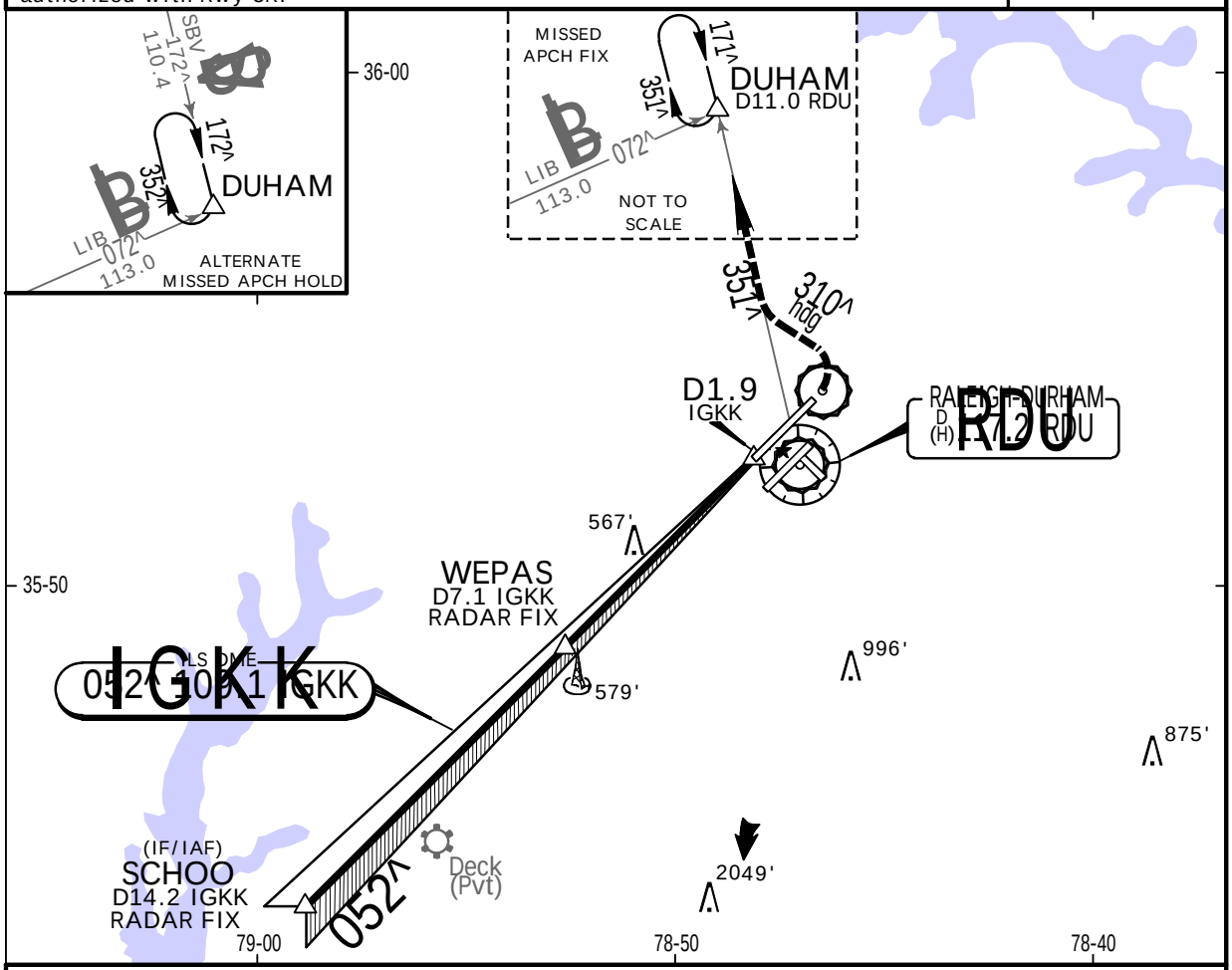
D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwy 5L/23R	RALEIGH Tower Rwys 5R/23L, 14/32	Ground Rwy 5L/23R	Ground Rwys 5R/23L, 14/32
123.8	128.3	119.3	127.45	121.7	121.9

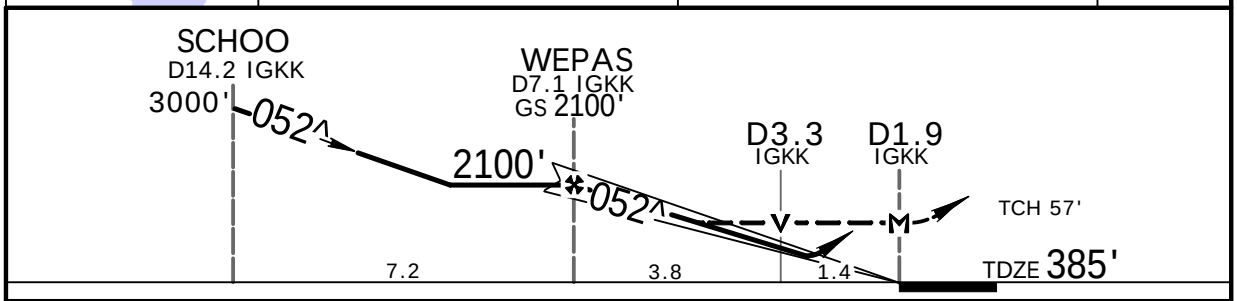
LOC IGKK	Final Apch Crs	GS WEPAS	ILS DA(H)	Apt Elev 435'
109.1	052^	2100' (1715')	596' (211')	TDZE 385'

MISSED APCH: Climb to 1000' then climbing LEFT turn to 2100' via 310^ heading and outbound on RDU VOR R-351 to DUHAM INT/D11.0 RDU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. RADAR required. 2. VGSI and glidepath not coincident. 3. Simultaneous approach authorized with Rwy 5R.

3400'
MSA RDU VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.9 IGKK or WEPAS to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR PAPI | 1000' | 2100' LT | via 310^ hdg and RDU 117.2 R-351 | DUHAM

STRAIGHT-IN LANDING RWY 5L

	ILS DA(H) 596' (211') FULL	TDZ or CL out	RAIL or ALS out	1 LOC (GS out) MDA(H) 880' (495')	RAIL out	ALS out	CIRCLE-TO-LAND Max Kts.	MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	960' (525')-1
B							120	
C				RVR 40 or 3/4	RVR 60 or 1 1/4		140	960' (525')-1 1/2
D				RVR 50 or 1	1 1/2		165	1060' (625')-2

CHANGES: None.

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KRDU/RDU RALEIGH-DURHAM INTL

JEPPESEN 23 MAY 14 (11-2)

RALEIGH/DURHAM, N CAR ILS or LOC Rwy 5R

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

LOC IRDU	Final Apch Crs	GS PURME	ILS DA(H)	Apt Elev 435'
109.5	052^	2400' (1980')	620' (200')	TDZE 420'

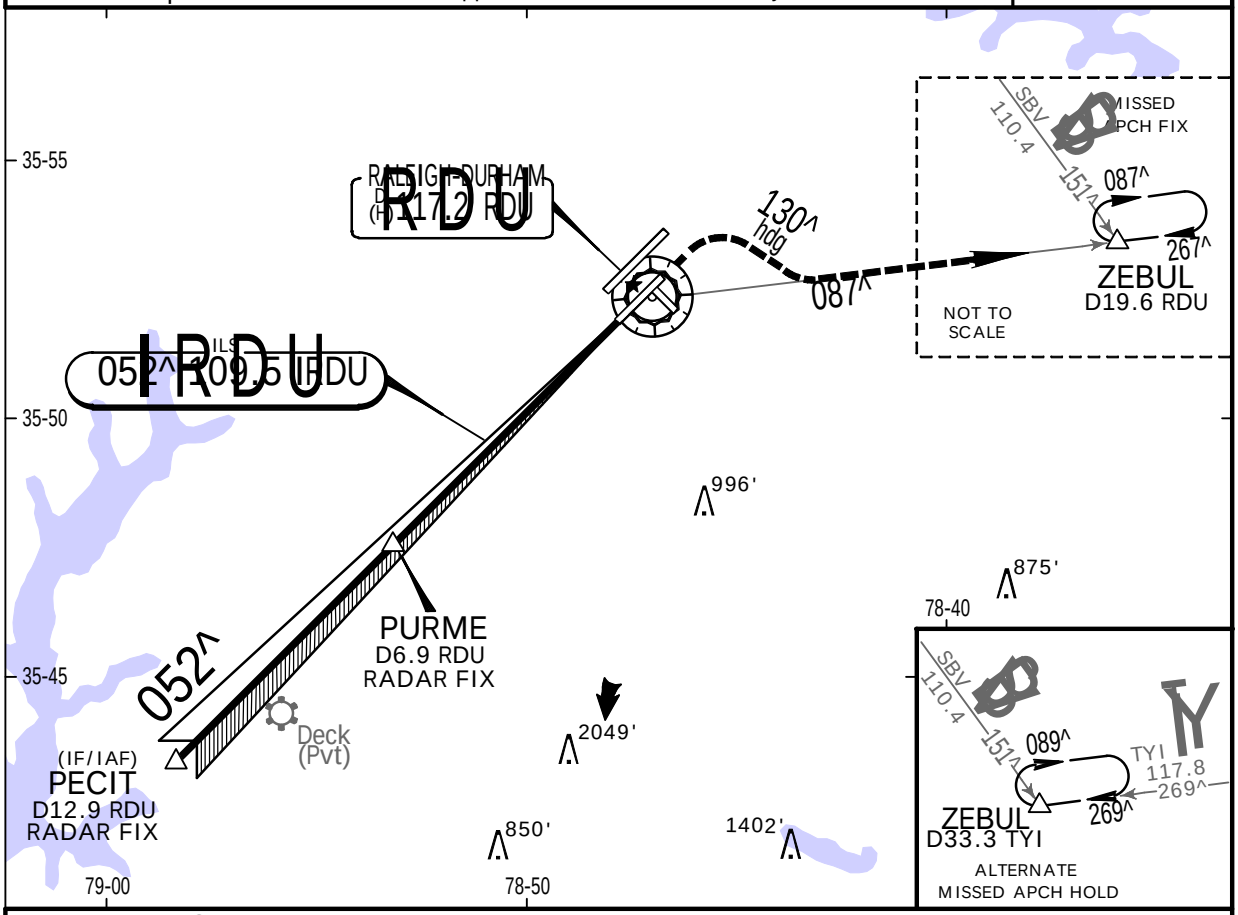
MISSED APCH: Climb to 1000', then climbing RIGHT turn to 2600' on 130^ heading and outbound on RDU VOR R-087 to ZEBUL INT/D19.6 RDU and hold, or as directed by ATC.

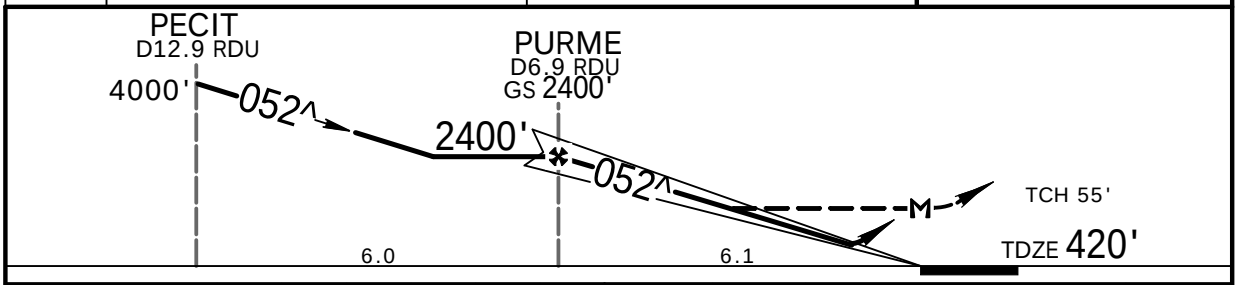
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. RADAR required. 2. Simultaneous approach authorized with Rwy 5L.

3400'

MSA RDU VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
PURME to MAP 6.1	5:14	4:04	3:03	3:03	2:37	2:17

MALSR PAPI 1000' 2600' RT on 130^ hdg and RDU 117.2 R-087 ZEBUL

TERPS. STRAIGHT-IN LANDING RWY 5R

	ILS DA(H) 620' (200') FULL	ILS DA(H) 620' (200') RAIL or ALS out	2 LOC (GS out) MDA(H) 900' (480')	2 LOC (GS out) RAIL out	2 LOC (GS out) ALS out
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B					
C			RVR 55 or 1	1¼	1⅜
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	960' (525') -1
120	
140	960' (525') -1½
165	1060' (625') -2

S AMEND 28A 29 MAY 2014

CHANGES: TDZE, minimums.

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KRDU/RDU RALEIGH-DURHAM INTL

JEPPESEN 23 MAY 14 (11-2A)

RALEIGH/DURHAM, N CAR ILS Rwy 5R SA CAT I

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

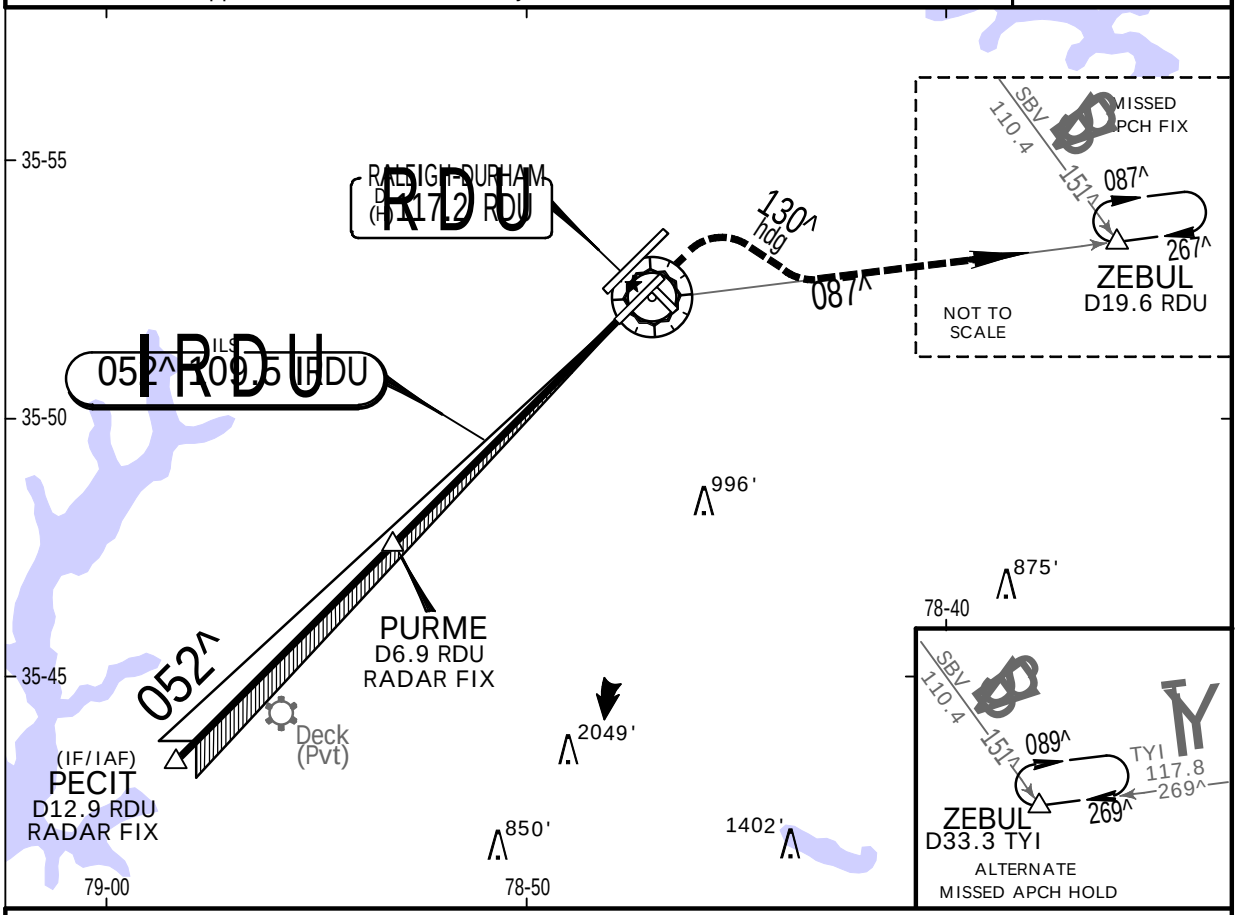
LOC IRDU	Final Apch Crs	GS PURME	SA CAT I ILS	Apt Elev 435'
109.5	052^	2400' (1980')	RA 181' DA(H)570'(150')	TDZE 420'

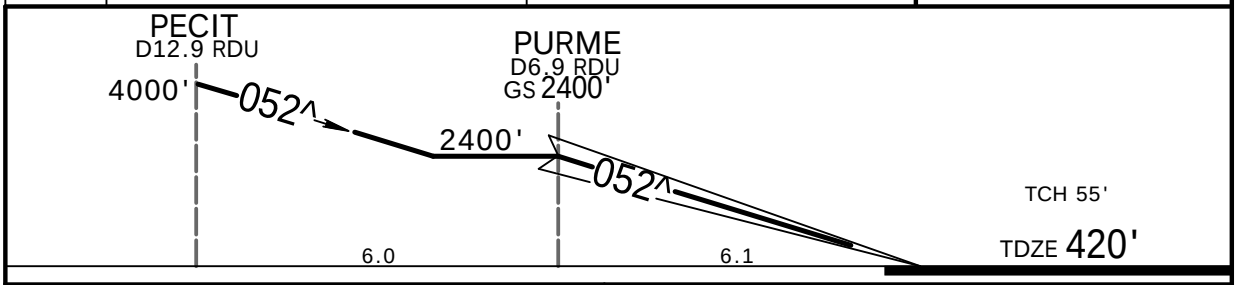
MISSED APCH: Climb to 1000', then climbing RIGHT turn to 2600' on 130^ heading and outbound on RDU VOR R-087 to ZEBUL INT/D19.6 RDU and hold, or as directed by ATC.

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

1. Special Aircrew and Aircraft Certification Required. 2. RADAR required.
3. Simultaneous approach authorized with Rwy 5L.

3400'
MSA RDU VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

MALSR PAPI | 1000' | 2600' RT on 130^ hdg and RDU 117.2 R-087 | ZEBUL

.TERPS.

STRAIGHT-IN LANDING RWY 5R
1 SA CAT I ILS
RA 181'
DA(H) 570'(150')

A
B
C
D

RVR 14

S AMEND 28A 29 MAY 2014

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KRDU/RDU
RALEIGH-DURHAM INTL

23 MAY 14 (11-2B)

JEPPESEN

RALEIGH/DURHAM, N CAR
ILS Rwy 5R SA CAT II

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

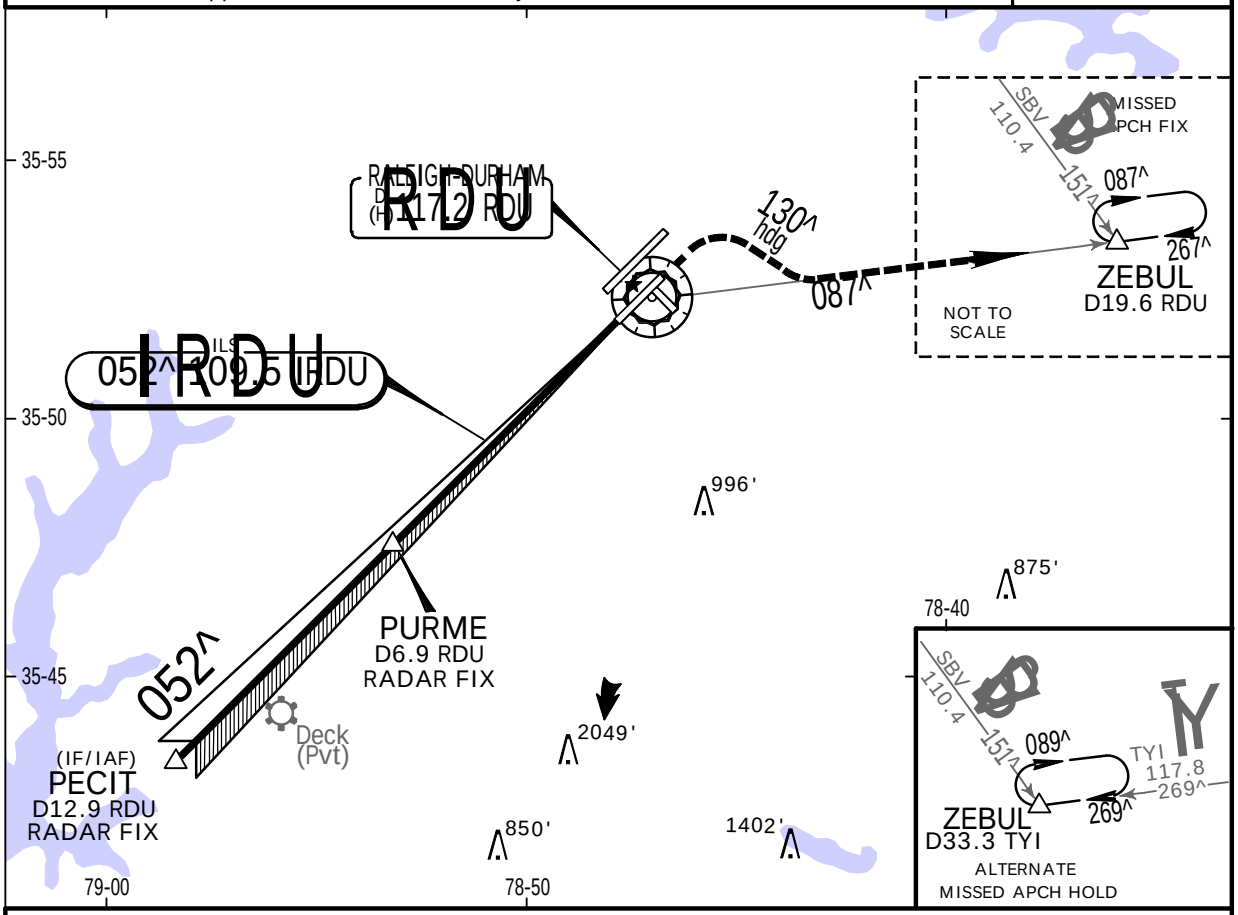
LOC IRDU	Final Apch Crs	GS PURME	SA CAT II ILS	Apt Elev 435'
109.5	052^	2400' (1980')	RA 130' DA(H)520'(100')	TDZE 420'

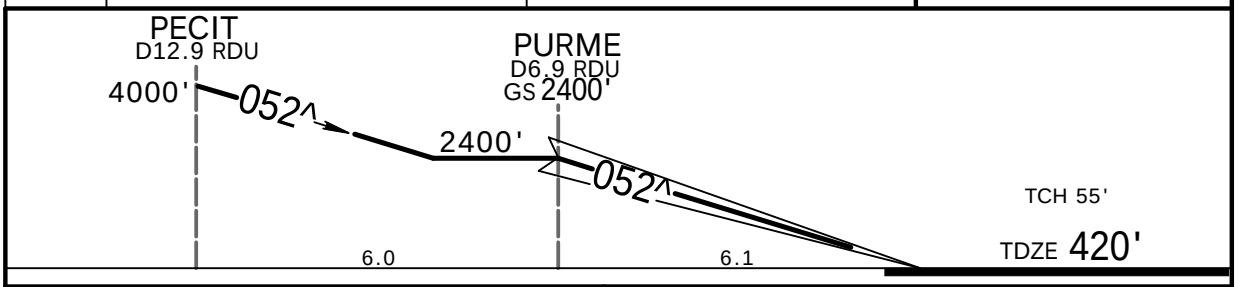
MISSED APCH: Climb to 1000', then climbing RIGHT turn to 2600' on 130^ heading and outbound on RDU VOR R-087 to ZEBUL INT/D19.6 RDU and hold, or as directed by ATC.

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

1. Special Aircrew and Aircraft Certification Required. 2. RADAR required.
3. Simultaneous approach authorized with Rwy 5L.

3400'
MSA RDU VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

MALSR PAPI | 1000' | 2600' RT on 130^ hdg and RDU 117.2 R-087 | ZEBUL

.TERPS.

STRAIGHT-IN LANDING RWY 5R
1 SA CAT II ILS
RA 130'
DA(H) 520' (100')

A
B
C
D

RVR 12

1 Reduced lighting. Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or

S AMEND 28A 29 MAY 2014

CHANGES: TDZE, minimums.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 2 MAR 12 (11-3)

RALEIGH/DURHAM, N CAR
ILS or LOC Rwy 23L

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

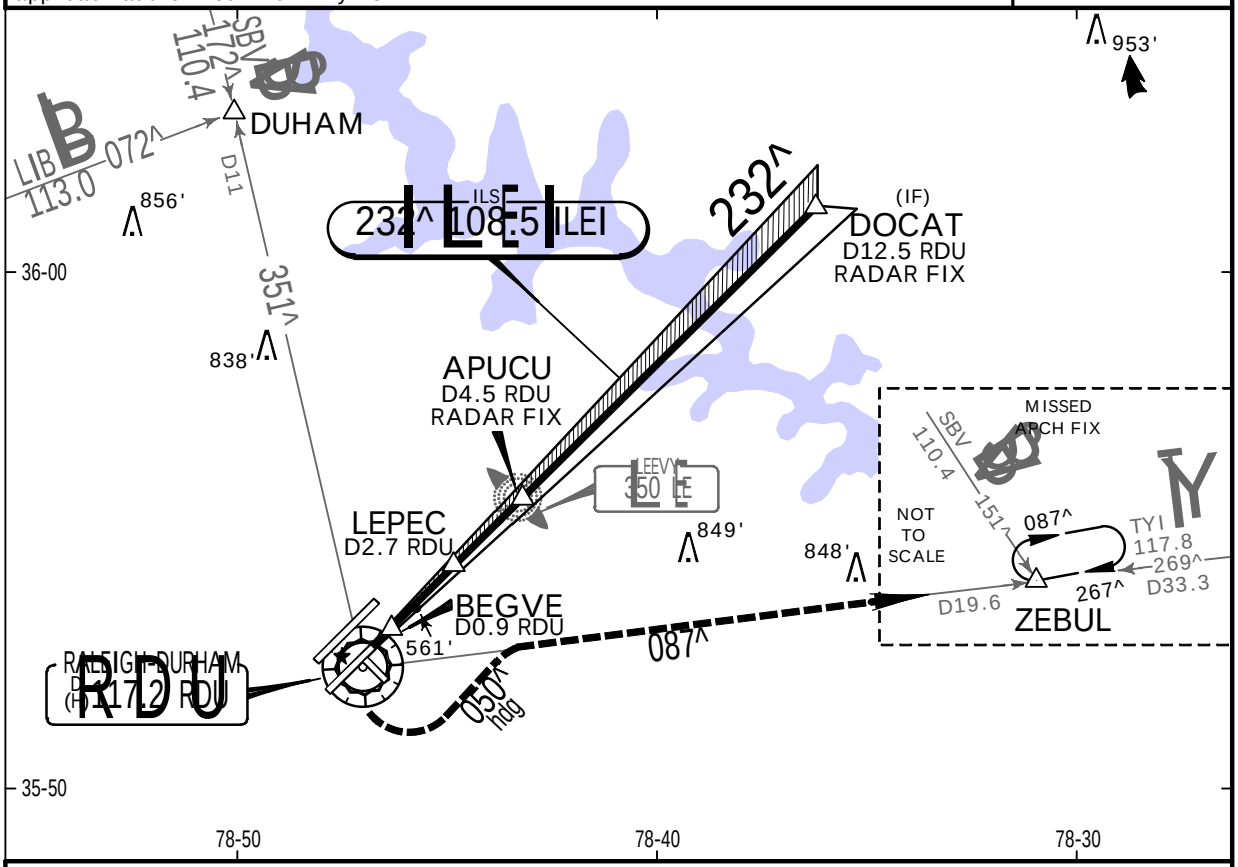
LOC ILEI	Final Apch Crs	GS APUCU	ILS DA(H)	Apt Elev 435'
108.5	232^	1800' (1365')	647' (212')	TDZE 435'

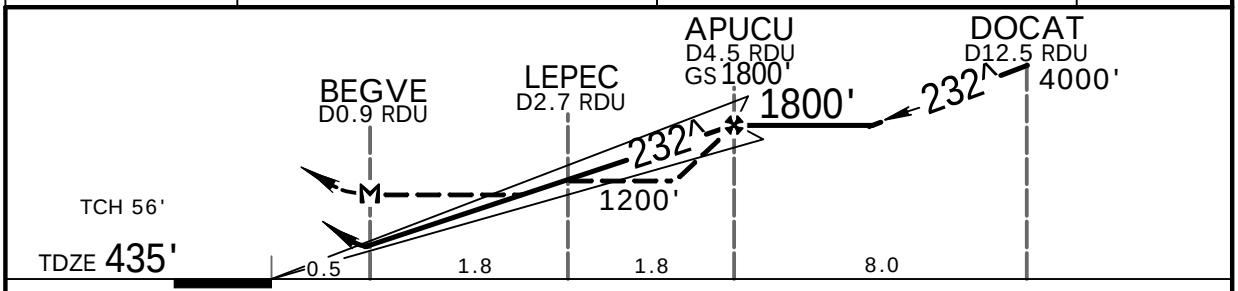
MISSED APCH: Climb to 1000', then climbing LEFT turn to 2600' via 050^ heading and outbound on RDU VOR R-087 to ZEBUL INT and hold.

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

1. RADAR required. 2. LOC unusable from 0.5 NM to threshold. 3. Simultaneous approach authorized with Rwy 23R.

3400'
MSA RDU VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at BEGVE or APUCU to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

MALSR PAPI | 1000' | 2600' LT via 050^ hdg and RDU 117.2 R-087 | ZEBUL

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 647' (212') FULL	TDZ or CL out	RAIL or ALS out	1 LOC (GS out) MDA(H) 820' (385') With LEPEC	RAIL out	ALS out	MDA(H) 1200' (765') Without LEPEC	RAIL out	ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							RVR 40 or 3/4	RVR 60 or 1 1/4	
C							1 3/4	2 1/4	
D				RVR 40 or 3/4	RVR 60 or 1 1/4		2	2 1/2	

CIRCLE-TO-LAND

Max Kts	With LEPEC MDA(H)	Without LEPEC MDA(H)
90	960' (525') -1	1200' (765') -1
120		1200' (765') -1 1/4
140	960' (525') -1 1/2	1200' (765') -2 1/4
165	1060' (625') -2	1200' (765') -2 1/2

S AMEND 8A 8 MAR 2012

CHANGES: Notes:

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 2 MAR 12 (11-4)

RALEIGH/DURHAM, N CAR
ILS or LOC Rwy 23R

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwy 5L/23R	RALEIGH Tower Rwys 5R/23L, 14/32	Ground Rwy 5L/23R	Ground Rwys 5R/23L, 14/32
123.8	128.3	119.3	127.45	121.7	121.9

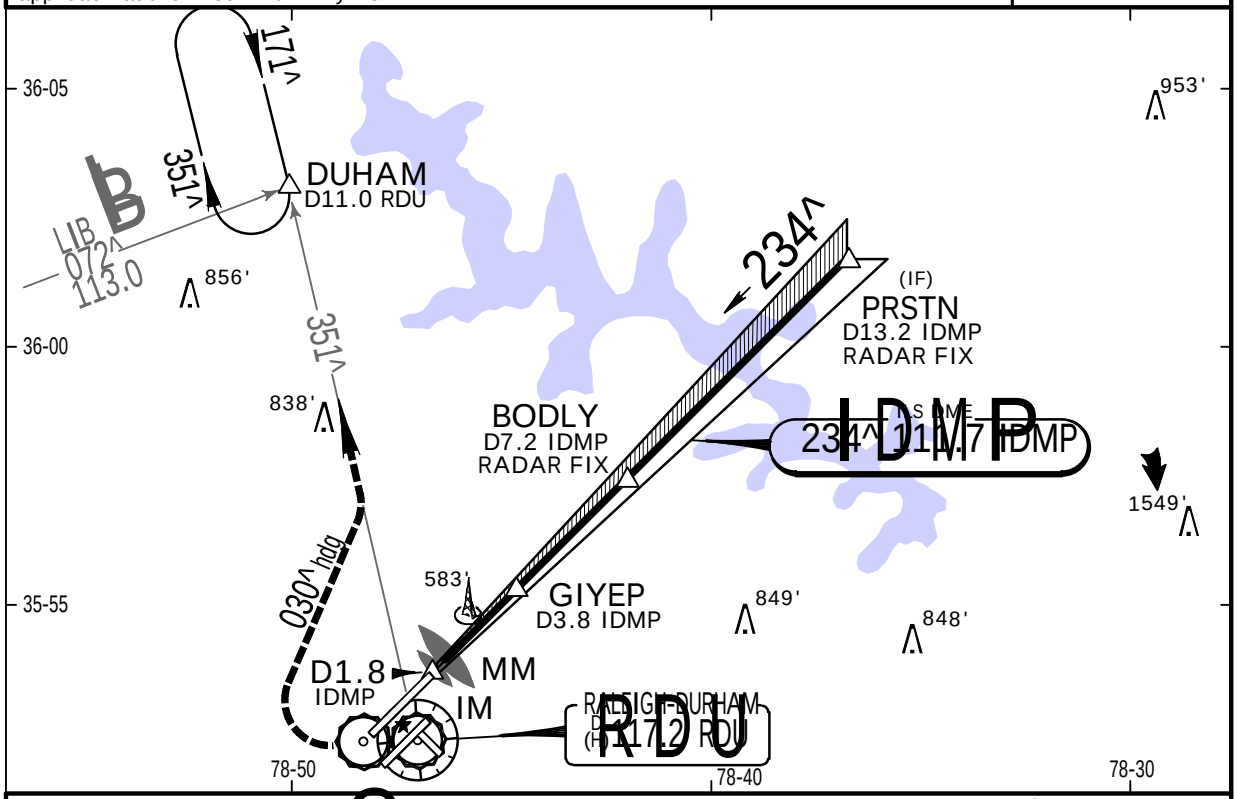
LOC IDMP	Final Apch Crs	GS BODLY	ILS DA(H)	Apt Elev 435'
111.7	234^	2200' (1791')	609' (200')	TDZE 409'

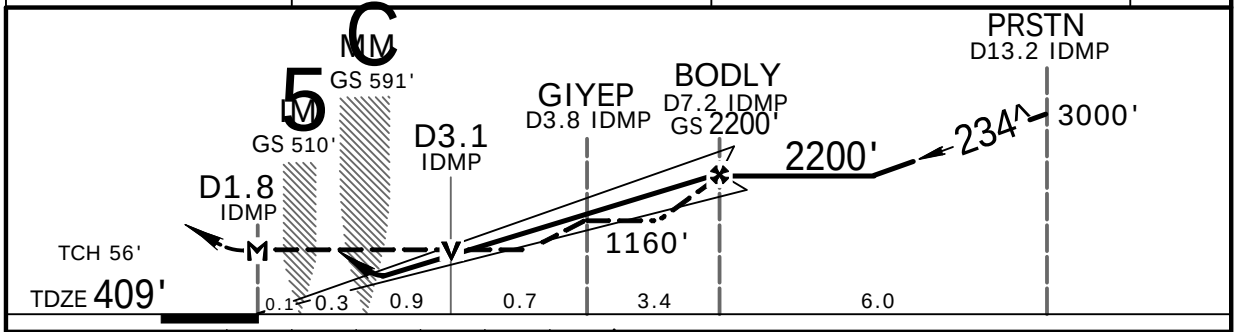
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2100' via 030^ heading and outbound on RDU VOR R-351 to DUHAM INT/D11.0 RDU and hold.

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

1. RADAR required. 2. VGSI and ILS glidepath not coincident. 3. Simultaneous approach authorized with Rwy 23L.

3400'
MSA RDU VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	484	538	646	753	861
MAP at D1.8 IDMP or BODLY to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-II PAPI | 1000' | 2100' RT via 030^ hdg and RDU 117.2 R-351 | DUHAM

STRAIGHT-IN LANDING RWY 23R

	ILS DA(H) 609' (200') FULL	TDZ or CL out	ALS out	1 LOC (GS out) MDA(H) 900' (491') With GIYEP	ALS out	MDA(H) 1160' (751') Without GIYEP	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 50 or 1
B						RVR 40 or ¾	RVR 60 or 1¼
C				RVR 40 or ¾	RVR 60 or 1¼	1¾	2¼
D				RVR 50 or 1	1½	2	2½

CIRCLE-TO-LAND

Max Kts	With GIYEP MDA(H)	Without GIYEP MDA(H)
90	960' (525') -1	1160' (725') -1
120		1160' (725') -1¼
140	960' (525') -1½	1160' (725') -2¼
165	1060' (625') -2	1160' (725') -2½

S AMEND 11B 8 MAR 2012

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 2 MAR 12 (11-4A)

RALEIGH/DURHAM, N CAR
ILS Rwy 23R CAT II & III

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwy 5L/23R	RALEIGH Tower Rwys 5R/23L, 14/32	Ground Rwy 5L/23R	Ground Rwys 5R/23L, 14/32
123.8	128.3	119.3	127.45	121.7	121.9

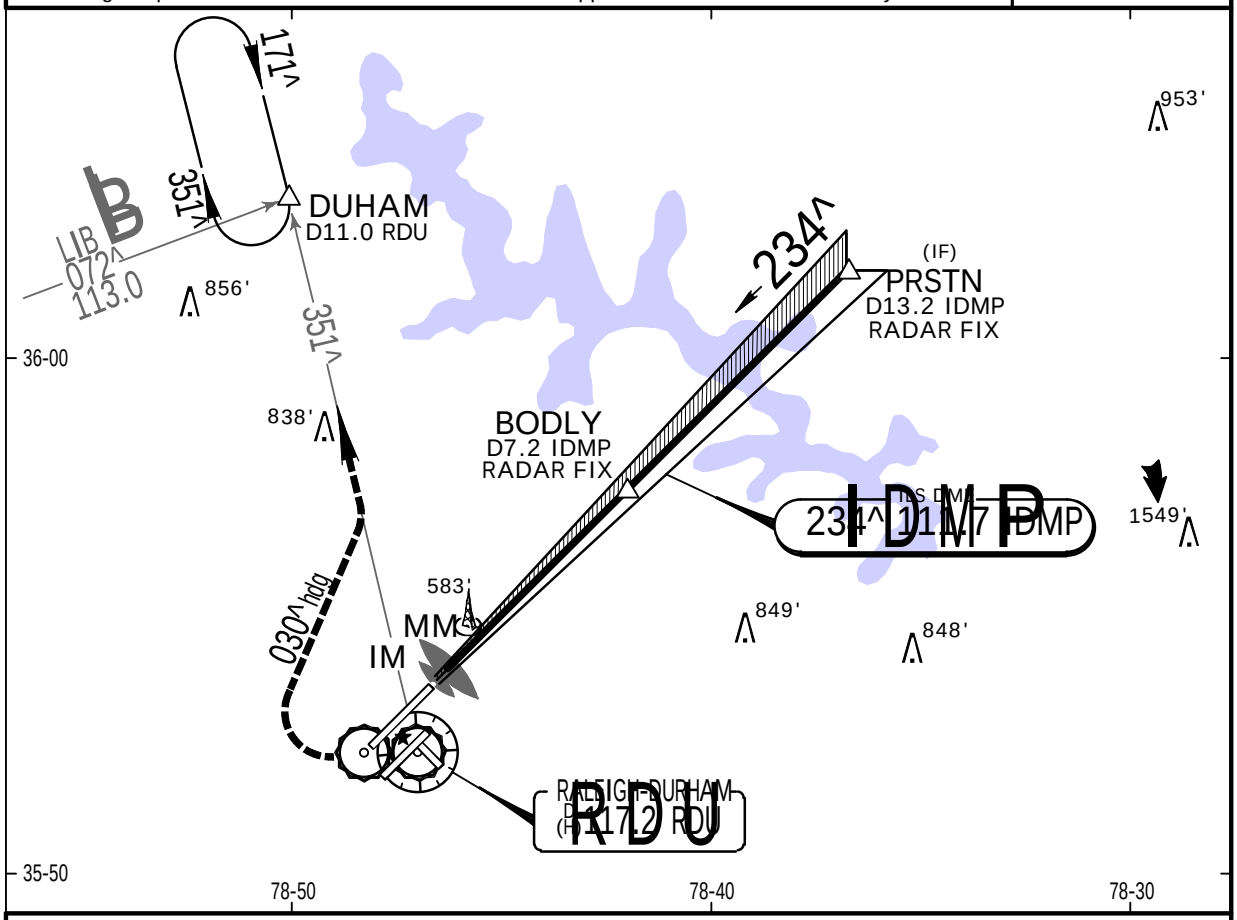
LOC IDMP	Final Apch Crs	GS BODLY	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev / TDZE
111.7	234^	2200' (1791')	NA	Refer to Minimums		RA 105' DA(H) 509'(100')	435' TDZE 409'

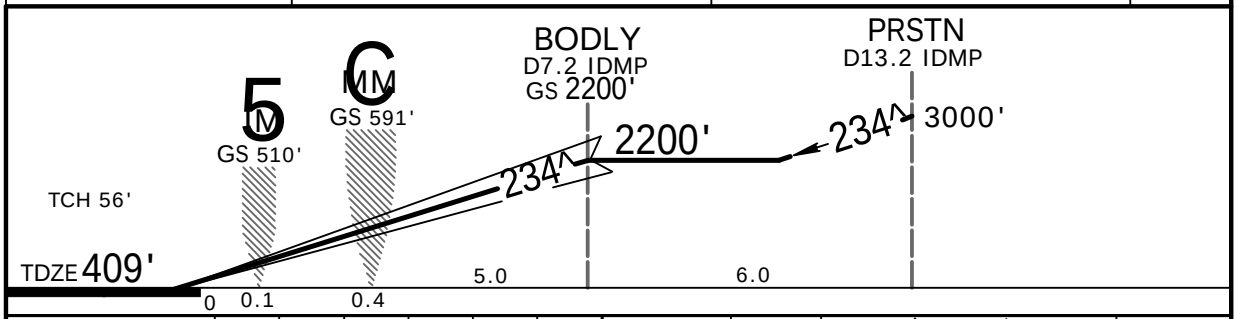
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2100' via 030^ heading and outbound on RDU VOR R-351 to DUHAM INT/D11.0 RDU and hold.

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

1. Special Aircrew & Acft Certification Required. 2. RADAR required. 3. VGSI and ILS glidepath not coincident. 4. Simultaneous approach authorized with Rwy 23L.

3400'
MSA RDU VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	484	538	646	753	861

ALSF-II PAPI | 1000' | 2100' RT via 030^ hdg and RDU 117.2 R-351 | DUHAM

STRAIGHT-IN LANDING RWY 23R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 105' DA(H) 509'(100')
NA	RVR 6	RVR 7	RVR 12

S AMEND 11B 8 MAR 2012

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KRDU/RDU RALEIGH-DURHAM INTL

JEPPESEN 23 MAY 14 (12-1)

RALEIGH/DURHAM, N CAR RNAV (GPS) Y Rwy 5L

BRIEFING STRIP ™

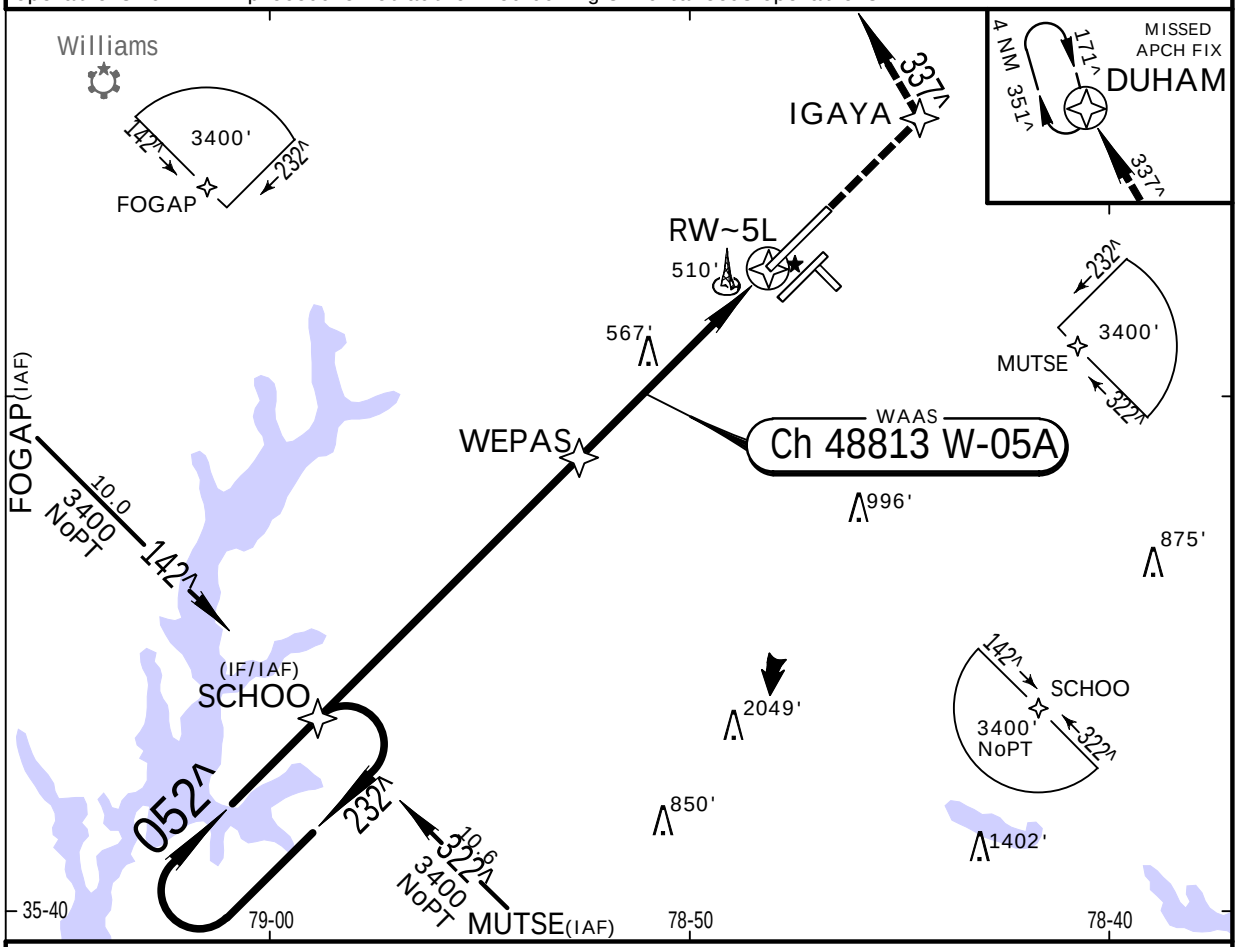
D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwy 5L/23R	RALEIGH Tower Rwys 5R/23L, 14/32	Ground Rwy 5L/23R	Ground Rwys 5R/23L, 14/32
123.8	128.3	119.3	127.45	121.7	121.9

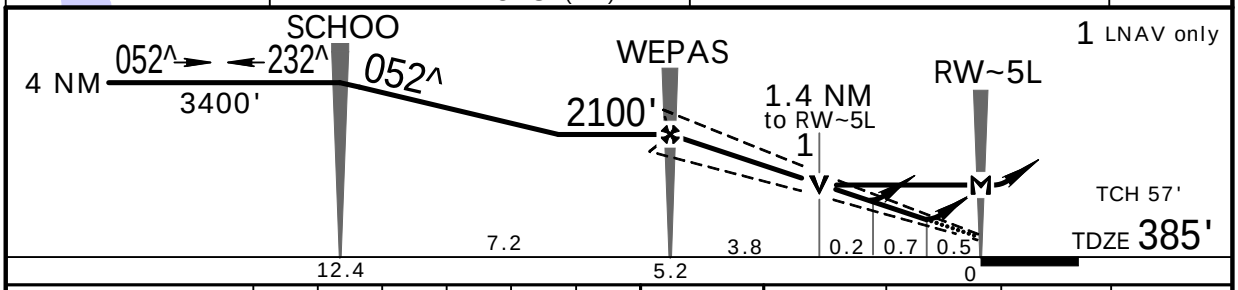
WAAS	Final Apch Crs	Minimum Alt WEPAS	LPV DA(H)	Apt Elev 435'	TAA 30 NM IAF
Ch 48813 W-05A	052^	2100'(1715')	596'(211')	TDZE 385'	

MISSED APCH: Climb to 2100' direct IGAYA and via track 337^ to DUHAM 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. Simultaneous approach authorized with ILS or LOC Rwy 5R, RNAV (GPS) Y Rwy 5R, RNAV (RNP) Z Rwy 5R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. LNAV procedure not authorized during simultaneous operations.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW~5L						

MALSR PAPI 2100' IGAYA

STRAIGHT-IN LANDING RWY 5L

	LPV DA(H) 596'(211')		LNAV/VNAV DA(H) 793'(408')		LNAV MDA(H) 880'(495')		
		RAIL or ALS out		RAIL or ALS out	RAIL out	ALS out	
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
					RVR 50		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	960'(525')-1
120	
140	960'(525')-1½

S AMEND 1A 8 MAR 2012

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KRDU/RDU RALEIGH-DURHAM INTL

JEPPESEN 23 MAY 14 (12-2)

RALEIGH/DURHAM, N CAR RNAV (GPS) Y Rwy 5R

BRIEFING STRIP ™

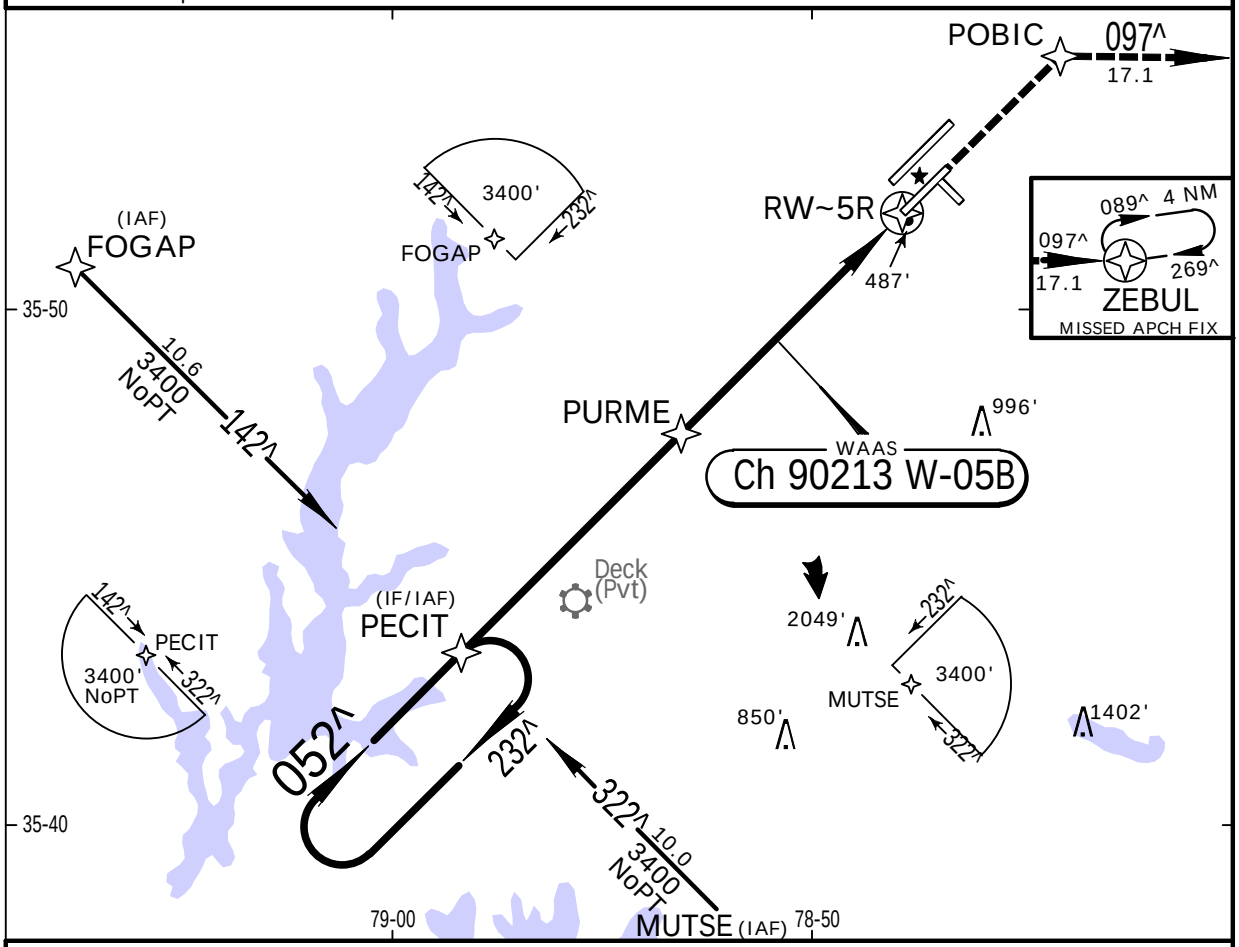
D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

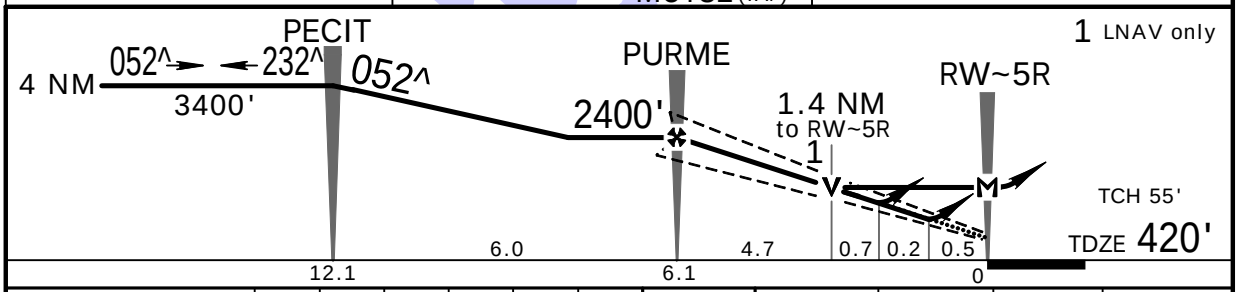
WAAS	Final Apch Crs	Minimum Alt PURME	LPV DA(H)	Apt Elev 435'	TAA 30 NM IAF
Ch 90213 W-05B	052^	2400' (1980')	620' (200')	TDZE 420'	

MISSED APCH: Climb to 2600' direct POBIC and on track 097^ to ZEBUL 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 41^C (105^F). 3. Simultaneous approach authorized with ILS or LOC Rwy 5L, RNAV (GPS) Y Rwy 5L, RNAV (RNP) Z Rwy 5L. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW~5R						

MALSR PAPI 2600' D POBIC

TERPS. STRAIGHT-IN LANDING RWY 5R

	LPV DA(H) 620' (200')		LNAV/VNAV DA(H) 690' (270')		LNAV MDA(H) 900' (480')		
	RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C						RVR 55 or 1	1 1/4	1 3/8

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	960' (525')-1
120	
140	960' (525')-1 1/2

S AMEND 2A 29 MAY 2014

CHANGES: TDZE, minimums.

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KRDU/RDU RALEIGH-DURHAM INTL

JEPPESEN 2 MAR 12 (12-3)

RALEIGH/DURHAM, N CAR RNAV (GPS) Y Rwy 23L

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

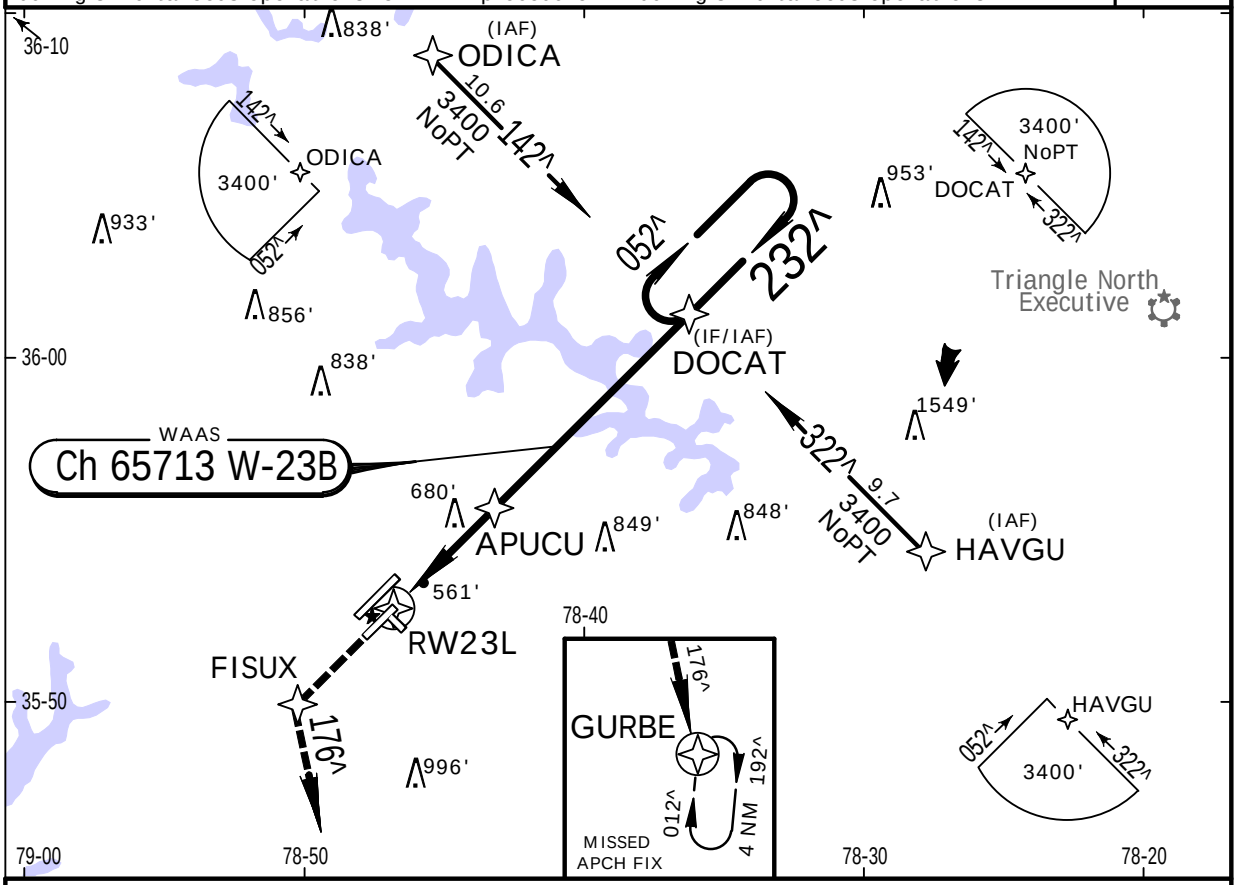
WAAS	Final Apch Crs	Minimum Alt APUCU	LPV DA(H)	Apt Elev 435'
Ch 65713 W-23B	232^	1800' (1365')	635' (200')	TDZE 435'

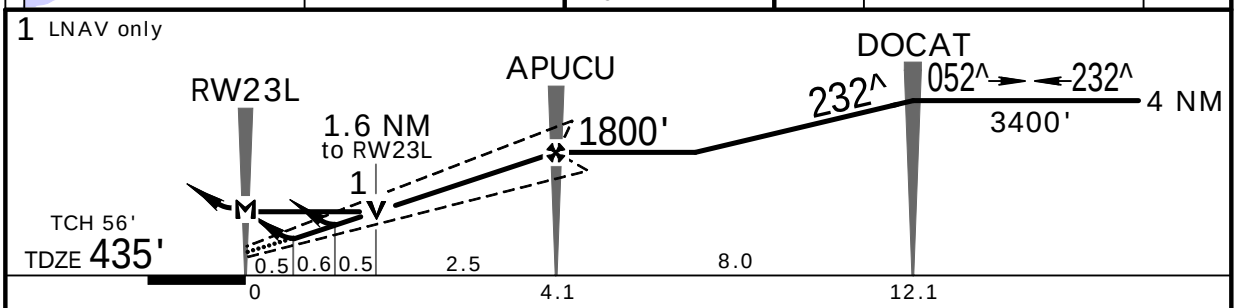
MISSED APCH: Climb to 3100' direct FISUX and LEFT turn via track 176^ to GURBE and hold.

TAA 30 NM IAF

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 47^C (116^F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 23R, ILS Rwy 23R (CAT II & CAT III), RNAV (GPS) Y Rwy 23R, RNAV (RNP) Z Rwy 23R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure NA during simultaneous operations.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW23L						

MALSR PAPI 3100' D FISUX

STRAIGHT-IN LANDING RWY 23L

	LPV DA(H) 635' (200') RAIL or ALS out	LNAV/VNAV DA(H) 841' (406') RAIL out	LNAV/VNAV DA(H) 841' (406') ALS out	LNAV MDA(H) 1000' (565') RAIL out	LNAV MDA(H) 1000' (565') ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2 / RVR 40 or 3/4 / RVR 50 or 1
B					
C					RVR 50 or 1 / 1 1/2
D					RVR 60 or 1 1/4 / 1 3/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000' (565')-1
120	
140	1000' (565')-1 1/2
165	1060' (625')-2

S AMEND 1A 8 MAR 2012

CHANGES: Notes.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 2 MAR 12 (12-4)

RALEIGH/DURHAM, N CAR
RNAV (GPS) Y Rwy 23R

BRIEFING STRIP ™

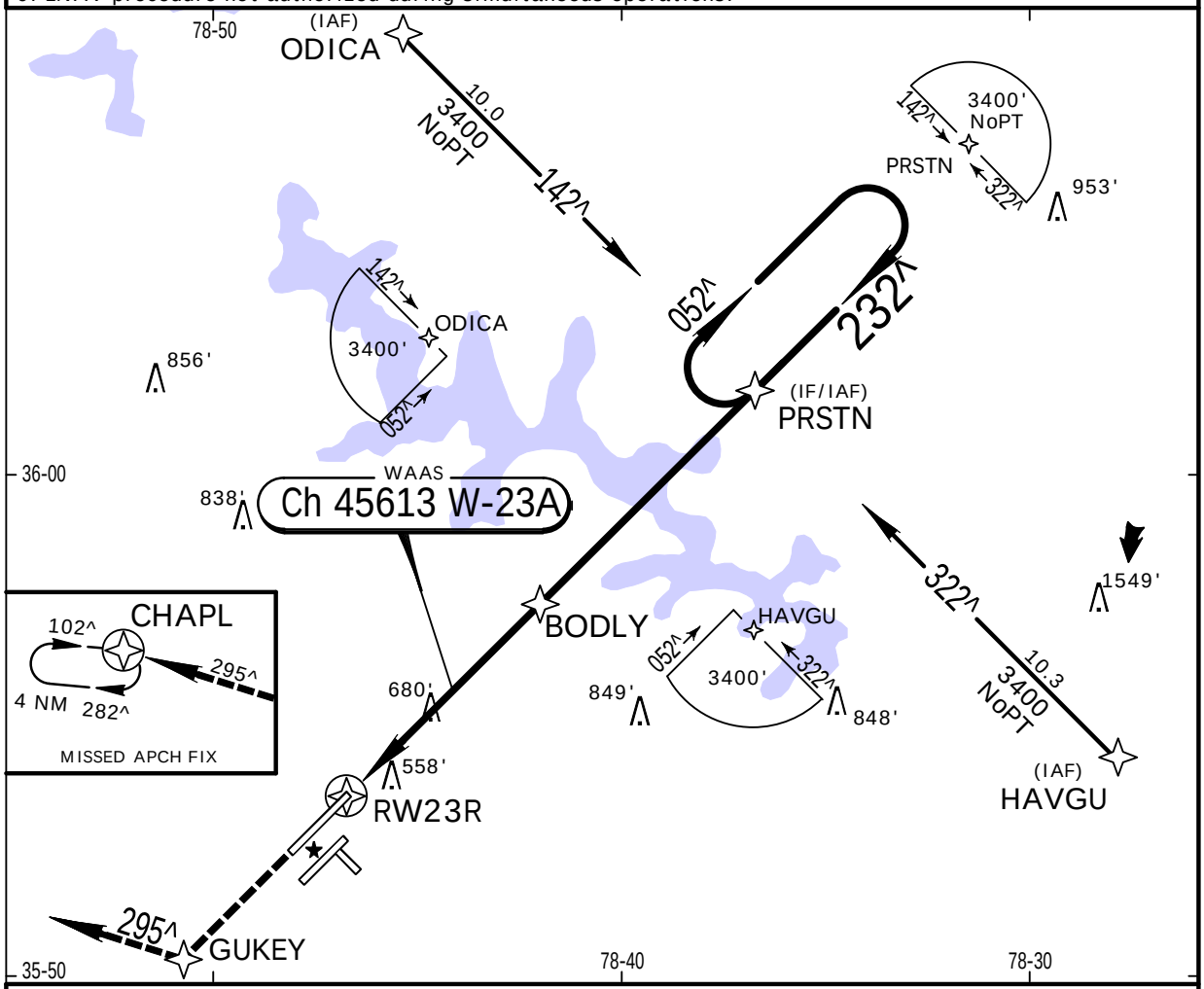
D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwy 5L/23R	RALEIGH Tower Rwys 5R/23L, 14/32	Ground Rwy 5L/23R	Ground Rwys 5R/23L, 14/32
123.8	128.3	119.3	127.45	121.7	121.9

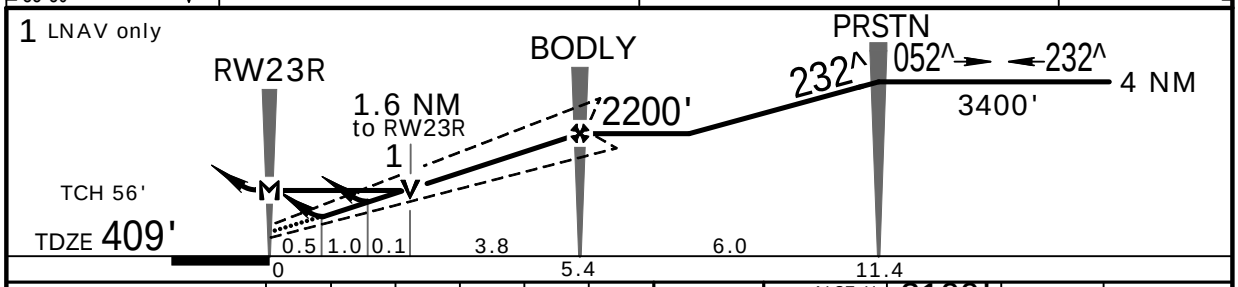
WAAS	Final Apch Crs	Minimum Alt BODLY	LPV DA(H)	Apt Elev 435'	TAA 30 NM IAF
Ch 45613 W-23A	232^	2200' (1791')	609' (200')	TDZE 409'	

MISSED APCH: Climb to 3100' direct GUKEY and RIGHT turn via 295^ track to CHAPL and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with ILS or LOC Rwy 23L, RNAV (GPS) Y Rwy 23L, RNAV (RNP) Z Rwy 23L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. LNAV procedure not authorized during simultaneous operations.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW23R						

ALSF-II PAPI 3100' GUKEY

STRAIGHT-IN LANDING RWY 23R

	LPV DA(H) 609' (200')		LNAV/VNAV DA(H) 927' (518')		LNAV MDA(H) 1000' (591')	
		ALS out		ALS out		ALS out
A					RVR 24 or ½	RVR 50 or 1
B						
C	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 50 or 1	1½
					RVR 60	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000' (565')-1
120	
140	1000' (565')-1½

S AMEND 1A 8 MAR 2012

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KRDU/RDU RALEIGH-DURHAM INTL

JEPPESEN 8 JUL 11 (12-5) CAT A, B & C

RALEIGH/DURHAM, N CAR RNAV (GPS) Rwy 32

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

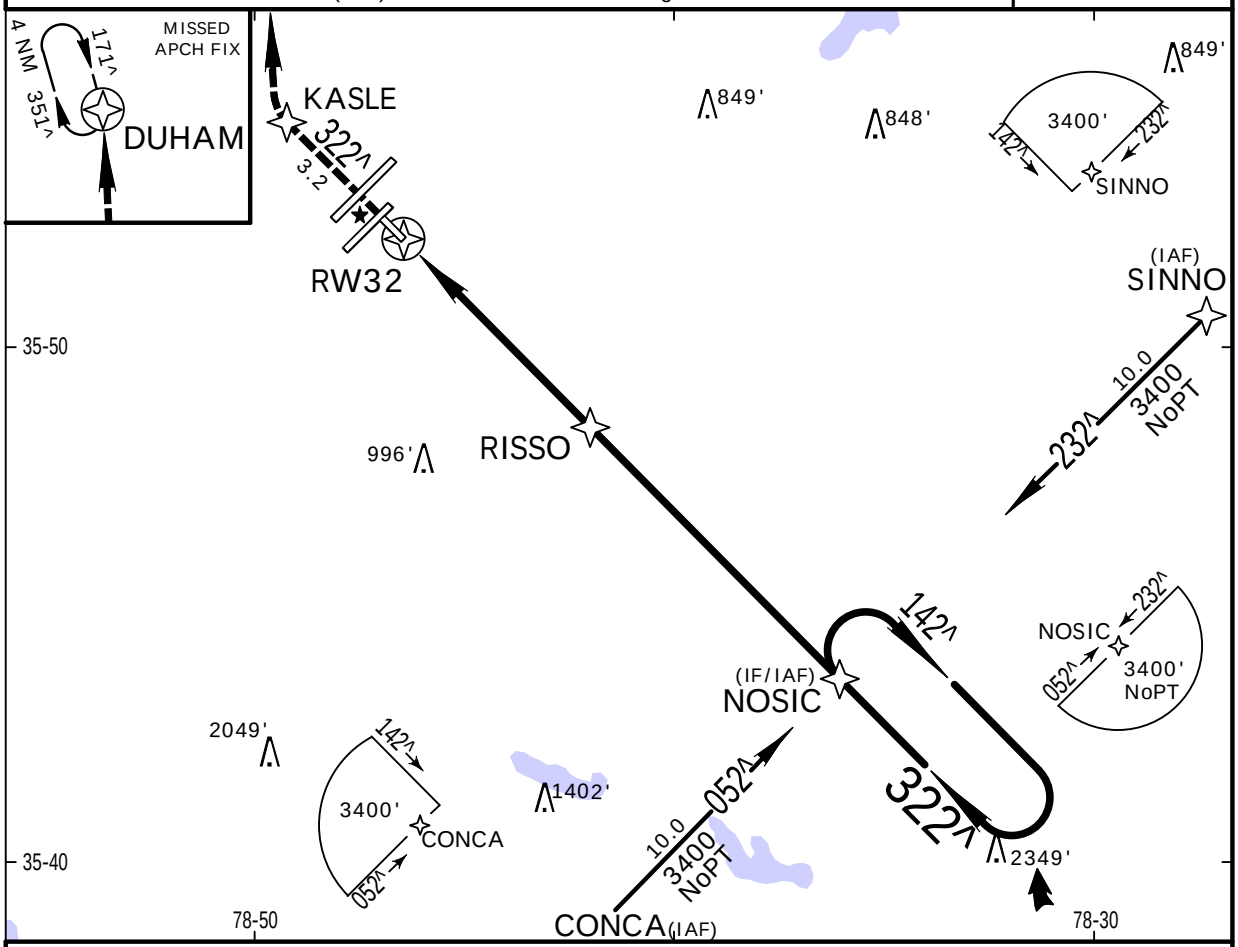
RNAV	Final Apch Crs	Minimum Alt RISSO	LNAV/VNAV DA(H)	Apt Elev 435'
	322^	2400'(1971')	820'(391')	TDZE 429'

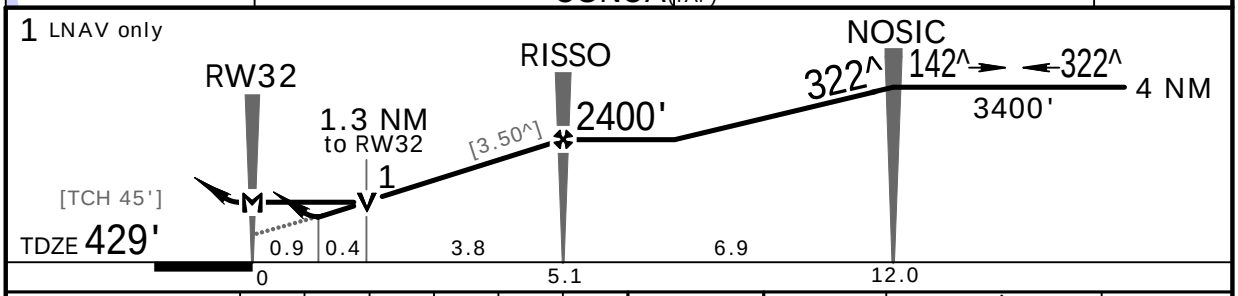
MISSED APCH: Climb to 2100' via 322^ course to KASLE, then RIGHT turn direct to DUHAM and hold.

TAA 30 NM IAF

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

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV not authorized below -15^C (5^F). 4. VGSI and descent angles not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.50^]	434	557	619	743	867	991
MAP at RW32						

REIL
PAPI-L

2100' via 322^ KASLE

STRAIGHT-IN LANDING RWY 32

	LNAV/VNAV DA(H) 820'(391')	LNAV MDA(H) 1000'(571')
A	1¼	1
B		
C		1½
D	NA	NA

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000'(565')-1¼
120	
140	1000'(565')-1¾
D	NA

AMEND 0 PS

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KRDU/RDU RALEIGH-DURHAM INTL

JEPPESEN 23 MAY 14 (12-20)

RALEIGH/DURHAM, N CAR RNAV (RNP) Z Rwy 5L

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwy 5L/23R	RALEIGH Tower Rwys 5R/23L, 14/32	Ground Rwy 5L/23R	Ground Rwys 5R/23L, 14/32
123.8	128.3	119.3	127.45	121.7	121.9

RNAV	Final Apch Crs	Minimum Alt VANZI	RNP 0.10 DA(H)	Apt Elev 435'
	052^	1900' (1515')	727' (342')	TDZE 385'

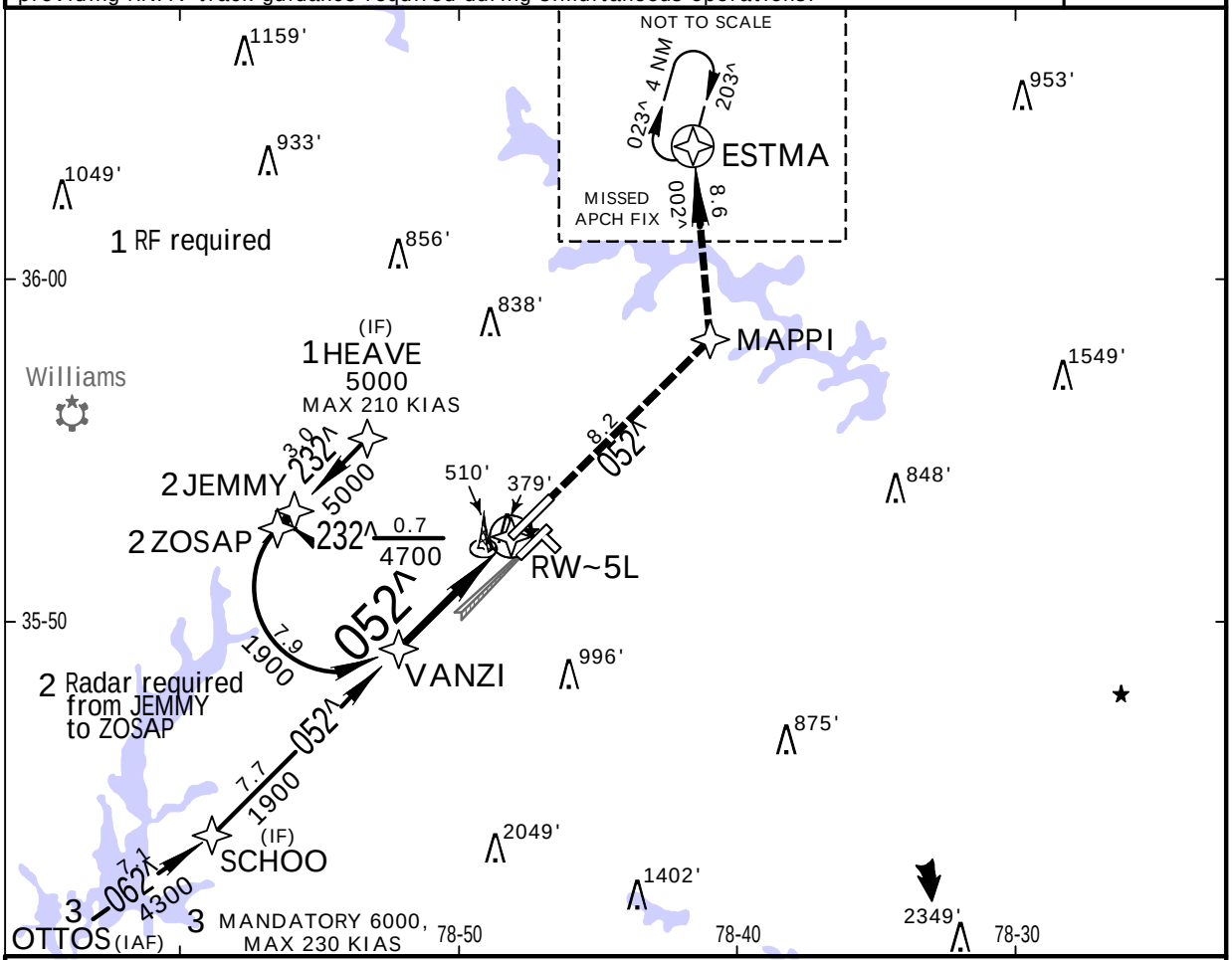
MISSED APCH: Climb to 3000' on track 052^ to MAPPI and on track 002^ to ESTMA and hold.

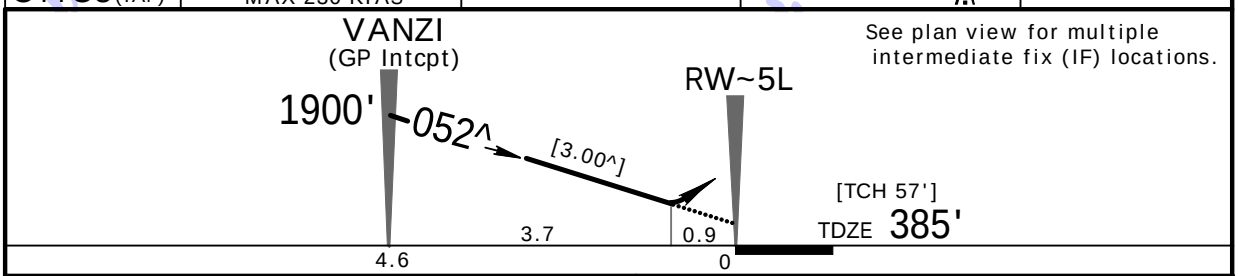
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems procedures not authorized below -9^C (16^F) or above 54^C (130^F). 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with ILS or LOC Rwy 5R, RNAV (GPS) Y Rwy 5R, except for arrivals at HEAVE. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3400'

MSA RW~5L





See plan view for multiple intermediate fix (IF) locations.

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI 3000' on 052^ MAPPI

.TERPS. STRAIGHT-IN LANDING RWY 5L

	RNP 0.10 DA(H) 727' (342')		RNP 0.30 DA(H) 821' (436')		
		RAIL out	ALS out	RAIL out	ALS out
A	RVR 30 or 5/8	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 50 or 1	1 3/8
B					
C					

S AMEND 2A 29 MAY 2014

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KRDU/RDU RALEIGH-DURHAM INTL

JEPPESEN 23 MAY 14 (12-21)

RALEIGH/DURHAM, N CAR RNAV (RNP) Z Rwy 5R

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

RNAV	Final Apch Crs	Minimum Alt STANZ	RNP 0.30 DA(H)	Apt Elev 435'
	052^	1900'(1480')	732'(312')	TDZE 420'

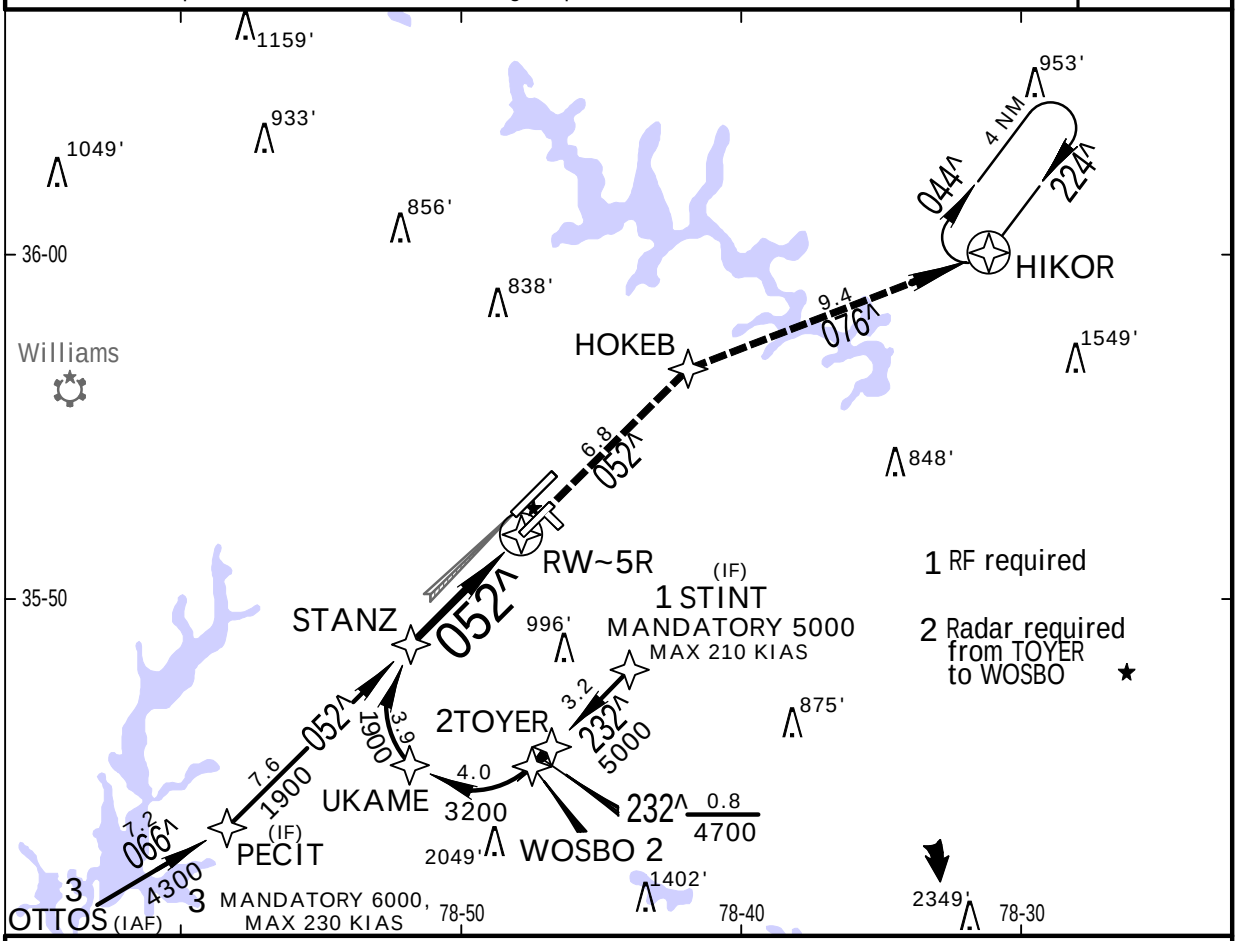
MISSED APCH: Climb to 3000' on track 052^ to HOKEB and on track 076^ to HIKOR and hold.

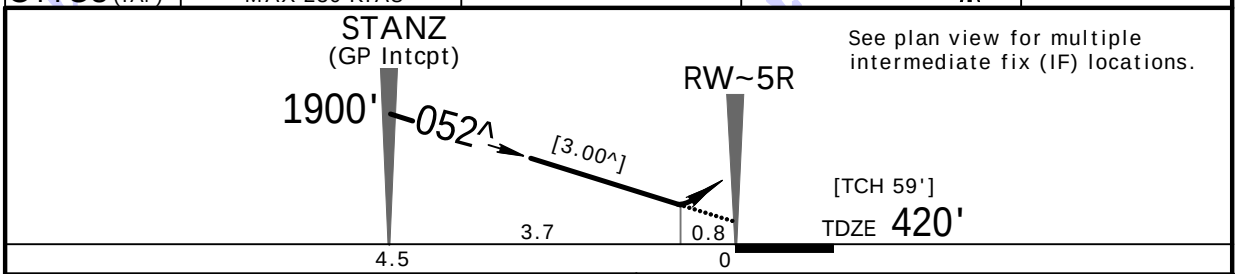
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -9^C (16^F) or above 54^C (130^F). 4. Simultaneous approach authorized with ILS or LOC Rwy 5L, RNAV (GPS) Y Rwy 5L, except for arrivals at STINT. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.

3400'

MSA RW~5R





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI 3000' on 052^ HOKEB

.TERPS.

STRAIGHT-IN LANDING RWY 5R
RNP 0.30
DA(H) 732'(312')

		RAIL out	ALS out
A			
B			
C	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1

CHANGES: TDZE, minimums.

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KRDU/RDU RALEIGH-DURHAM INTL

JEPPESEN 23 MAY 14 (12-22)

RALEIGH/DURHAM, N CAR RNAV (RNP) Z Rwy 23L

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

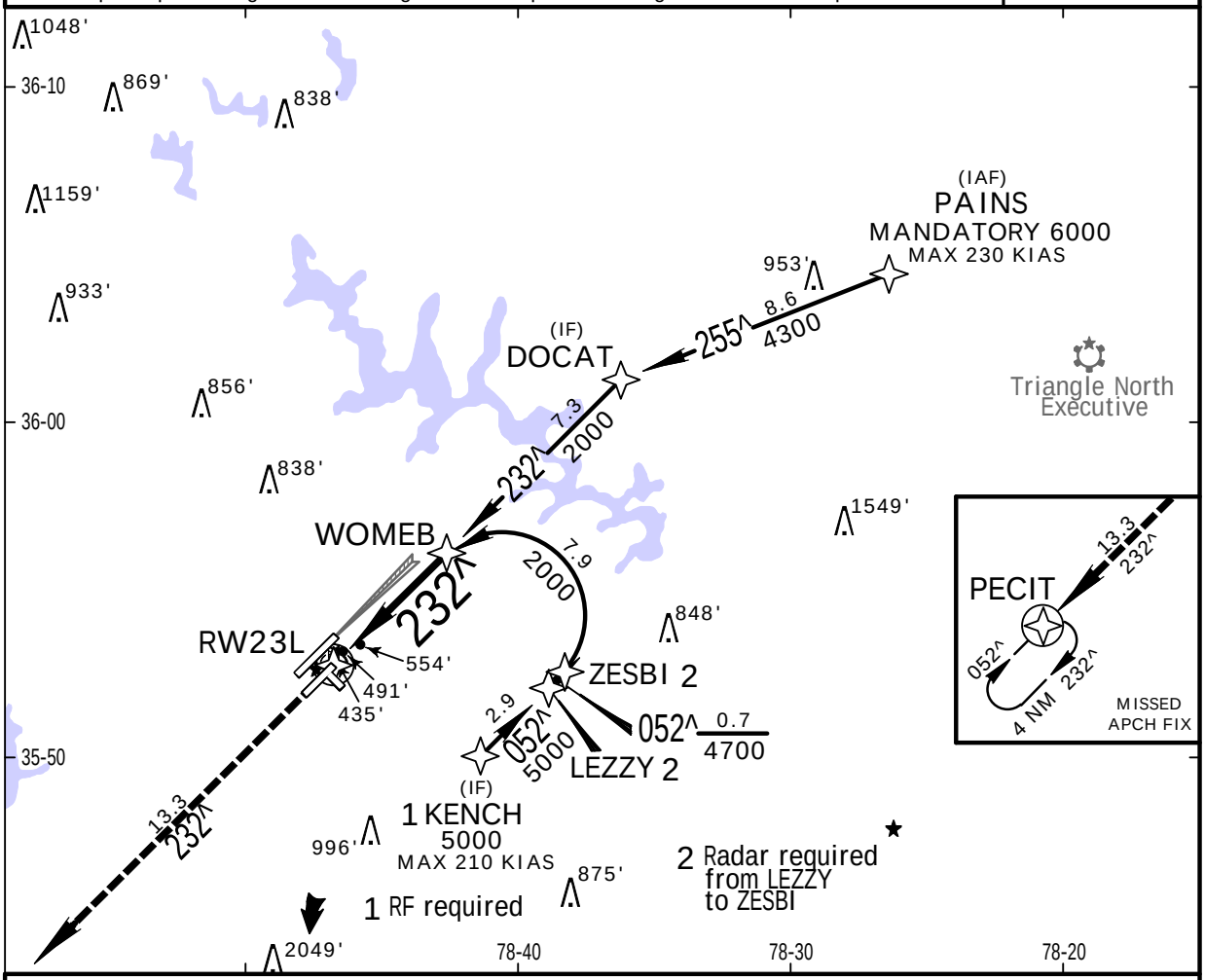
RNAV	Final Apch Crs	Minimum Alt WOMEB	RNP 0.10 DA(H)	Apt Elev 435'
	232^	2000'(1565')	774'(339')	TDZE 435'

MISSED APCH: Climb to 3300' on track 232^ to PECIT and hold.

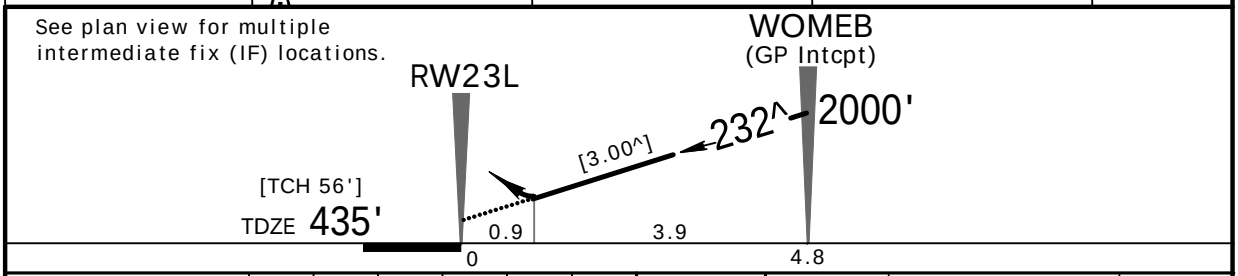
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -9^C (16^F) or above 54^C (130^F). 4. Simultaneous approach authorized with ILS or LOC Rwy 23R, ILS Rwy 23R (CAT II & CAT III), RNAV (GPS) Y Rwy 23R, except for arrivals at KENCH. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3400'
MSA RW23L



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
3300' on 232^ PECIT

.TERPS. STRAIGHT-IN LANDING RWY 23L

	RNP 0.10 DA(H) 774'(339') RAIL out	RNP 0.10 DA(H) 774'(339') ALS out	RNP 0.30 DA(H) 870'(435') RAIL out	RNP 0.30 DA(H) 870'(435') ALS out
A				
B	RVR 40 or ¾	RVR 60 or 1⅛	RVR 50 or 1	1⅜
C				

S AMEND 2A 29 MAY 2014

CHANGES: TDZE, minimums.

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KRDU/RDU RALEIGH-DURHAM INTL

JEPPESEN 23 MAY 14 (12-23)

RALEIGH/DURHAM, N CAR RNAV (RNP) Z Rwy 23R

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwy 5L/23R	RALEIGH Tower Rwys 5R/23L, 14/32	Ground Rwy 5L/23R	Ground Rwys 5R/23L, 14/32
123.8	128.3	119.3	127.45	121.7	121.9

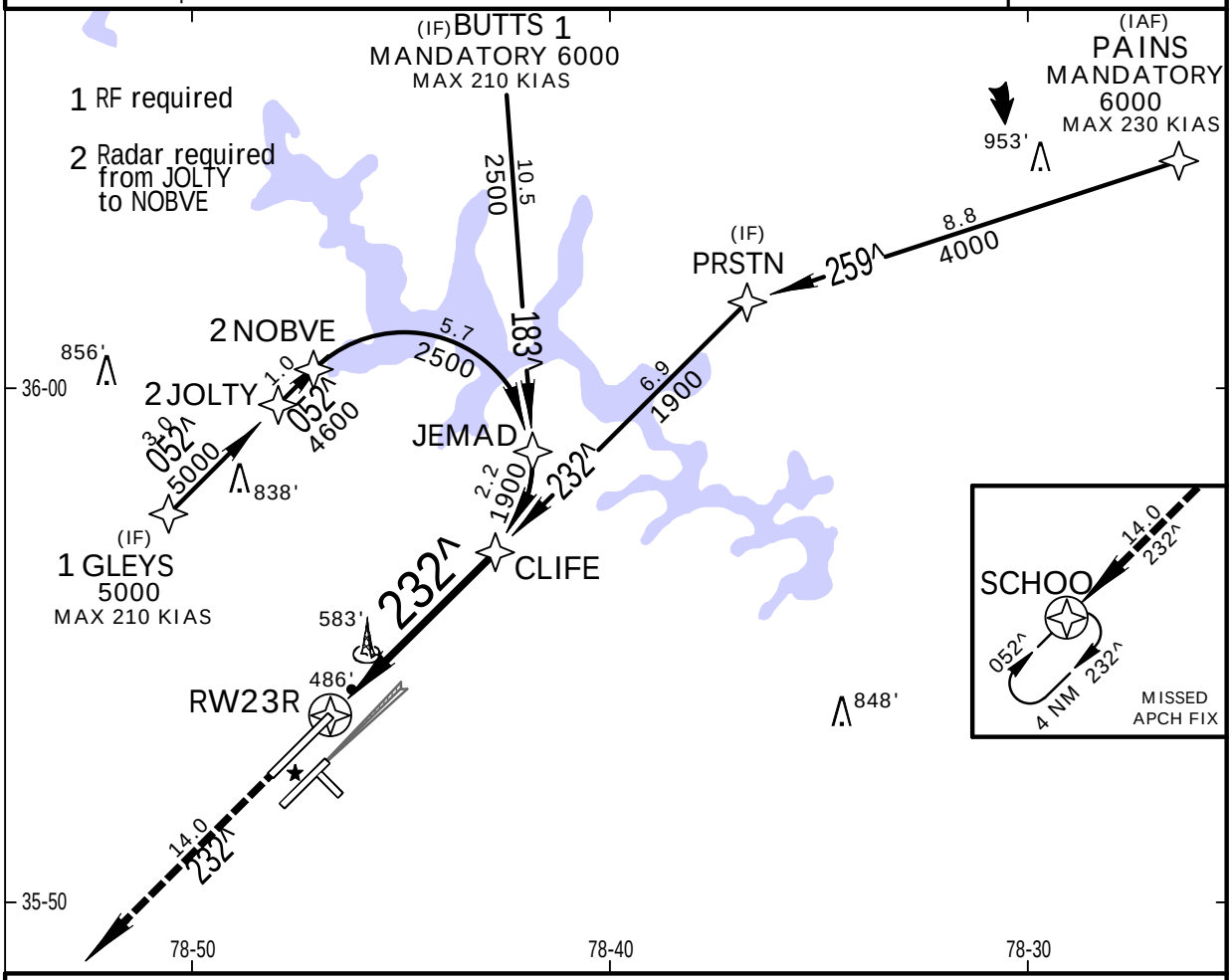
RNAV	Final Apch Crs	Minimum Alt CLIFE	RNP 0.15 DA(H)	Apt Elev 435'
	232^	1900' (1491')	779' (370')	TDZE 409'

MISSED APCH: Climb to 3000' on track 232^ to SCHOO and hold.

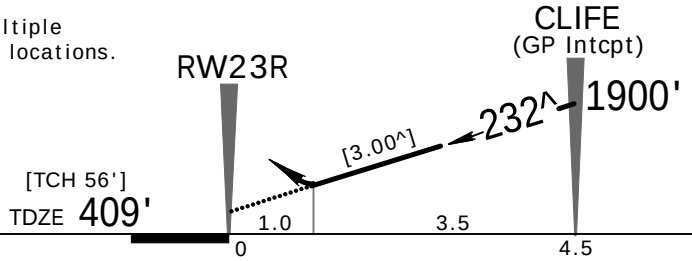
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -9^C (16^F) or above 54^C (130^F). 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with ILS or LOC Rwy 23L, RNAV (GPS) Y Rwy 23L, except for arrivals at GLEYS and BUTTS. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3400'
MSA RW23R



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI 3000' on 232^ SCHOO

TERPS. STRAIGHT-IN LANDING RWY 23R

	RNP 0.15 DA(H) 779' (370')		RNP 0.30 DA(H) 978' (569')	
		ALS out		ALS out
A	RVR 40 or ¾	1¼	1½	1⅞
B				
C				

AMEND 2A 29 MAY 2014

CHANGES: TDZE.

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KRDU/RDU RALEIGH-DURHAM INTL

JEPPESEN 22 JUL 11 (13-1)

RALEIGH/DURHAM, N CAR VOR Rwy 5R

BRIEFING STRIP ™

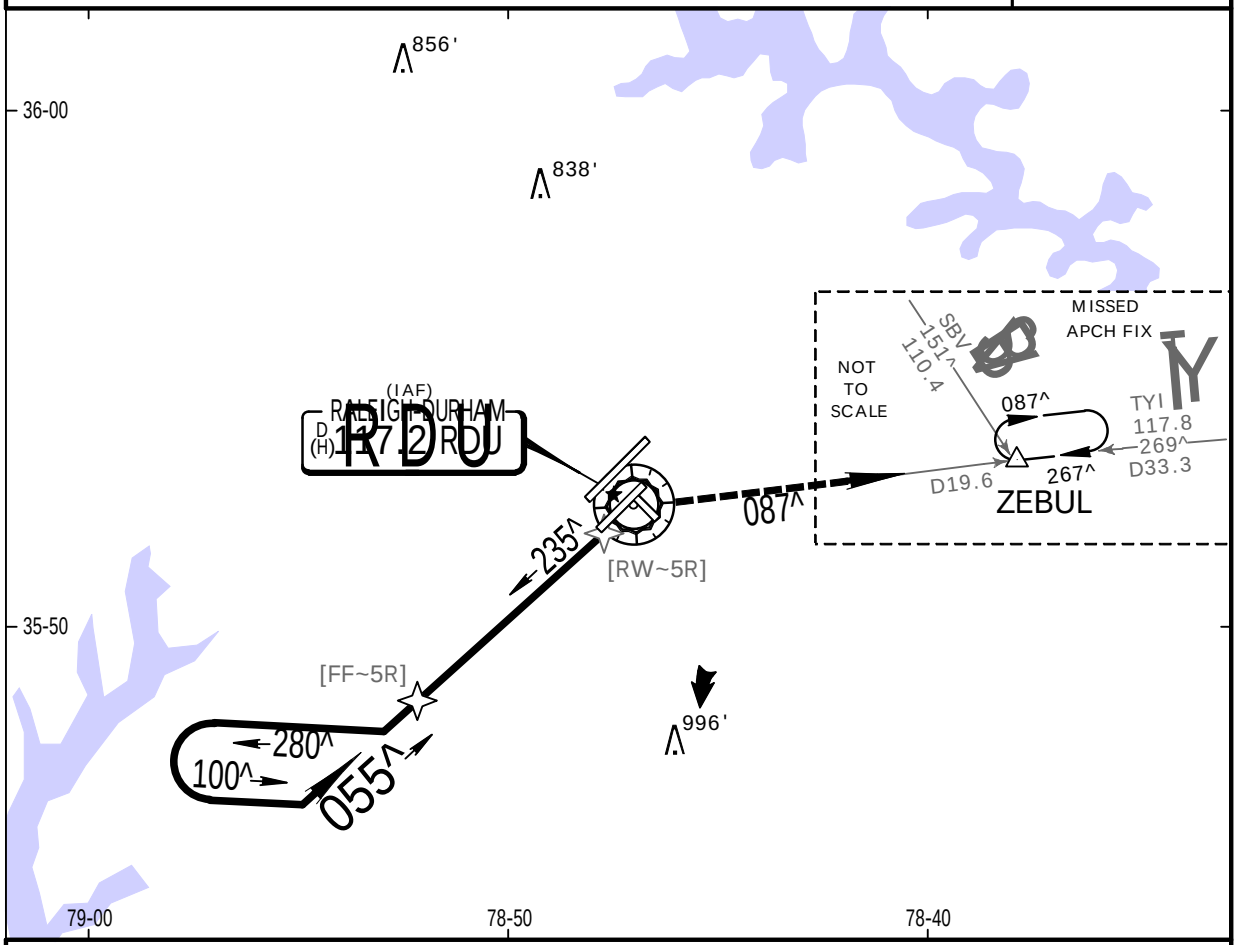
D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

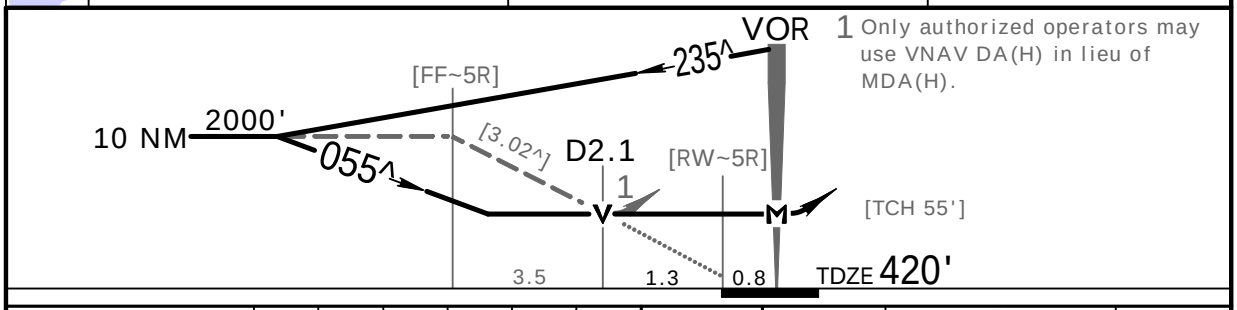
VOR RDU	Final Apch Crs	No FAF	MDA(H)	Apt Elev 435'
117.2	055^		940' (520')	TDZE 420'

MISSED APCH: Climbing RIGHT turn to 2500' outbound via RDU VOR R-087 to ZEBUL INT and hold.

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

3400'
MSA RDU VOR





1 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.02^]	374	481	534	641	748	855
MAP at VOR						

MALSR
PAPI

2500' RT via RDU 117.2 R-087 ZEBUL

STRAIGHT-IN LANDING RWY 5R

MDA(H) 940' (520')

		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	980' (545') -1
B				120	
C	RVR 50 or 1	1 1/2		140	980' (545') -1 1/2
D	RVR 60 or 1 1/4	1 3/4		165	1060' (625') -2

CIRCLE-TO-LAND

AMEND 13C PS

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 22 JUL 11 (13-2)

RALEIGH/DURHAM, N CAR
VOR Rwy 23L

BRIEFING STRIP ™

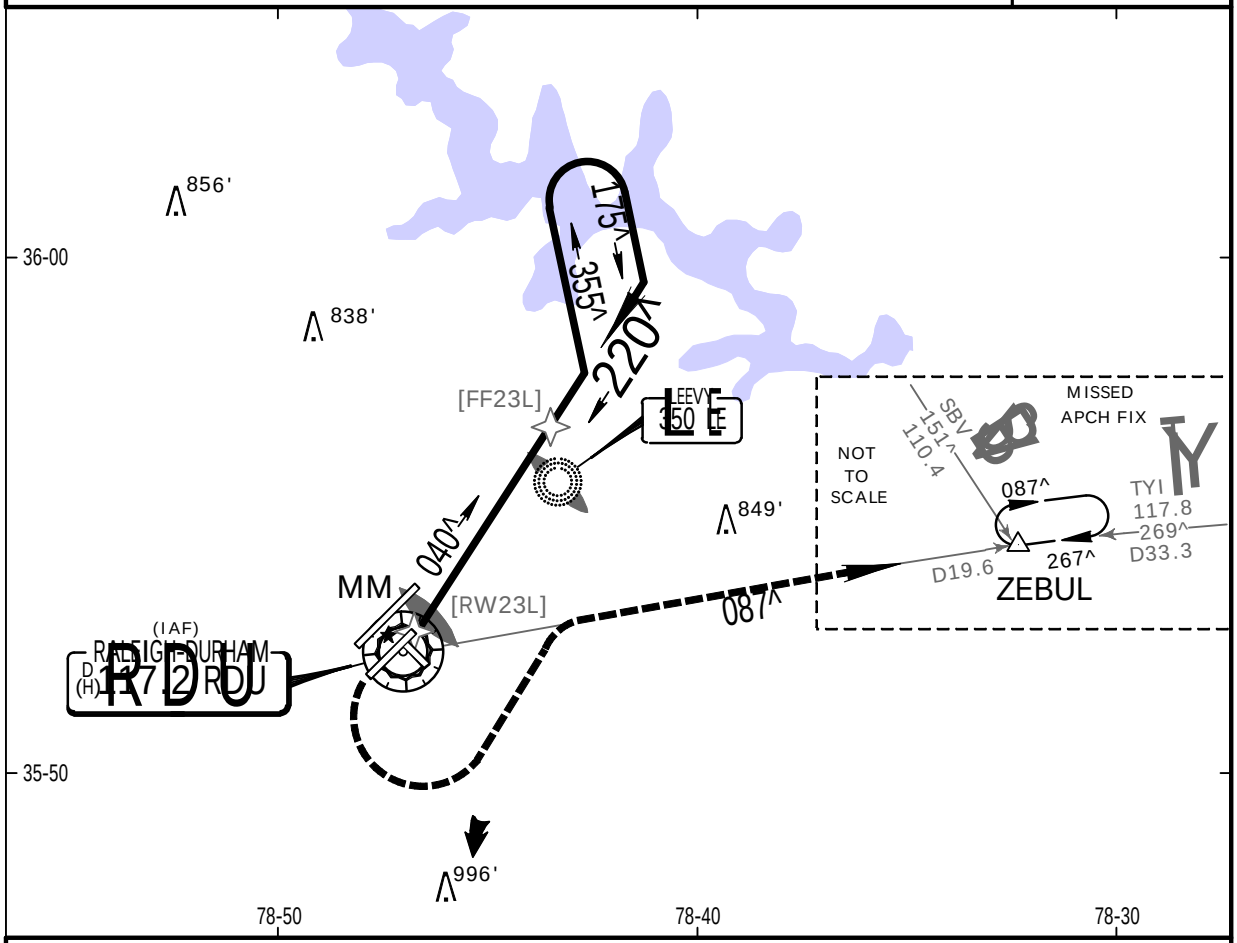
D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

VOR RDU	Final Apch Crs	No FAF	MDA(H)	Apt Elev 435'
117.2	220^		1060' (625')	TDZE 435'

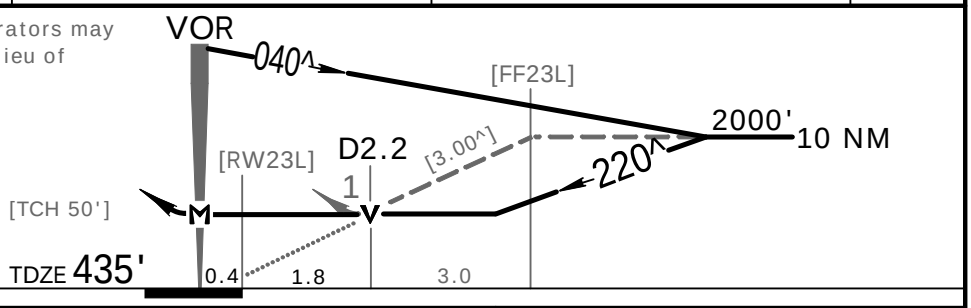
MISSED APCH: Climbing LEFT turn to 2500' outbound via RDU VOR R-087 to ZEBUL INT and hold.

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

3400'
MSA RDU VOR



1 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at VOR						

MALSR
PAPI

2500' LT via RDU 117.2 R-087 ZEBUL

STRAIGHT-IN LANDING RWY 23L
MDA(H) 1060' (625')

		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B			
C	RVR 60 or 1¼	1¾	
D	1½	2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1060' (625')-1
120	
140	1060' (625')-1¾
165	1060' (625') -2

AMEND 14 D PS

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 12 SEP 14 (13-3)

RALEIGH/DURHAM, N CAR
VOR Rwy 32

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

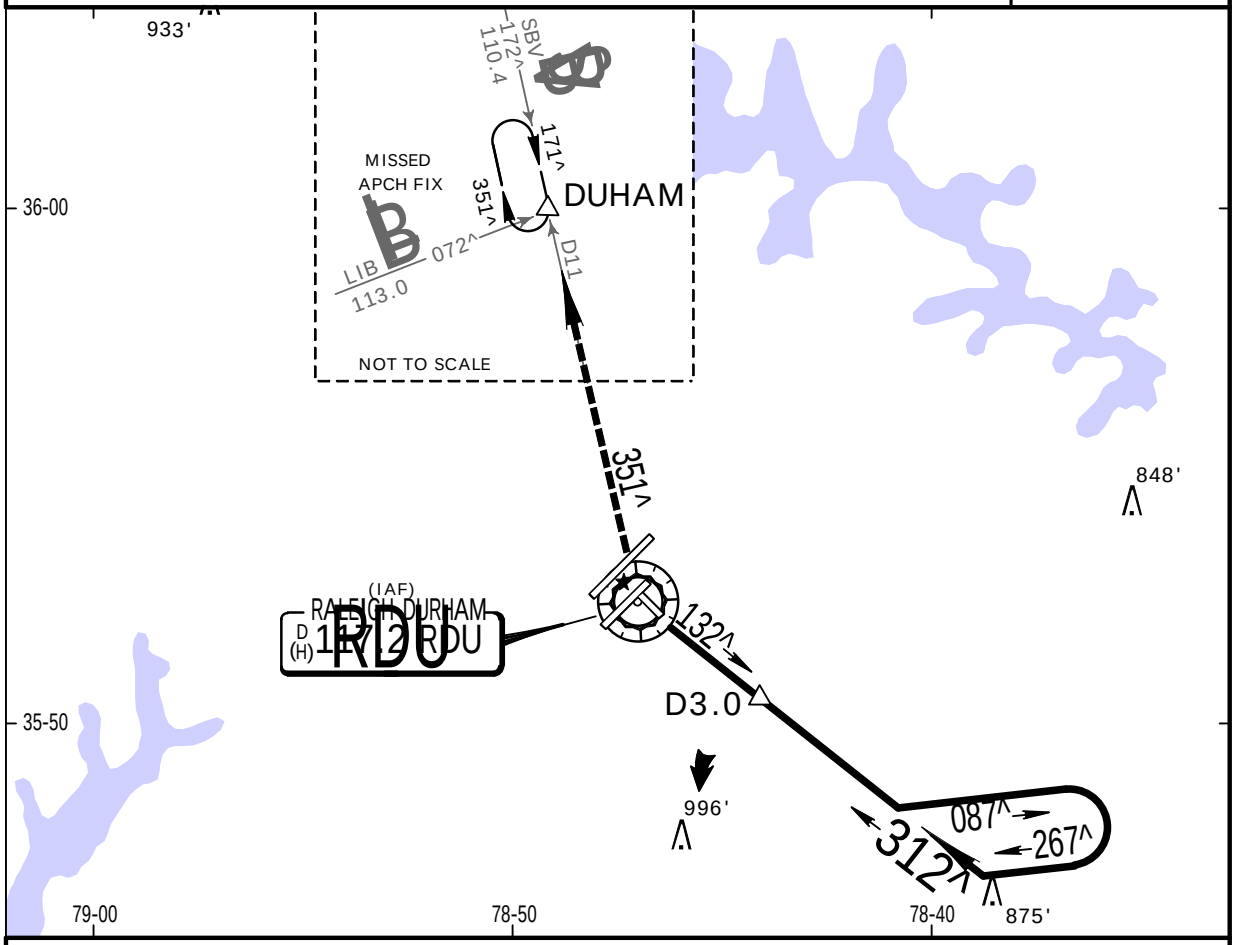
VOR RDU	Final Apch Crs	Minimum Alt D3.0	MDA(H) (CONDITIONAL)	Apt Elev 435'
117.2	312^	1200' (771')	860' (431')	TDZE 429'

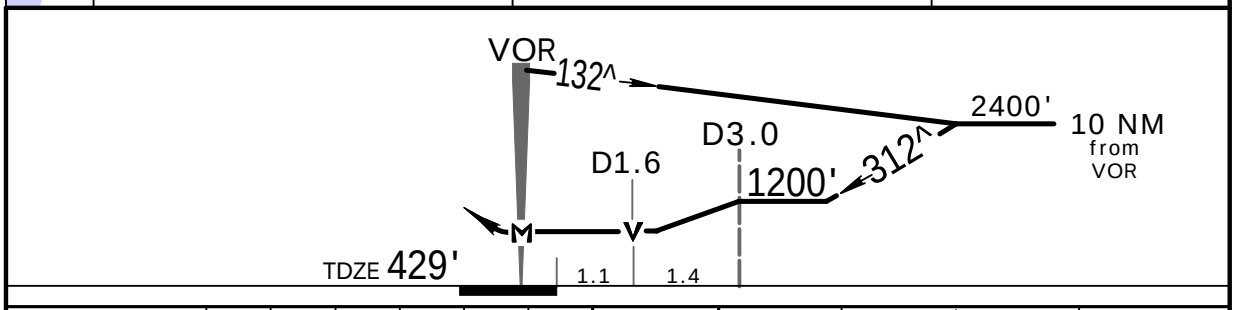
MISSED APCH: Climbing RIGHT turn to 2200' on RDU VOR R-351 to DUHAM INT and hold.

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

1. Helicopter visibility reduction below 3/4 SM not authorized.

3400'
MSA RDU VOR





								REIL PAPI-L	2200' RT	on RDU 117.2 R-351	DUHAM
MAP at VOR											

STRAIGHT-IN LANDING RWY 32	MDA(H) 860' (431') With D3.0	MDA(H) 1200' (771') Without D3.0	CIRCLE-TO-LAND Max Kts	With D3.0 MDA(H)	Without D3.0 MDA(H)
A	1	1	90	980' (545')-1	1200' (765')-1
B		1¼	120		1200' (765')-1¼
C	1¼	2¼	140	980' (545')-1½	1200' (765')-2¼
D	1½	2½	165	1060' (625')-2	1200' (765')-2½

BRIEFING STRIP ™

CS AMEND 3D 18 SEP 2014

CHANGES: Missed approach.

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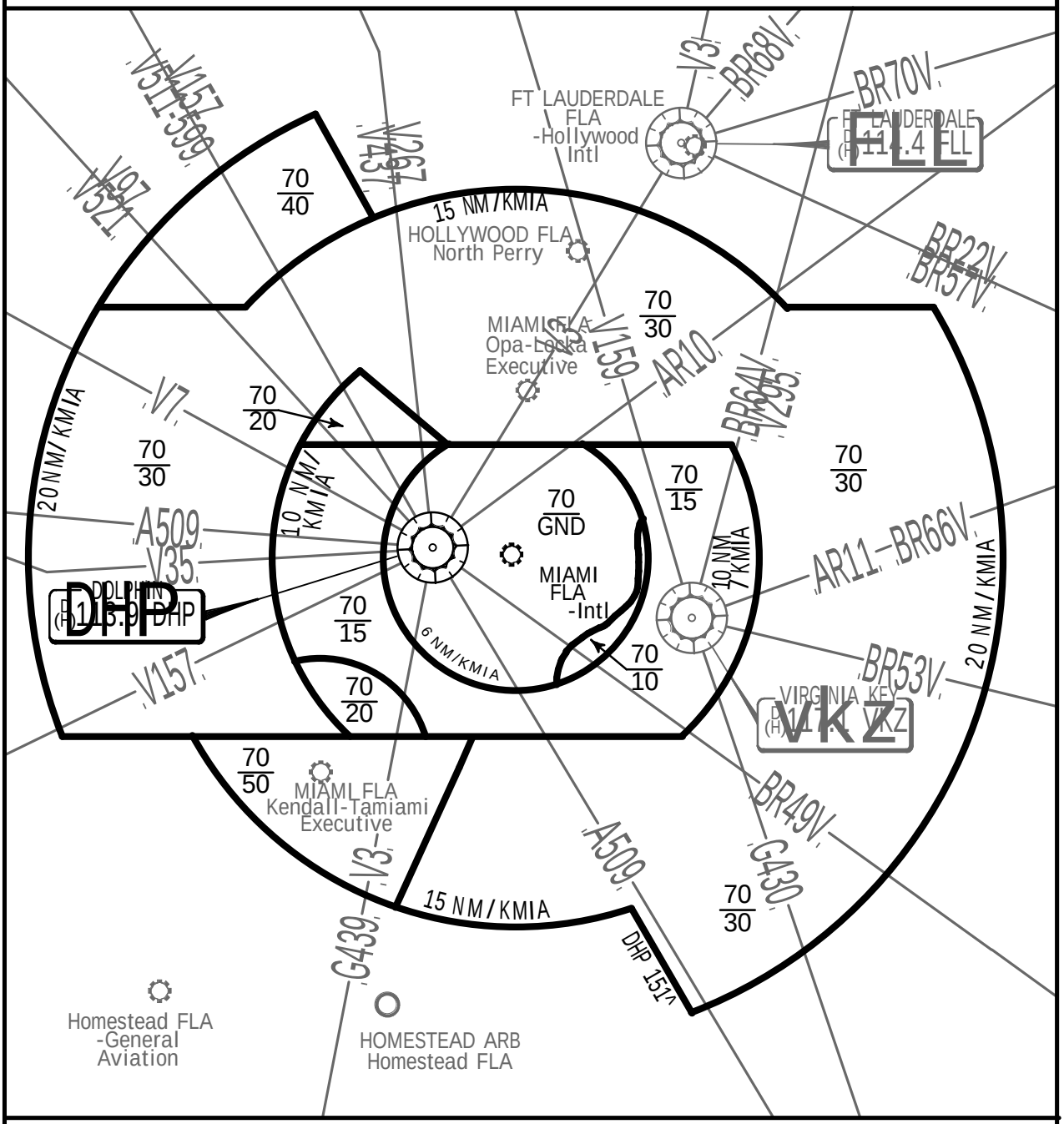
MIAMI CLASS B AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

(270^-089^) Miami App 125.75 (090^-269^) Miami App 120.5



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

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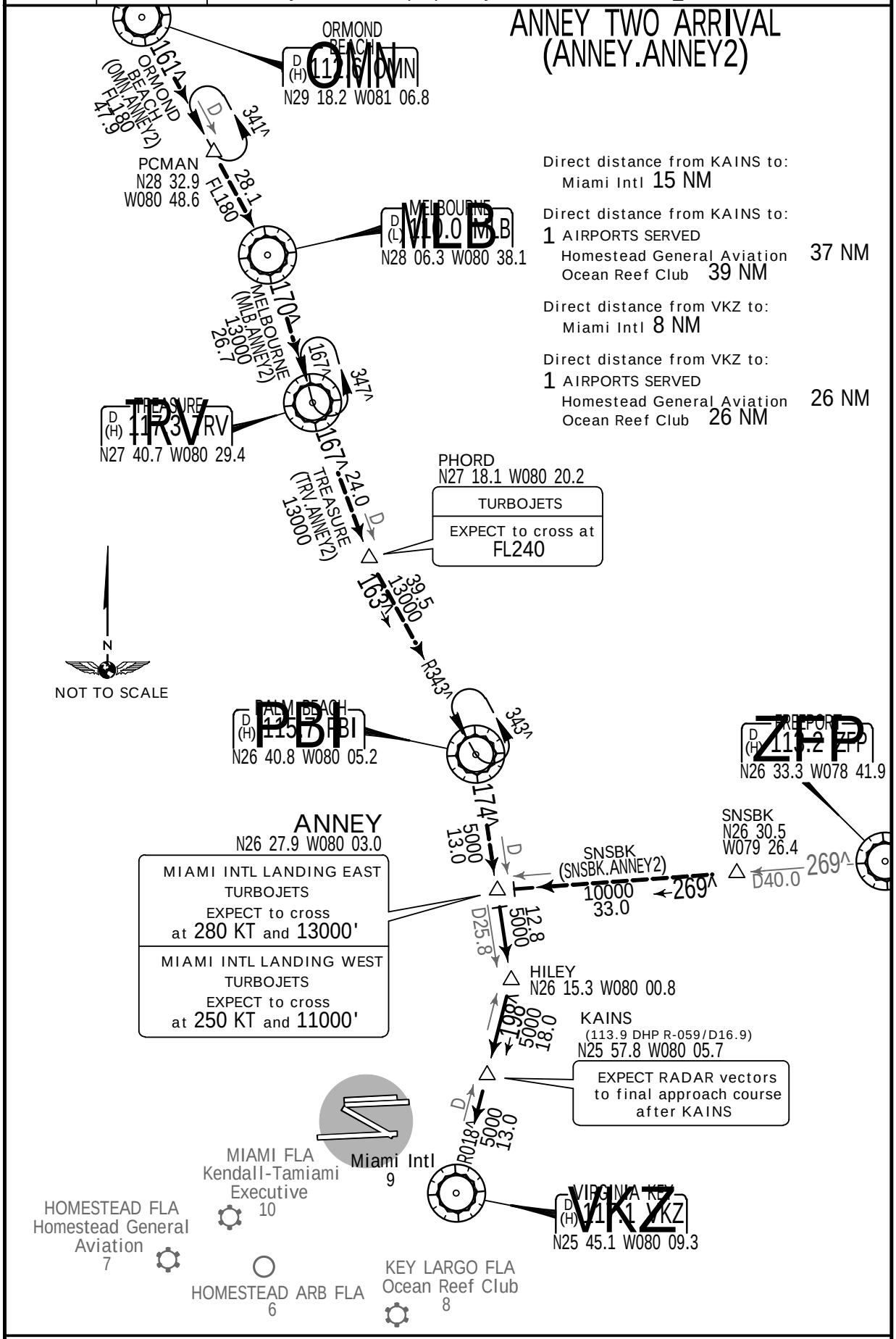
KMIA/MIA MIAMI INTL

JEPPESEN 14 SEP 12 (10-2) .Eff.20.Sep.

MIAMI, FLA .STAR.

MIAMI INTL D-ATIS 119.15	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME required. 2. RADAR required for procedure entry at SNSBK. 3. Turbojets and turboprops only. 4. Also Serves 1

ANNEY TWO ARRIVAL (ANNEY.ANNEY2)



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 ANNEY on PBI R-174 to HILEY, then on VKZ R-018 to KAINS, VKZ. EXPECT

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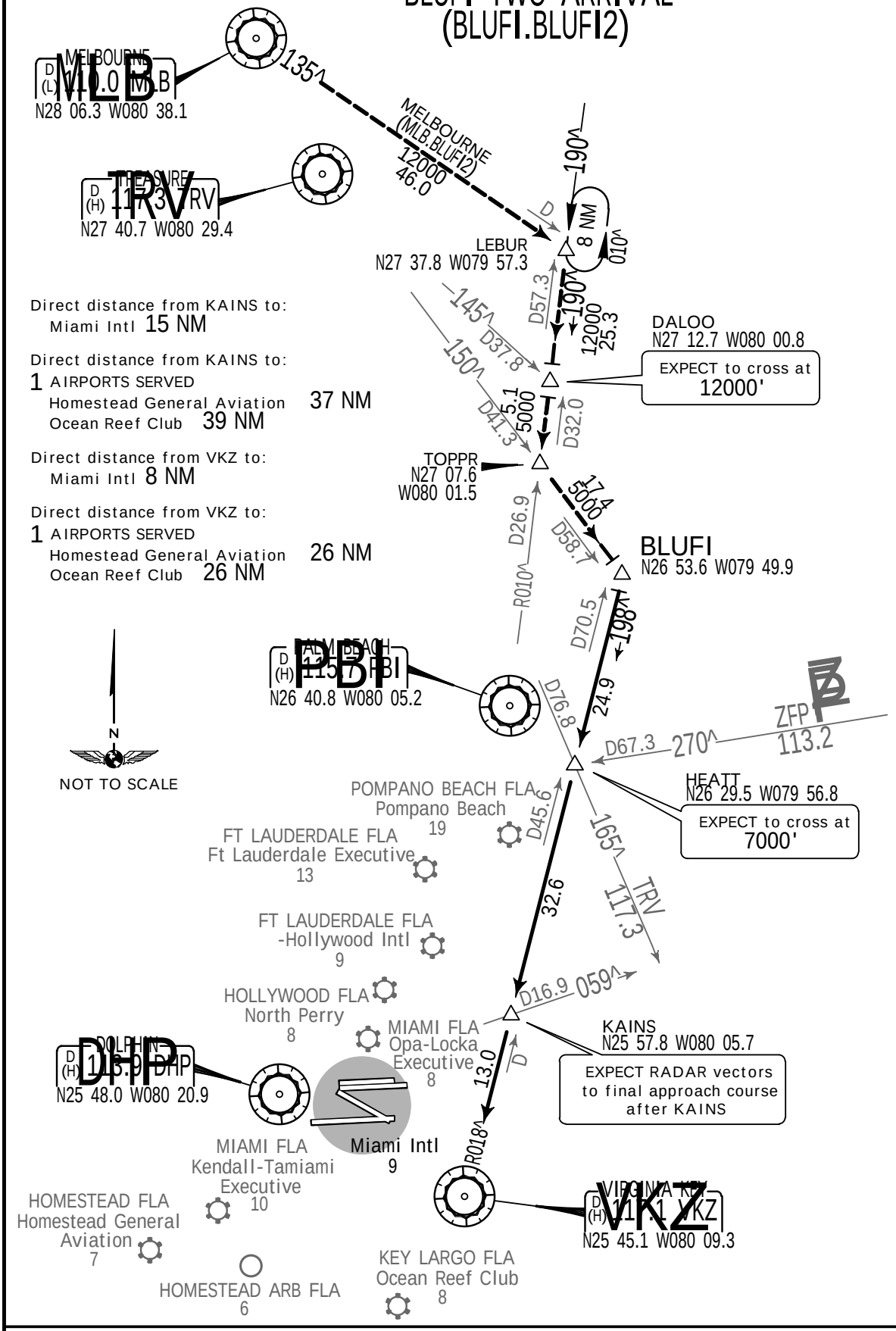
KMIA/MIA MIAMI, FLA
MIAMI INTL

JEPPESEN 14 SEP 12 (10-2A) .Eff.20.Sep. .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. Turboprops only. 3. Also Serves 1

BLUFI TWO ARRIVAL (BLUFI.BLUFI2)



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 HEATT, KAINS, VKZ. EXPECT RADAR vectors to final

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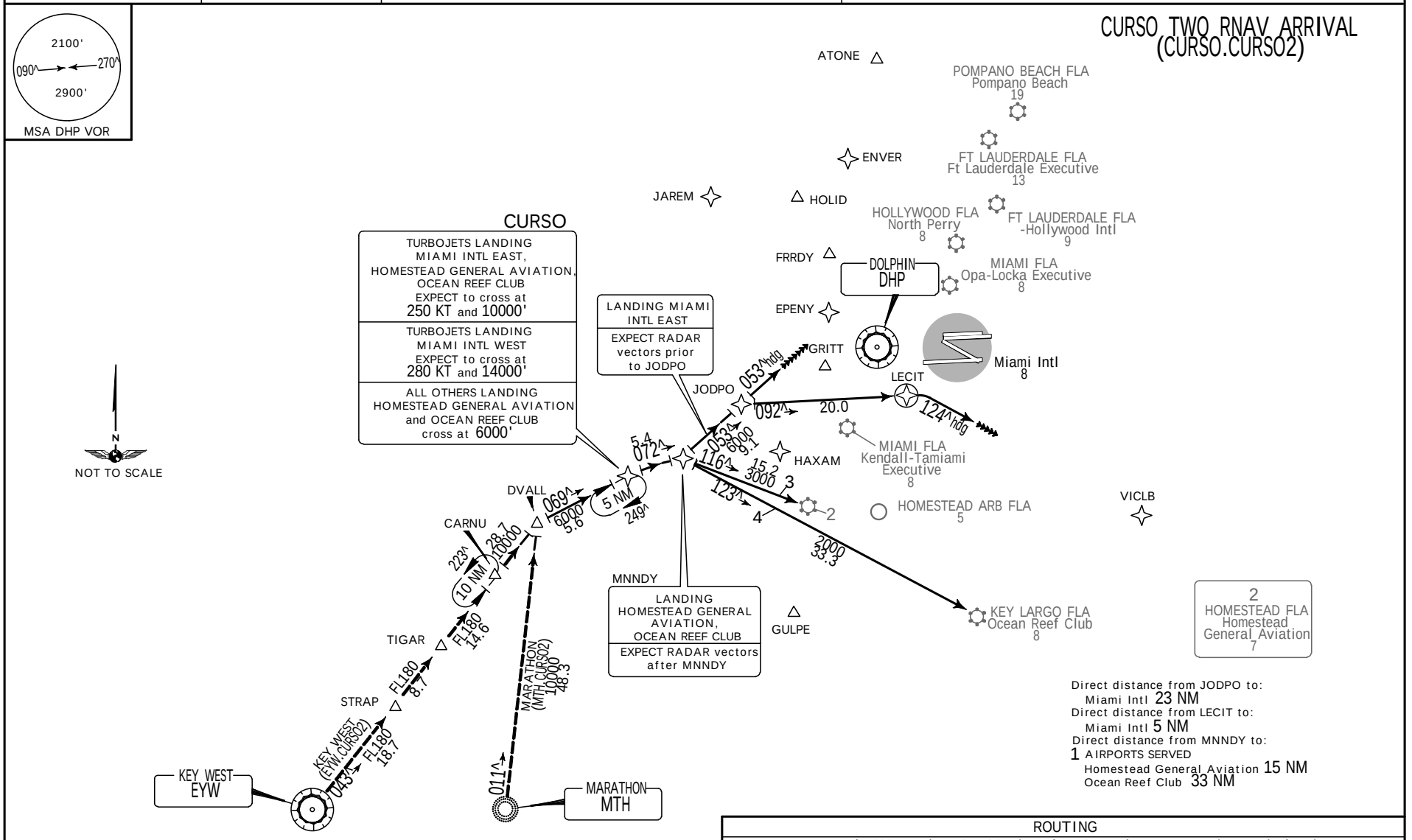
KMIA/MIA
MIAMI INTL

JEPPESEN MIAMI, FLA
7 JAN 11 (10-2B) .Eff.13.Jan. .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. 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

CURSO TWO RNAV ARRIVAL (CURSO.CURSO2)



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	3. From over MNNDY via 116^ track to Homestead General Aviation airport.
	er MNNDY via 123^ track to Ocean Reef Club airport.

COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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

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CHANGES: None.

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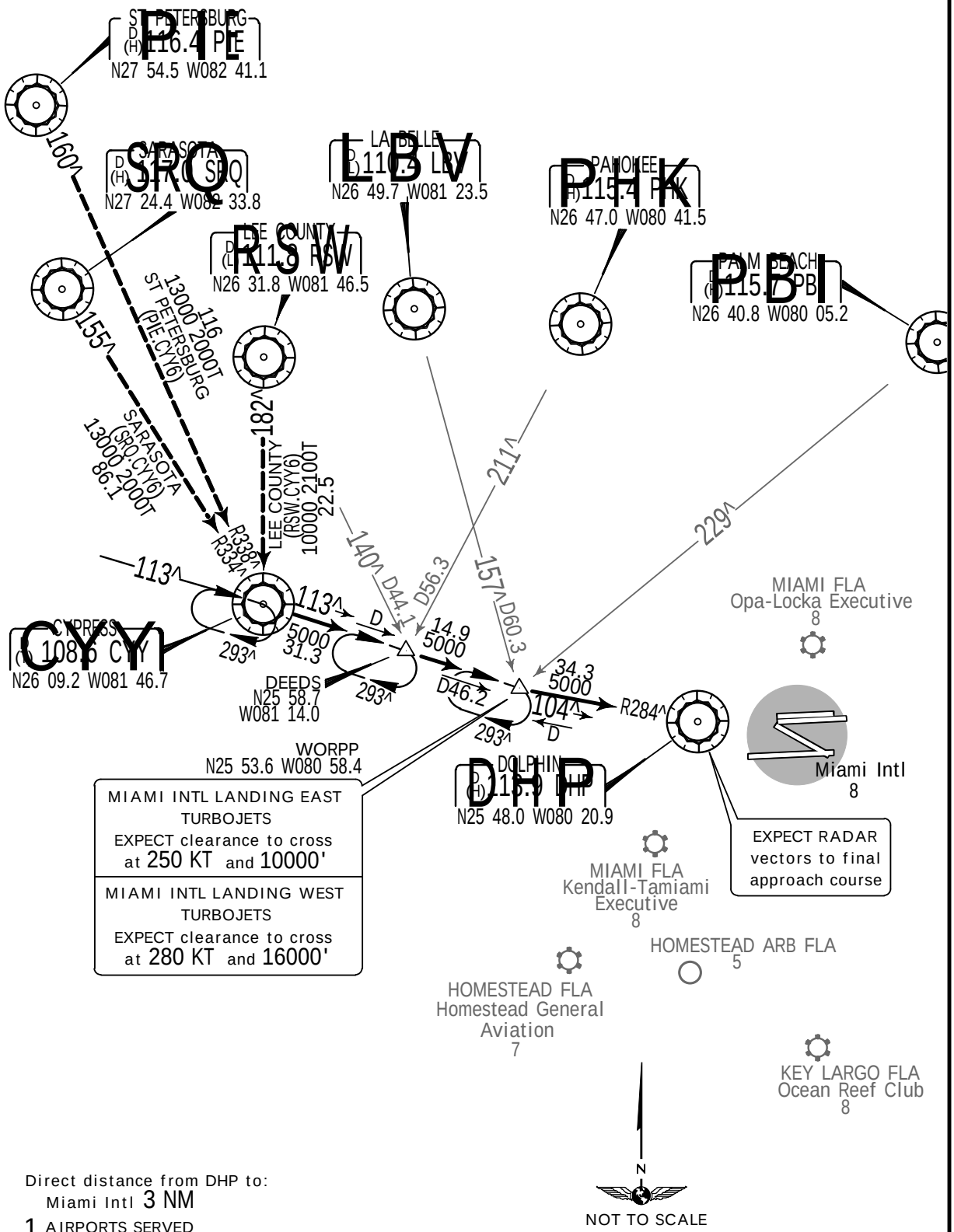
KMIA/MIA MIAMI INTL

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

CYPRESS SIX ARRIVAL (CYY.CYY6)



Direct distance from DHP to:
Miami Intl 3 NM
1 AIRPORTS SERVED
Homestead General Aviation 21 NM
Ocean Reef Club 29 NM

ROUTING

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

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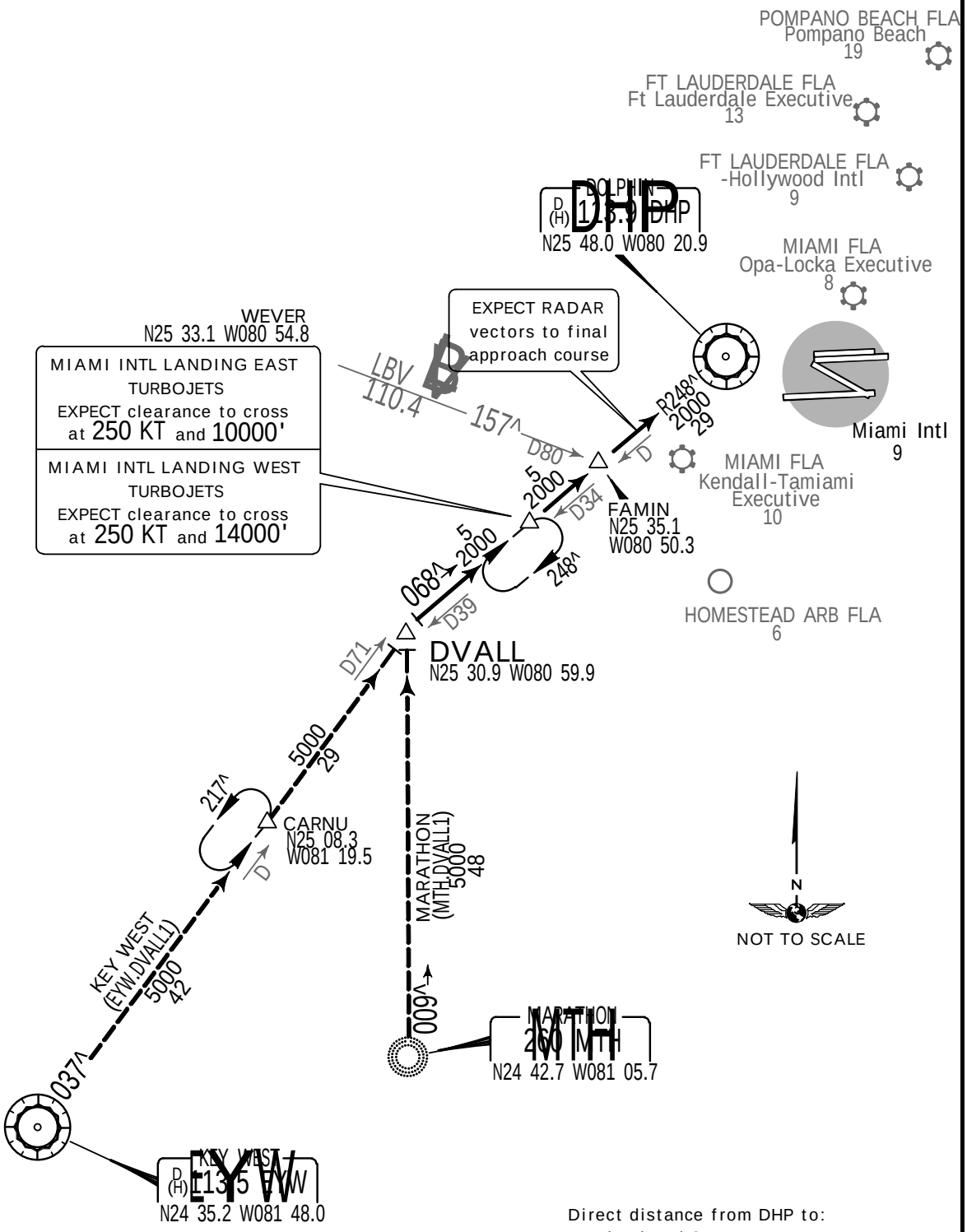
KMIA/MIA MIAMI INTL

JEPPESEN 12 SEP 14 (10-2D) .Eff.18.Sep.

MIAMI, FLA .STAR.

MIAMI INTL D-ATIS 119.15	Apt Elev See Graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000' DME required.

DVALL ONE ARRIVAL (DVALL.DVALL1)



Direct distance from DHP to:
Miami Intl 3 NM
Direct distance from FAMIN to:
Miami Intl 32 NM

ROUTING

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

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KMIA/MIA
MIAMI INTL

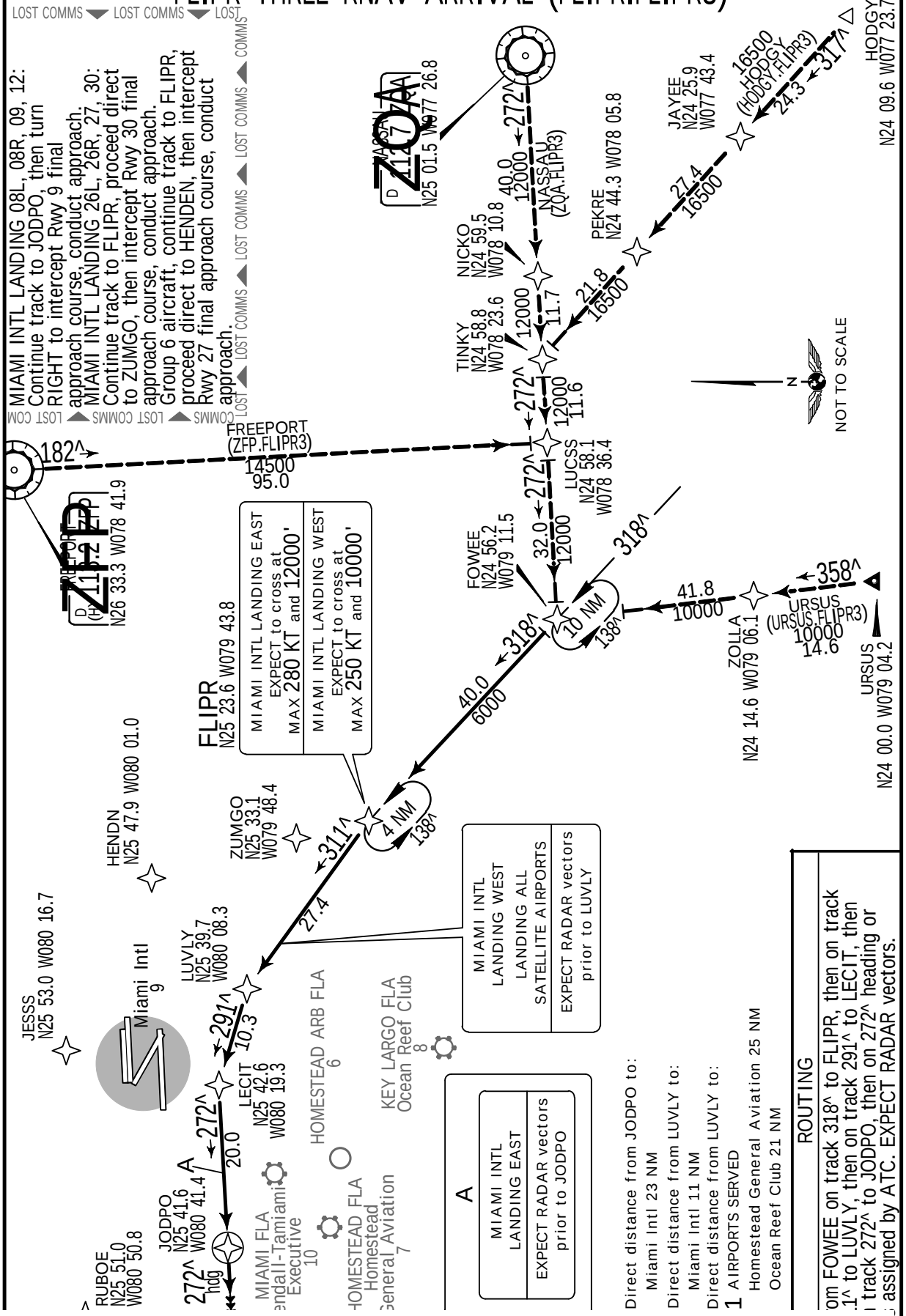
JEPPESEN
12 SEP 14 (10-2E) .Eff.18.Sep.

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. RADAR required. 3. RNAV 1. 4. Turbojet and Turboprop aircraft only. 5. Miami Intl primary landing runways 9, 30. 6. For non-GPS equipped aircraft, VKZ and ZBV DMEs must be operational. 7. FREEPORT Transition: VKZ, ZBV, and ZFP DMEs must be operational for non-GPS equipped aircraft. 8. Also Serves

1

FLIPR THREE RNAV ARRIVAL (FLIPR.FLIPR3)



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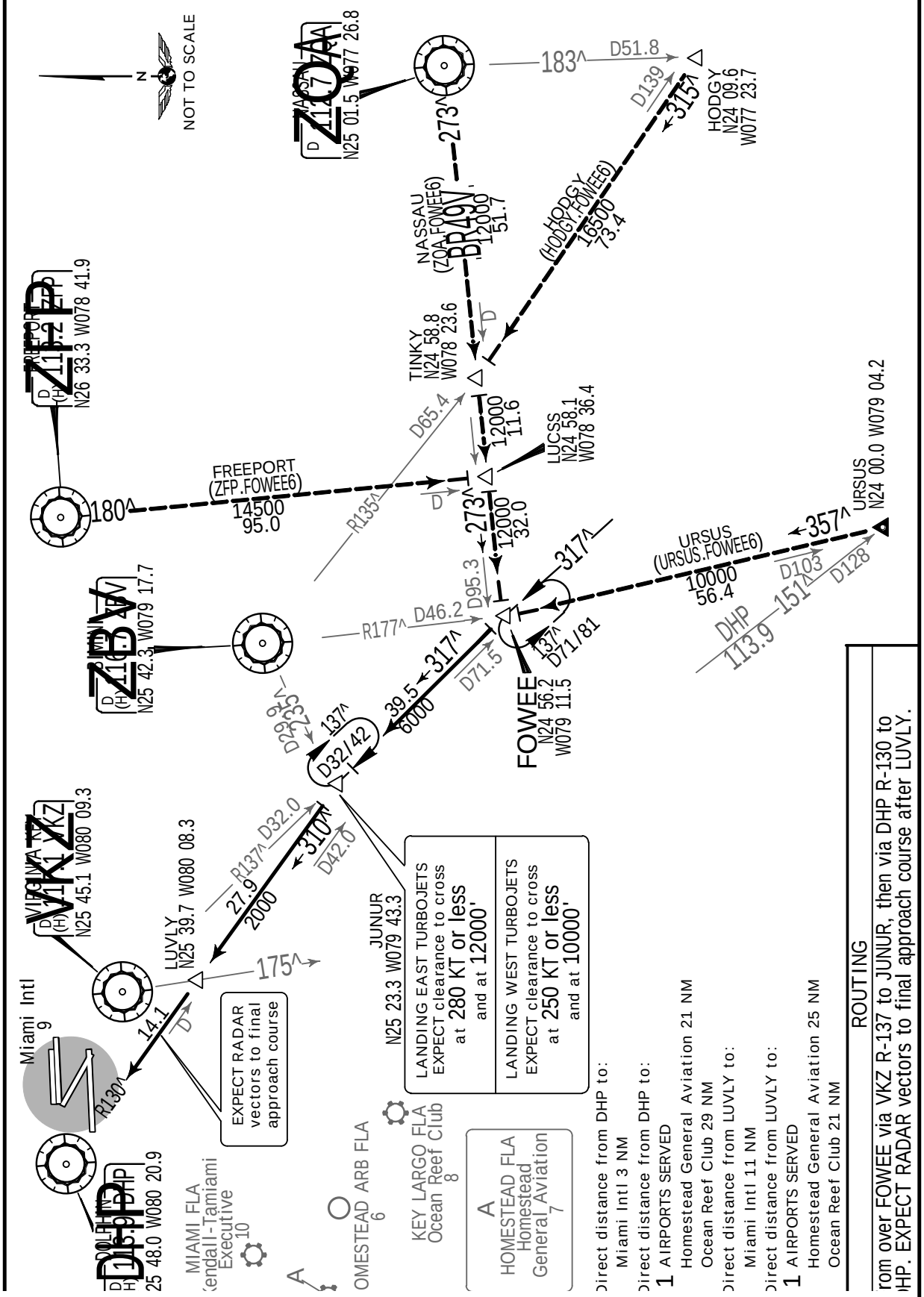
MIAMI INTL D-ATIS 119.15	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME required. 2. Aircraft equipped with RNAV or other certified equipment may EXPECT direct JUNUR. 3. Also Serves 1

FOWEE SIX ARRIVAL (FOWEE.FOWEE6)



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KMIA/MIA MIAMI INTL

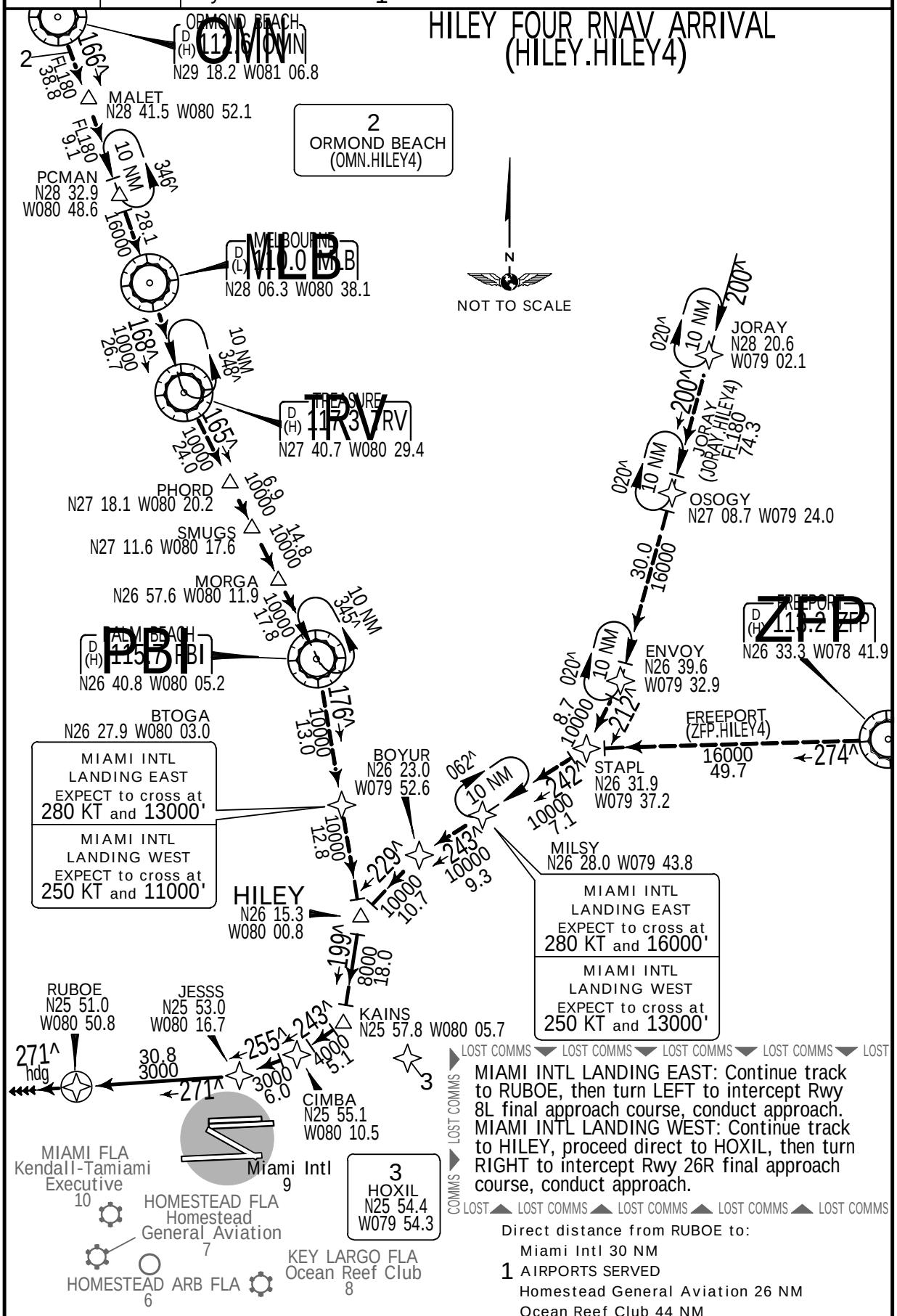
JEPPESEN

31 JAN 14 (10-2G) .Eff.6.Feb.

MIAMI, FLA .RNAV.STAR.

MIAMI INTL D-ATIS 119.15	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Primary landing runways 8L, 12, 26R. 5. Turbojet and Turboprop aircraft only. 6. Also Serves 1

HILEY FOUR RNAV ARRIVAL (HILEY.HILEY4)



ROUTING

From over HILEY on track 199^ to KAINS, then on track 243^ to CIMBA, then on track 255^ to

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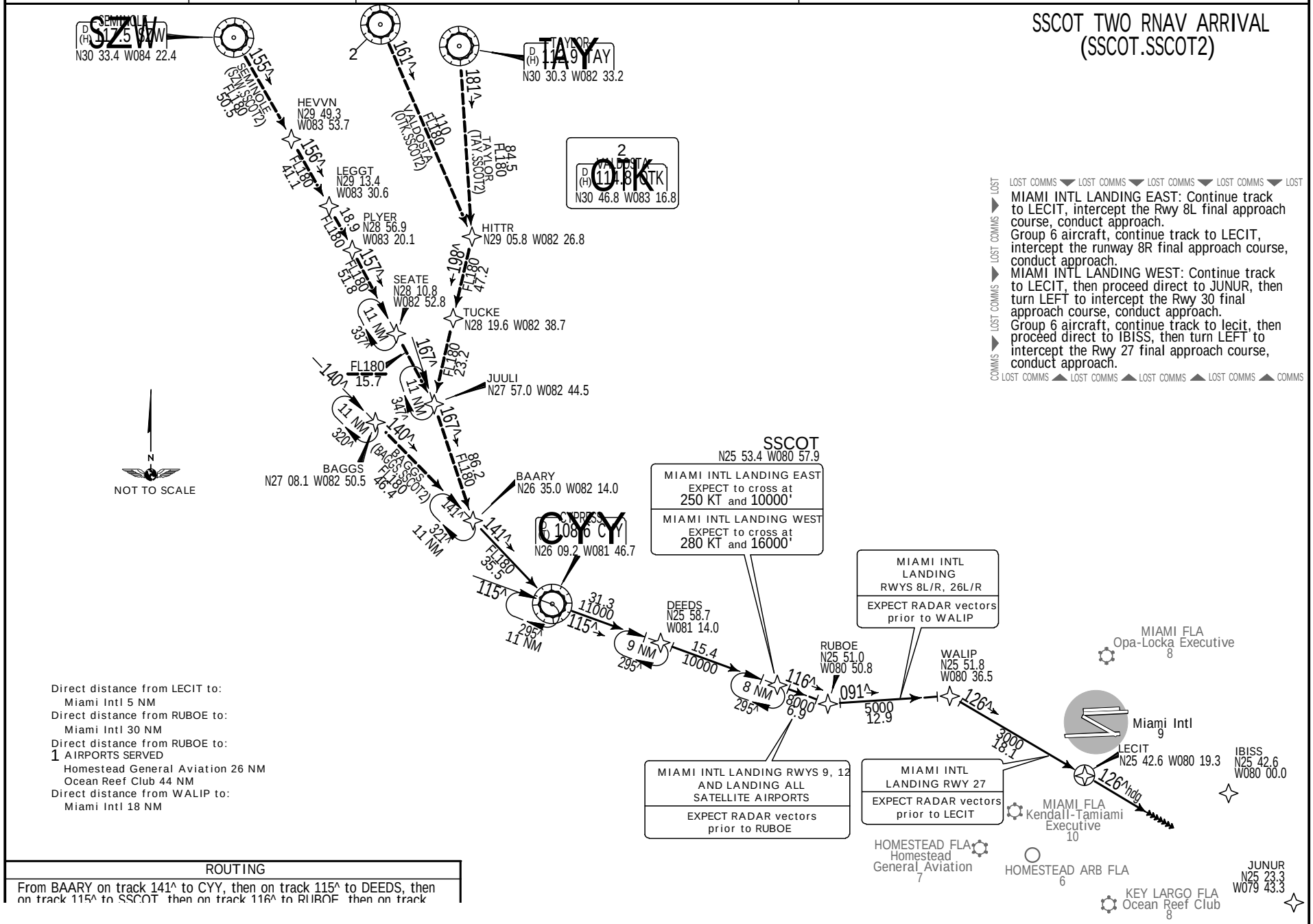
KMIA/MIA
MIAMI INTL

JEPPESEN
12 SEP 14
.Eff.18.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. RADAR required. 3. RNAV 1. 4. Turbojet and Turboprop aircraft only.	5. For non-GPS equipped aircraft, PHK DME must be operational. 6. Also Serves 1

SSCOT TWO RNAV ARRIVAL (SSCOT.SSCOT2)



ROUTING
From BAARY on track 141^ to CYY, then on track 115^ to DEEDS, then on track 115^ to SSCOT, then on track 116^ to RUBOE, then on track

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CHANGES: Procedure renumbered, lost comms procedure, IBISS WP added.

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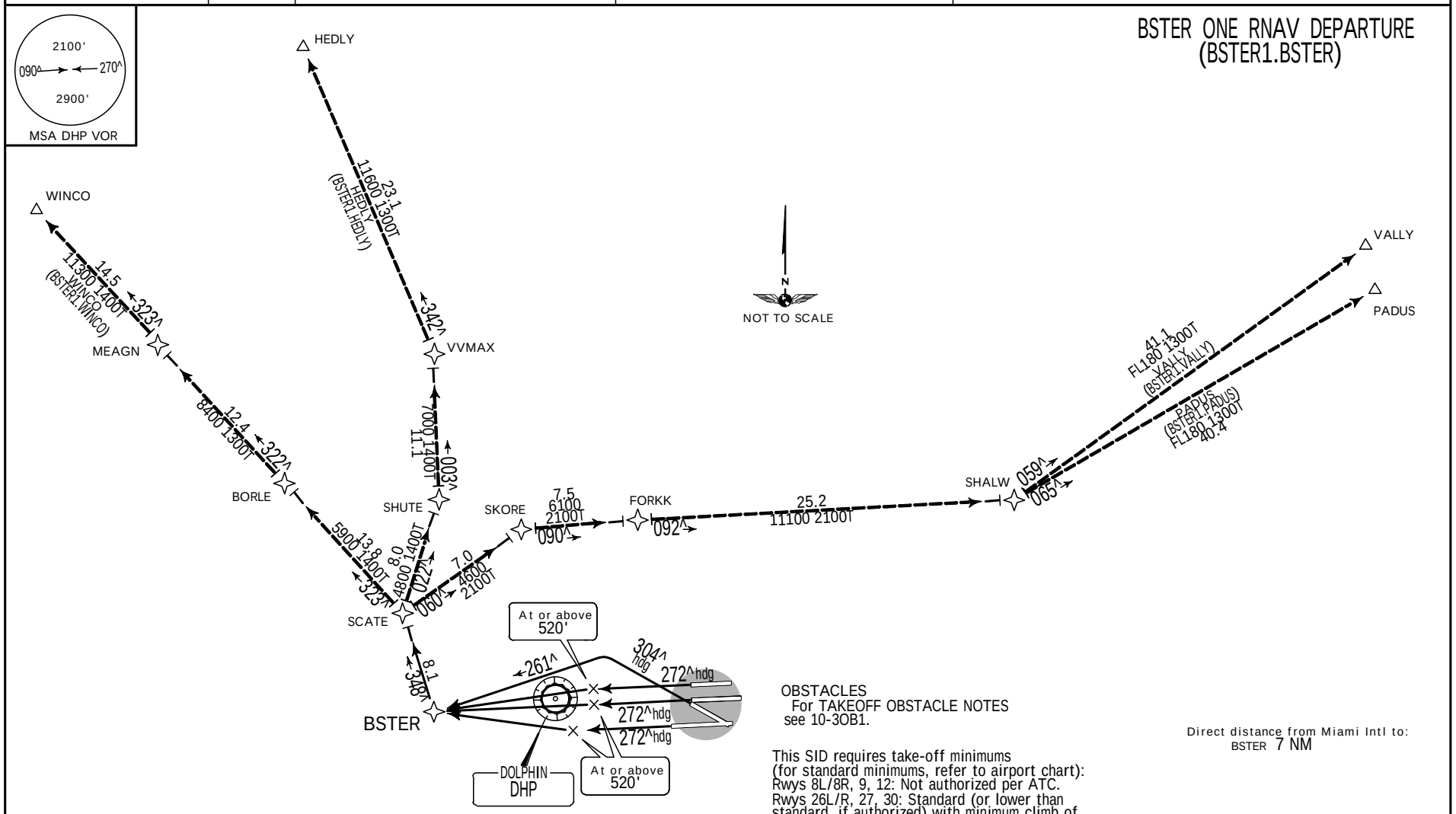
KMIA/MIA
MIAMI INTL

MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'		
119.45	9'		1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.	4. Turbojets only: Night use for noise abatement (2300LT-0600LT). 5. Accelerate to 250 KT, if unable, advise ATC.

BSTER ONE RNAV DEPARTURE (BSTER1.BSTER)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Direct distance from Miami Intl to:
BSTER 7 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/8R, 9, 12: Not authorized per ATC.
Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 520'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
26L/R 27	Climb heading 272^ to 520', then direct BSTER, then on depicted route to SCATE.	MAINTAIN 5000' or ATC assigned altitude
30	Climb heading 304^ to intercept course 261^ to BSTER, then on depicted route to SCATE.	

ROUTING

ssigned route. EXPECT further clearance to filed altitude re.

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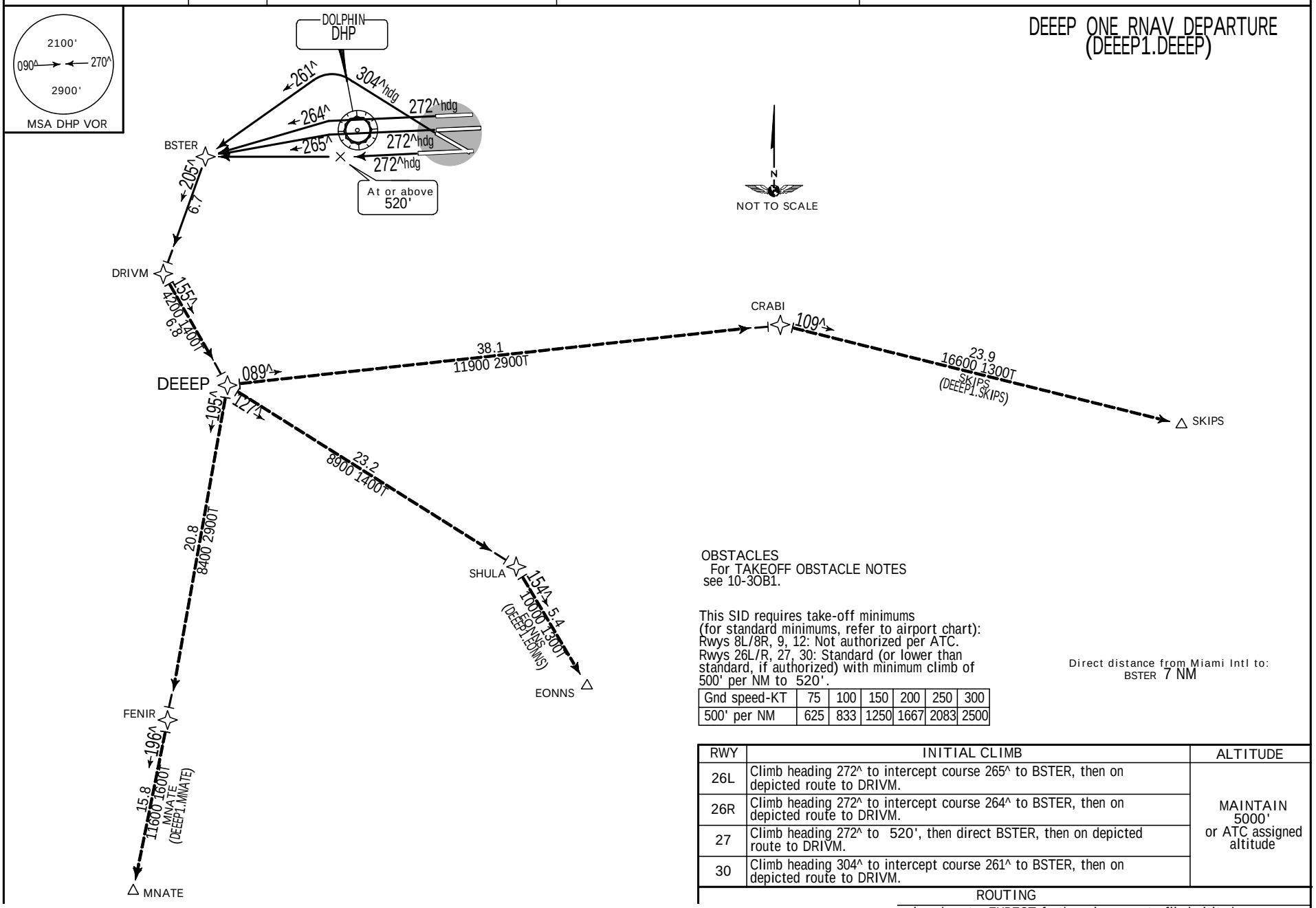
MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'		
125.5	9'		1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.	4. Turbojets only: Night use for noise abatement (2300LT-0600LT). 5. Accelerate to 250 KT, if unable, advise ATC.

DEEEP ONE RNAV DEPARTURE (DEEEP1.DEEEP)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/8R, 9, 12: Not authorized per ATC.
Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 520'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

Direct distance from Miami Intl to:
BSTER 7 NM

RWY	INITIAL CLIMB	ALTITUDE
26L	Climb heading 272^ to intercept course 265^ to BSTER, then on depicted route to DRIVM.	MAINTAIN 5000' or ATC assigned altitude
26R	Climb heading 272^ to intercept course 264^ to BSTER, then on depicted route to DRIVM.	
27	Climb heading 272^ to 520', then direct BSTER, then on depicted route to DRIVM.	
30	Climb heading 304^ to intercept course 261^ to BSTER, then on depicted route to DRIVM.	

ROUTING

assigned route. EXPECT further clearance to filed altitude
re.

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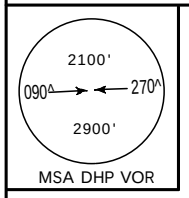
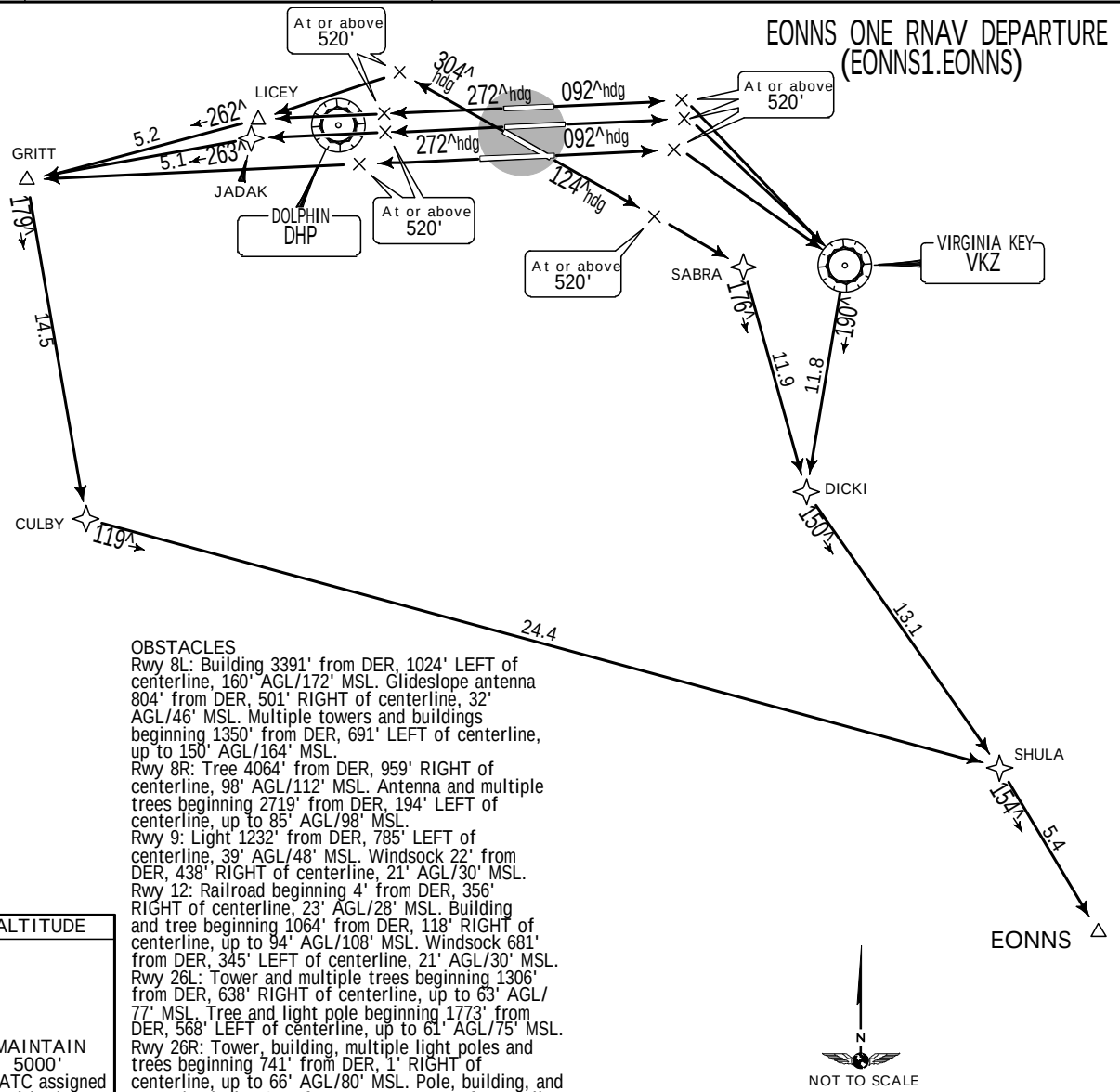
KMIA/MIA
MIAMI INTL

JEPPESEN
MIAMI, FLA
30 MAR 12 (10-3B) .Eff.5.Apr. .RNAV.SID.

MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'		
125.5	9'		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 Rwys 8L/R, 9, 12; FLL, VKZ, and ZBV must be operational for take-off Rwys 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.



EONNS ONE RNAV DEPARTURE (EONNS1.EONNS)



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

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'.
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
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.	

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'

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CHANGES: Airport elevation, reindexed.

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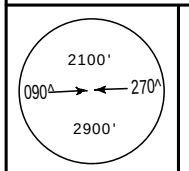
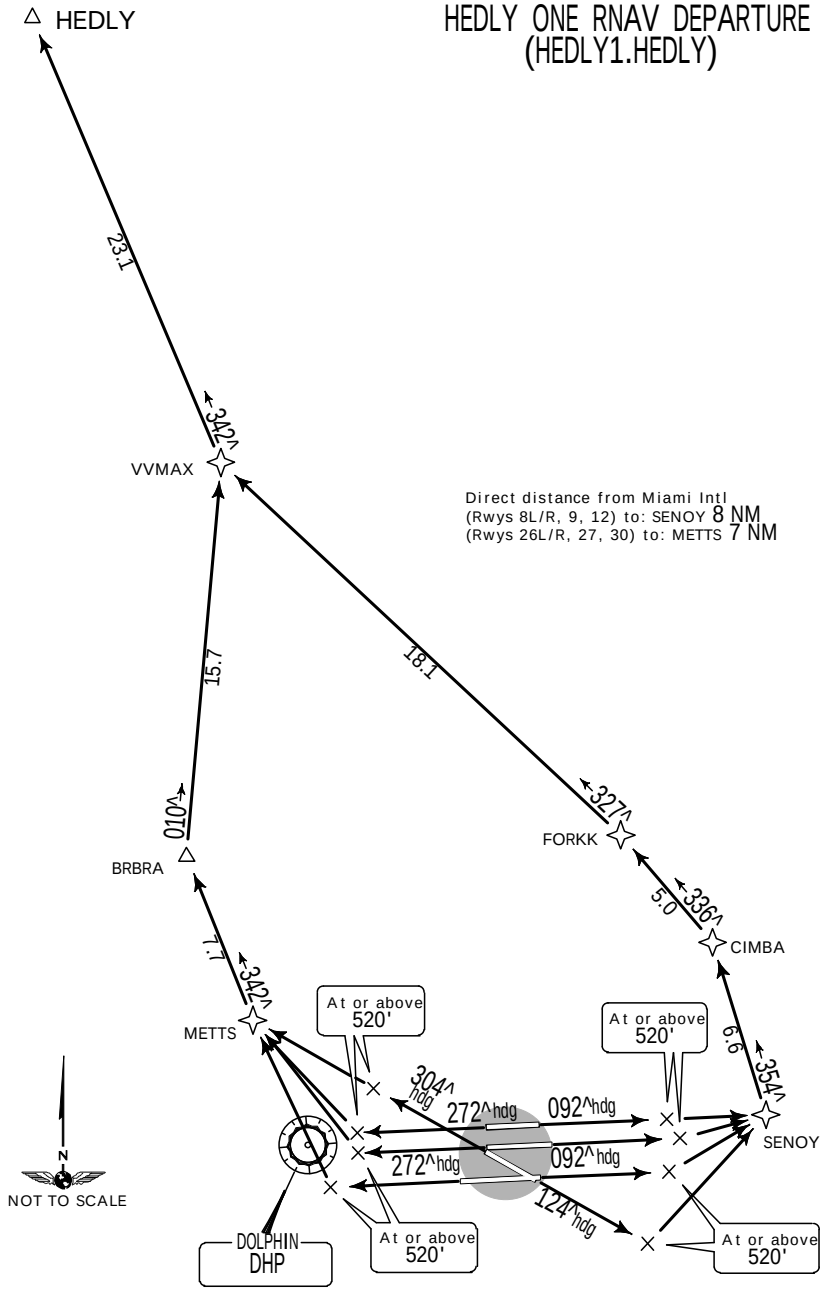
MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'		
119.45	9'		1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. For non-GPS equipped aircraft: FLL must be operational for take-off Rwys 26L/R, 27, 30. 5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.



MSA DHP VOR

HEDLY ONE RNAV DEPARTURE (HEDLY1.HEDLY)



Direct distance from Miami Intl
(Rwys 8L/R, 9, 12) to: SENOY 8 NM
(Rwys 26L/R, 27, 30) to: METTS 7 NM

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'.
Rwys 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'.
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
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 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.	

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CHANGES: Airport elevation, reindexed.

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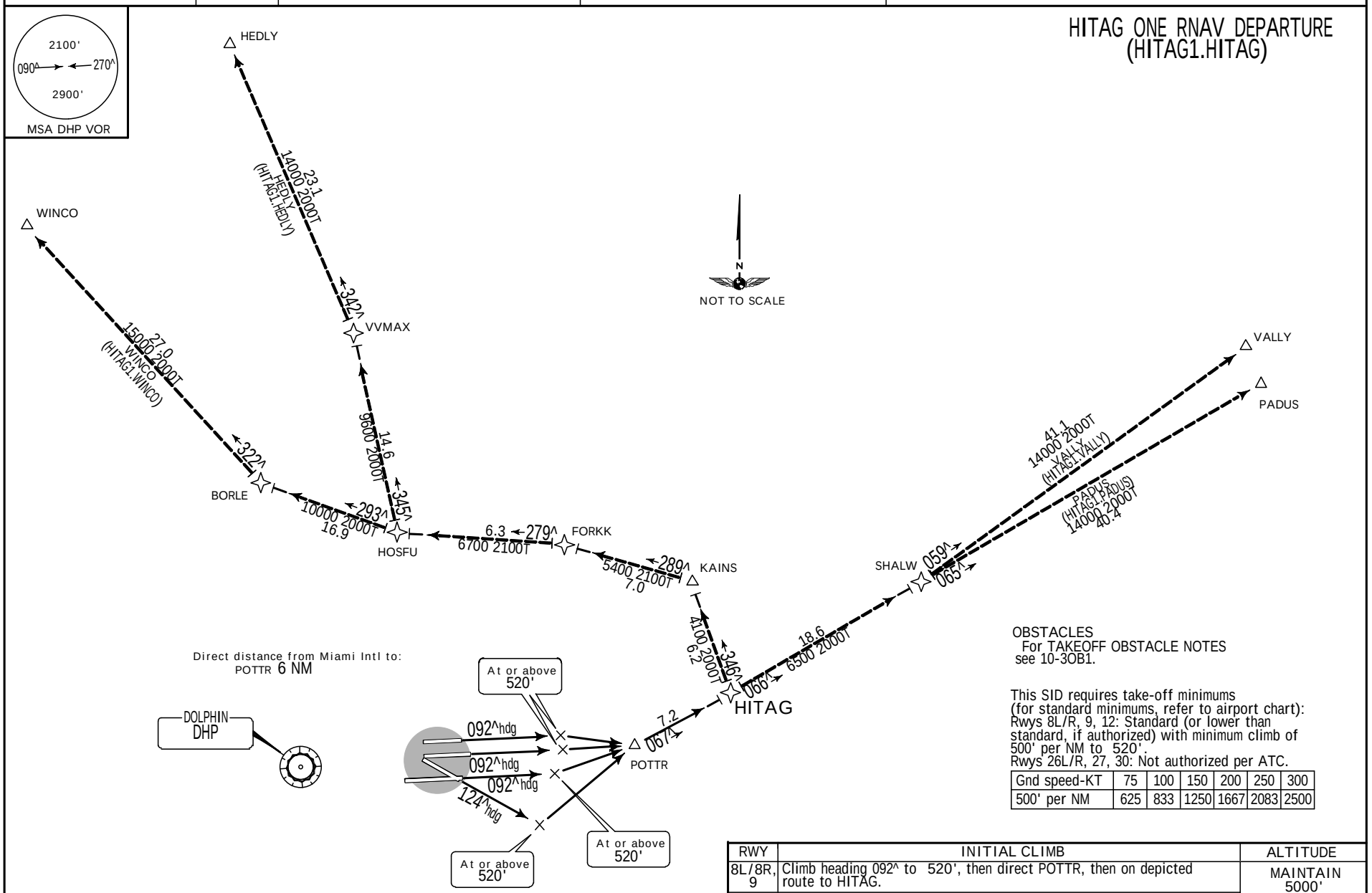
KMIA/MIA
MIAMI INTL

MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'		
119.45	9'		1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.	4. Turbojets only: Night use for noise abatement (2300LT-0600LT). 5. Accelerate to 250 KT, if unable, advise ATC.

HITAG ONE RNAV DEPARTURE (HITAG1.HITAG)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 12: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 520'.
Rwys 26L/R, 27, 30: Not authorized per ATC.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L/8R, 9	Climb heading 092^ to 520', then direct POTTR, then on depicted route to HITAG.	MAINTAIN 5000' or as assigned by ATC
12	Climb heading 124^ to 520', then LEFT turn direct POTTR, then on depicted route to HITAG.	

ROUTING

ıssigned route. EXPECT climb to filed altitude/flight level
re.

CHANGES: Turbojets note.

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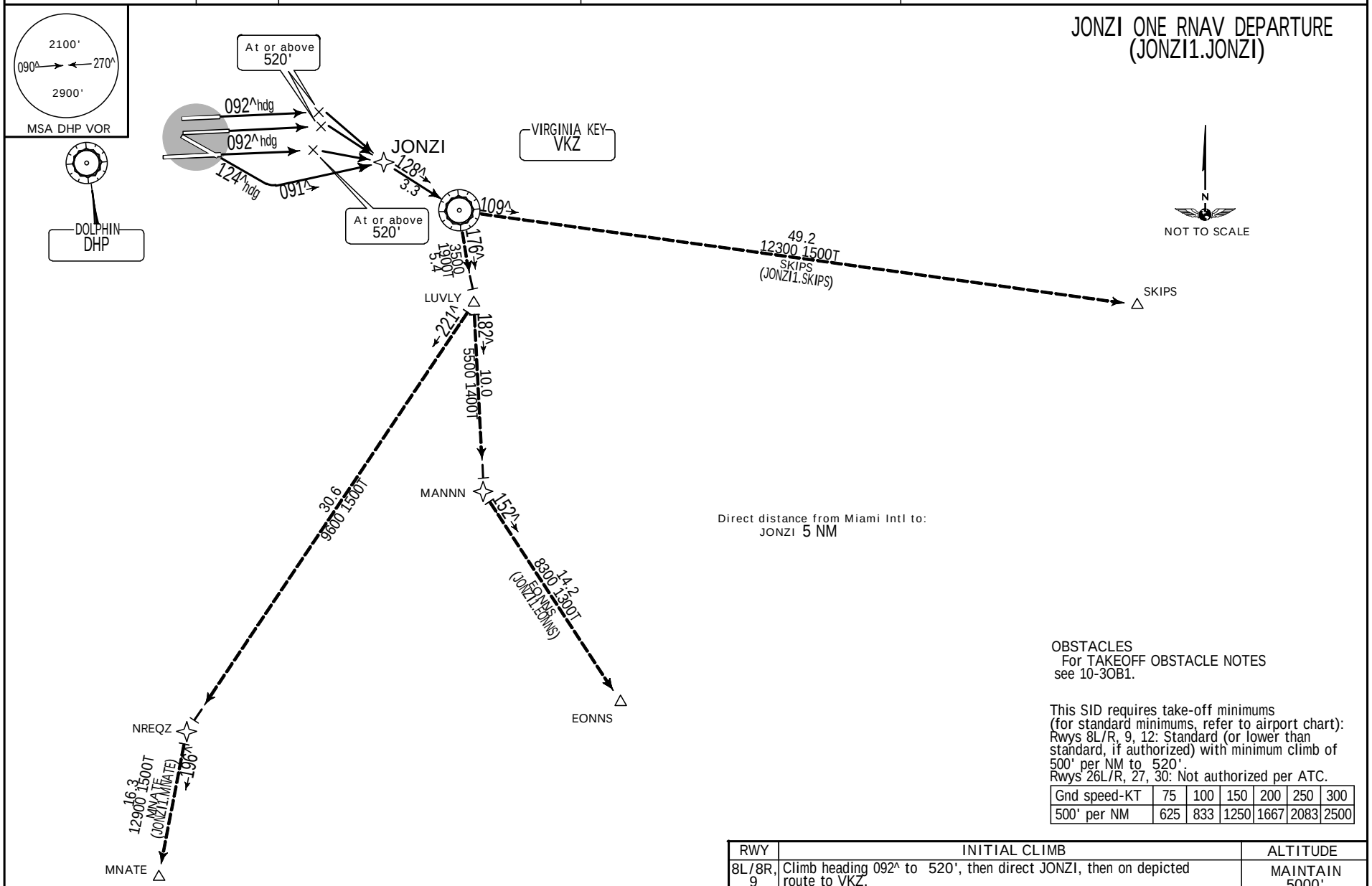
MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'		
125.5	9'		1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.	4. Turbojets only: Night use for noise abatement (2300LT-0600LT). 5. Accelerate to 250 KT, if unable, advise ATC.

JONZI ONE RNAV DEPARTURE (JONZI1.JONZI)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 12: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 520'.
Rwys 26L/R, 27, 30: Not authorized per ATC.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L/8R, 9	Climb heading 092^ to 520', then direct JONZI, then on depicted route to VKZ.	MAINTAIN 5000' or ATC assigned altitude
12	Climb heading 124^ to intercept course 091^ to JONZI, then on depicted route to VKZ.	

ROUTING

ssigned route. EXPECT futher clearance to filed altitude within

CHANGES: Turbojets note.

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KMIA/MIA
MIAMI INTL

MIAMI Departure (R)				
BEECH, HEDLY, PADUS, WINCO Transitions	EONNS, MNATE, SKIPS Transitions	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000'	1. DME and RADAR required. 2. File DP in remarks section of flight plan. 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.
119.45	125.5			

MIAMI TWO DEPARTURE (MIA2.MIA)

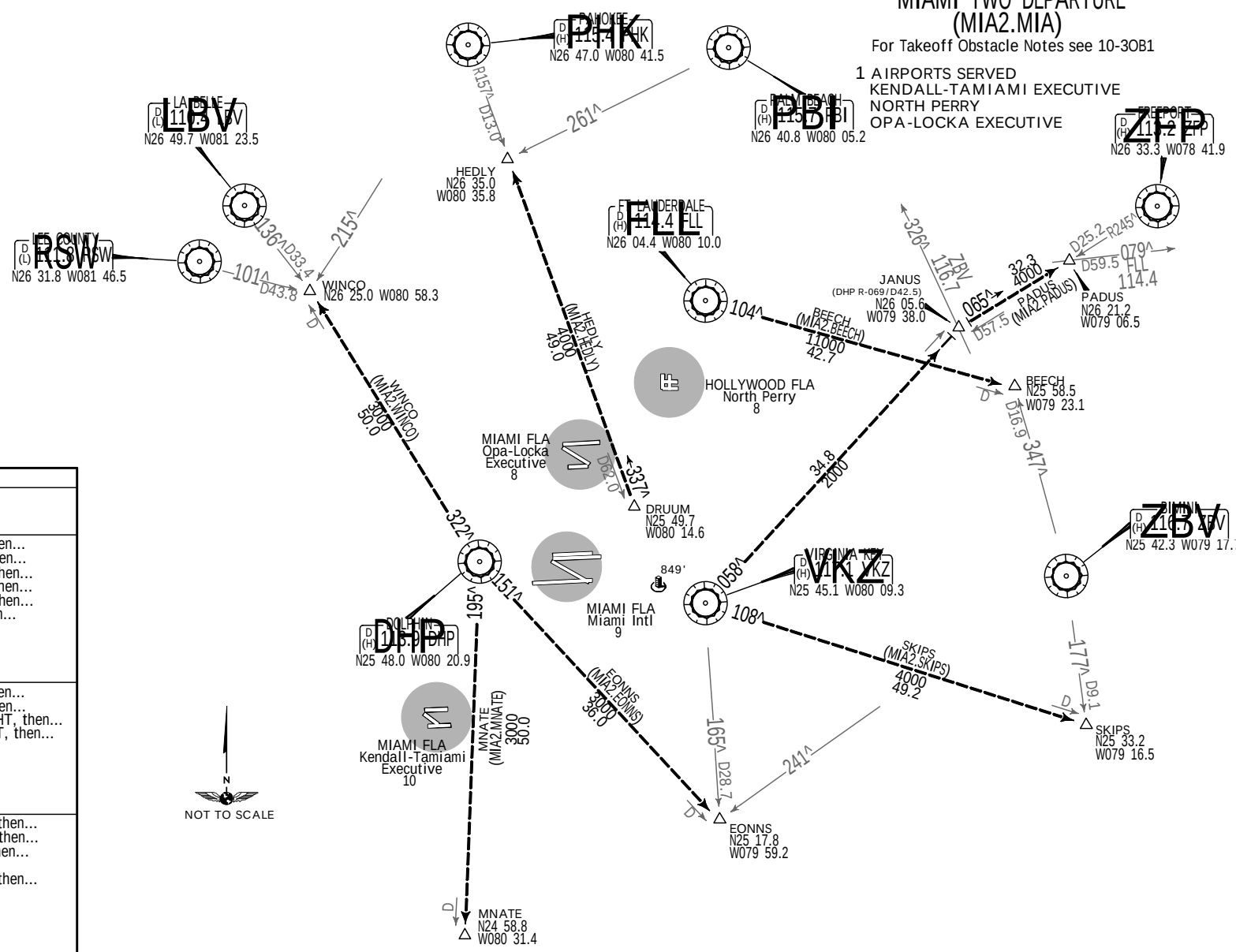
For Takeoff Obstacle Notes see 10-3OB1

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

This SID requires take-off minimums (for standard minimums, refer to airport chart):
KENDALL-TAMIAMI EXECUTIVE:
Rwys 9L/R, 13, 27L/R, 31: Standard (or lower than standard, if authorized).
MIAMI INTL:
Rwy 8L: Standard (or lower than standard, if authorized) with minimum climb of 383' per NM to 1800'.
Rwys 8R, 9, 12: Standard (or lower than standard, if authorized) with minimum climb of 242' per NM to 1200'.
Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized).
NORTH PERRY:
Rwys 1L/R, 19L/R, 28L/R: Standard (or lower than standard, if authorized).
Rwys 10L/R: Standard (or lower than standard, if authorized) with a minimum climb of 420' per NM to 1400'.
OPA-LOCKA EXECUTIVE:
Rwys 9L/R, 12, 27L/R, 30: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
242' per NM	303	403	605	807	1008	1210
383' per NM	479	638	958	1277	1596	1915
420' per NM	525	700	1050	1400	1750	2100

AIRPORT	INITIAL CLIMB
MIAMI INTL ALL RWYS	Climb on assigned heading for RADAR vectors to assigned transition. MAINTAIN 5000', or assigned lower altitude. EXPECT filed altitude 10 minutes after departure.
KENDALL-TAMIAMI EXECUTIVE	Rwy 9L: Climb heading 093^ to 800' before turning RIGHT, then... Rwy 9R: Climb heading 093^ to 900' before turning RIGHT, then... Rwy 13: Climb heading 133^ to 1400' before turning RIGHT, then... Rwy 27L: Climb heading 273^ to 1400' before turning LEFT, then... Rwy 27R: Climb heading 273^ to 1300' before turning LEFT, then... Rwy 31: Climb heading 313^ to 900' before turning LEFT, then... ...MAINTAIN 2000' or assigned higher altitude and EXPECT vectors to appropriate transition. EXPECT further clearance to filed altitude 10 minutes after departure.
NORTH PERRY	Rwy 1L: Climb heading 006^ to 700' before turning RIGHT, then... Rwy 1R: Climb heading 006^ to 800' before turning RIGHT, then... Rwys 10L/R: Climb heading 096^ to 1400' before turning RIGHT, then... Rwys 19L/R: Climb heading 186^ to 1300' before turning LEFT, then... Rwys 28L/R: Climb heading 276^ to 800', then... ...MAINTAIN 2000' or assigned higher altitude and EXPECT vectors to appropriate transition. EXPECT further clearance to filed altitude 10 minutes after departure.
OPA-LOCKA EXECUTIVE	Rwy 9L: Climb heading 093^ to 1100' before turning NORTH, then... Rwy 9R: Climb heading 093^ to 1000' before turning NORTH, then... Rwy 12: Climb heading 128^ to 600' before turning NORTH, then... Rwy 27L: Climb heading 273^, then... Rwy 27R: Climb heading 273^ to 500' before turning NORTH, then... Rwy 30: Climb heading 308^, then... ...MAINTAIN 2000' or assigned higher altitude and EXPECT vectors to appropriate transition. EXPECT further clearance to filed altitude 10 minutes after departure.



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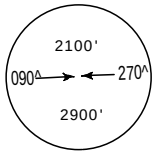
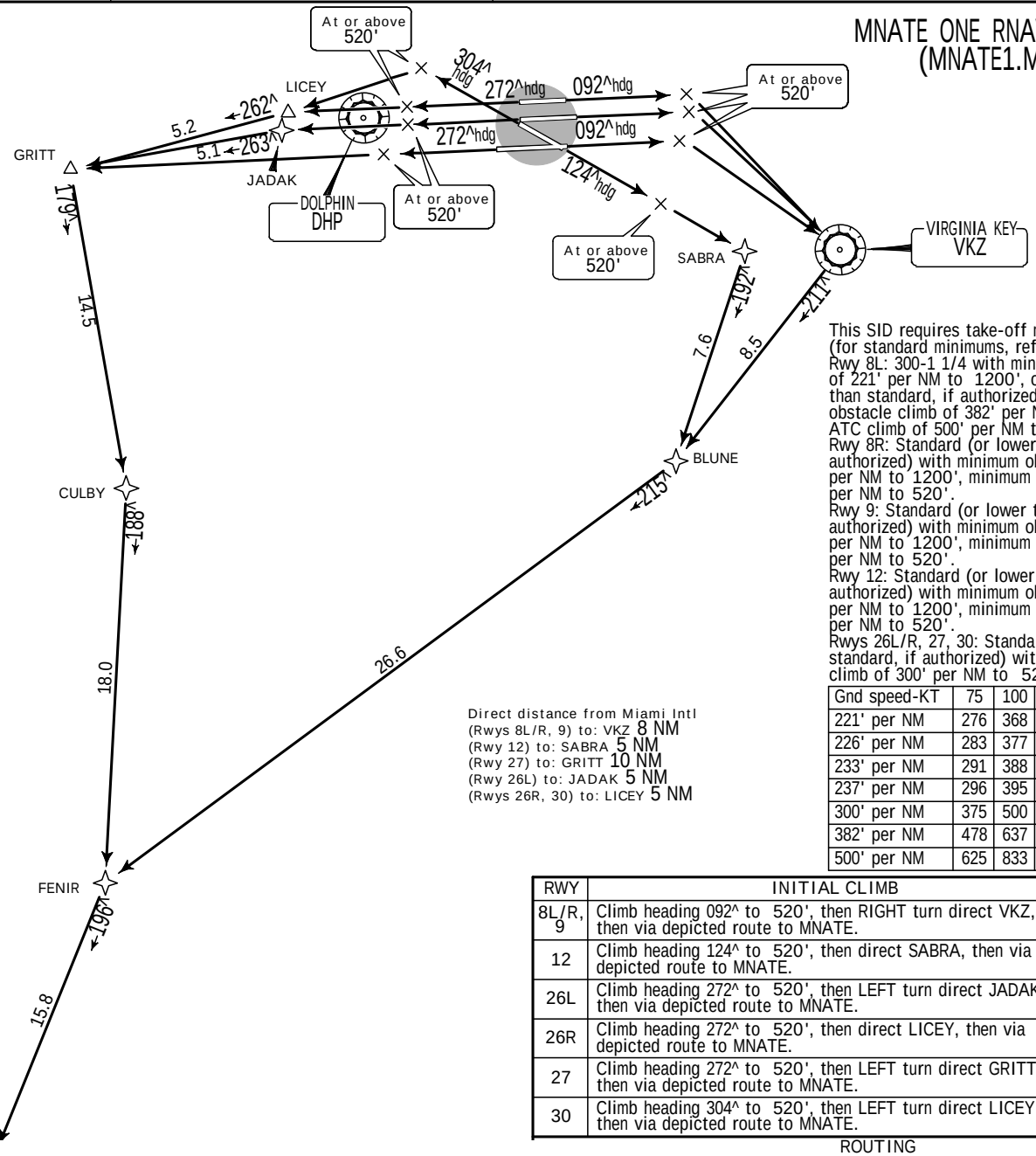
MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. For non-GPS equipped aircraft: DHP must be operational for take-off Rwys 8L/R, 9, 12; FLL, VKZ, EYW and DHP must be operational for take-off Rwys 26L/R, 27, 30. 5. Turbojet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

MNATE ONE RNAV DEPARTURE (MNATE1.MNATE)



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.

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

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'.
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
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
[illegible]arance to filed altitude within 10 minutes after departure.

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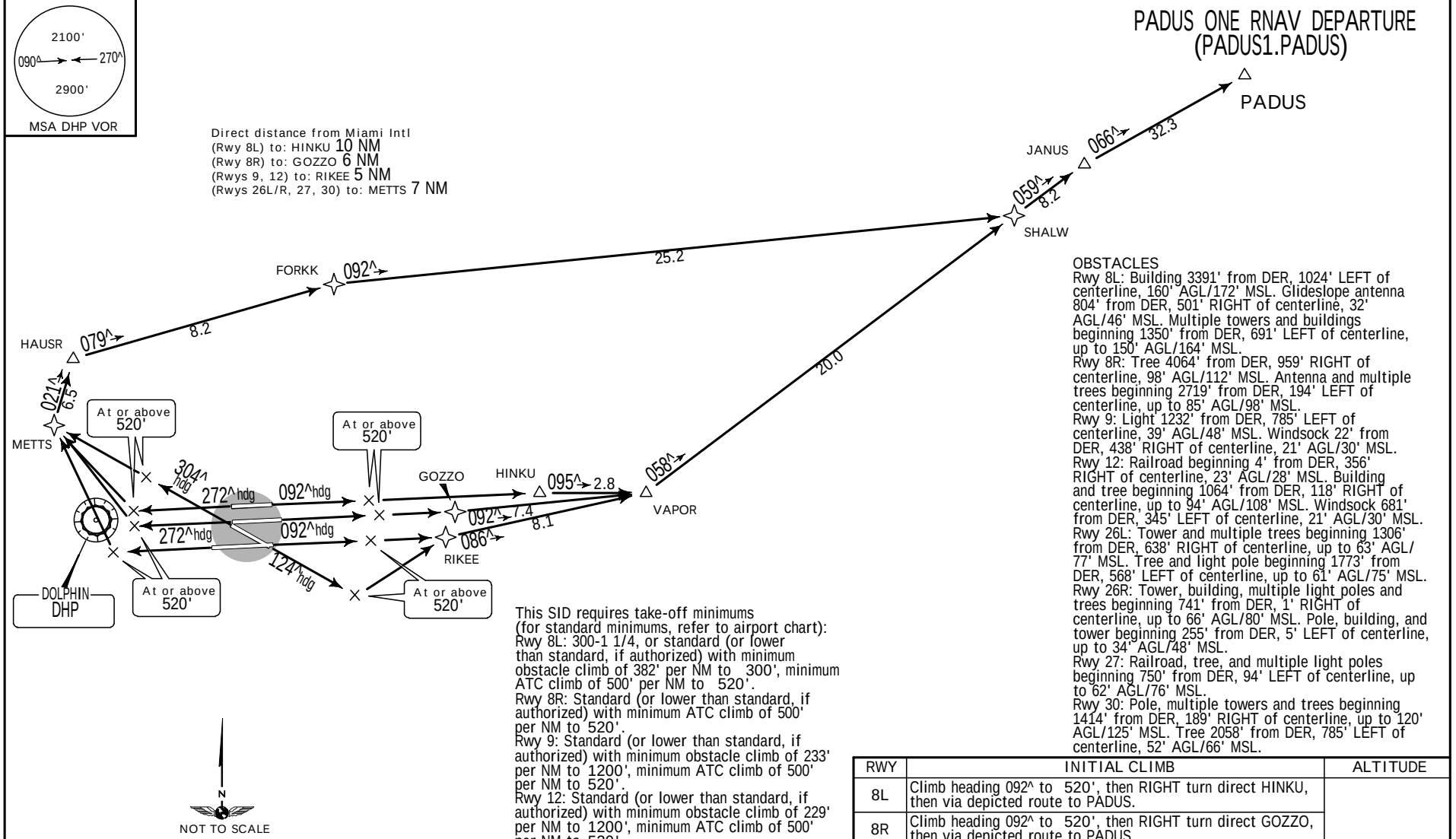
KMIA/MIA
MIAMI INTL

MIAMI Departure (R) 119.45	Apt Elev 9'	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.

PADUS ONE RNAV DEPARTURE (PADUS1.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

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
[illegible]arance to filed altitude within 10 minutes after departure.

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CHANGES: None.

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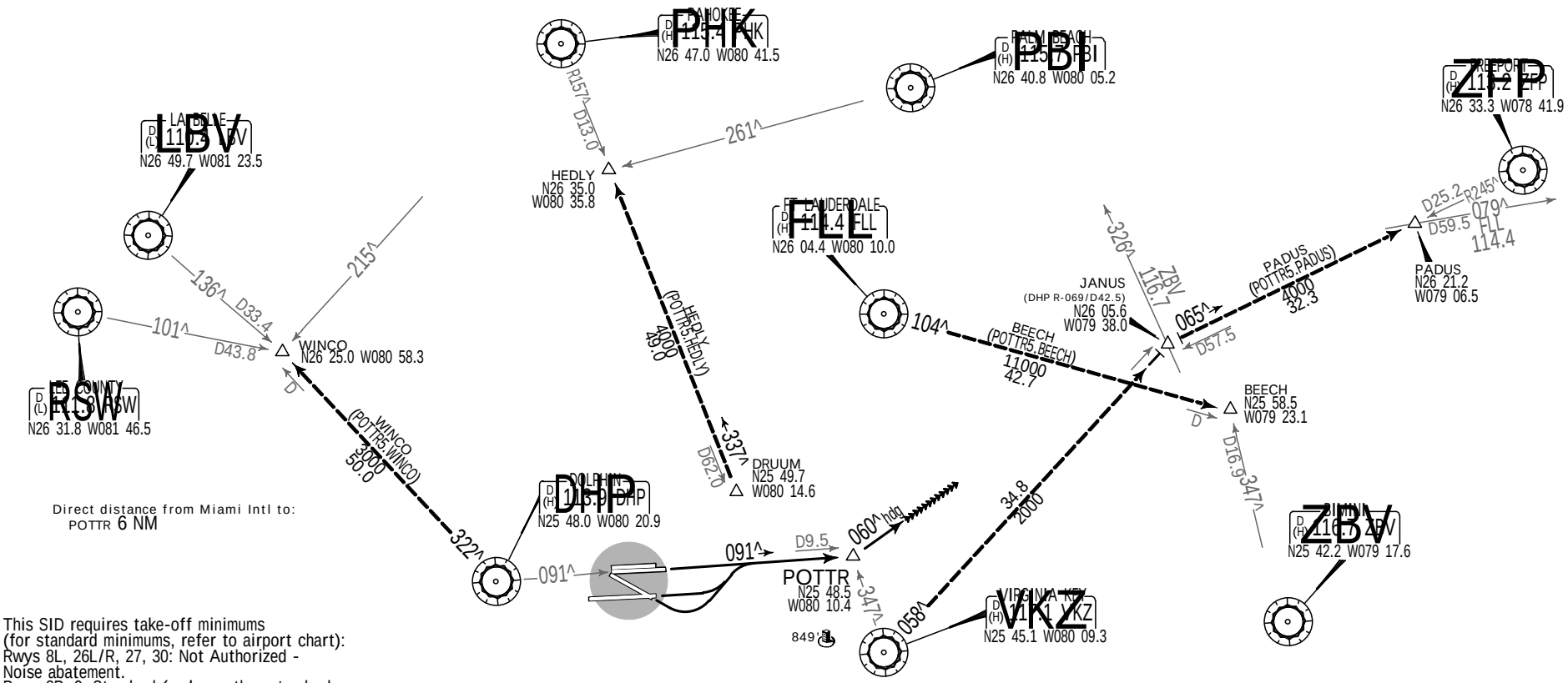
MIAMI Departure (R)	Apt Elev		
119.45	9'	Trans level: FL180 Trans alt: 18000'	1. DME required. 2. File DP in remarks section of flight plan. 3. Turbojets only: Night use for noise abatement (2300LT-0600LT). 4. Turbojets accelerate to 250 KT as rapidly as feasible until reaching 10000', unless requested by ATC to do otherwise.

POTTR FIVE DEPARTURE (POTTR5.POTTR)



Direct distance from Miami Intl to:
POTTR 6 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L, 26L/R, 27, 30: Not Authorized - Noise abatement.
Rwys 8R, 9: Standard (or lower than standard, if authorized).
Rwy 12: Standard (or lower than standard, if authorized) with a minimum climb 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

RWY	INITIAL CLIMB
8R	Climb to intercept DHP R-091 to POTTR.
9, 12	Climbing LEFT turn to intercept DHP R-091 to POTTR.

ROUTING

At POTTR turn LEFT heading 060^. EXPECT RADAR vectors to appropriate

OBSTACLES
Rwy 8R: Tree 4064' from DER, 958' RIGHT of centerline, 93' AGL/ 112' MSL. Multiple powerlines, antennas and trees beginning 1856' from DER, 238' LEFT of centerline, up to 150' AGL/153' MSL. Navaid and rod on obstacle lighting glide slope 804' from DER, 500' RIGHT of centerline, 44' AGL/46' MSL.
Rwy 9: Light on 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,

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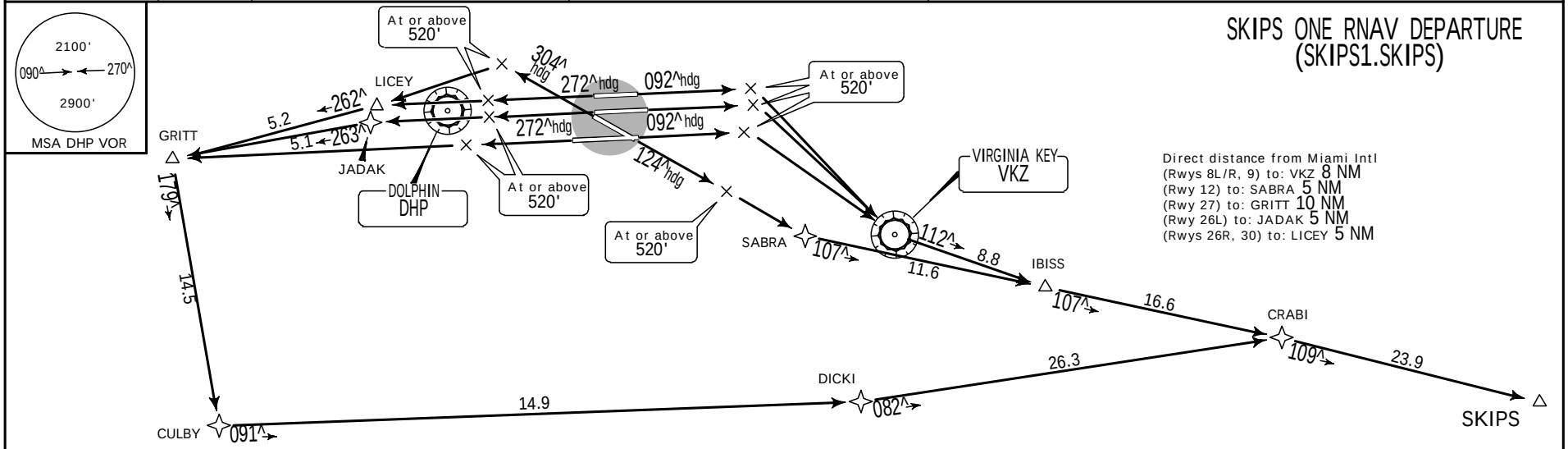
KMIA/MIA
MIAMI INTL

JEPPESEN
MIAMI, FLA
30 MAR 12 (10-3K) .Eff.5.Apr. .RNAV.SID.

MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'		
125.5	9'		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 Rwys 8L/R, 9, 12; FLL and VKZ must be operational for take-off Rwys 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.



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'.
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
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

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.	

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' -T of

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CHANGES: Airport elevation, reindexed.

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KMIA/MIA MIAMI INTL

JEPPESEN

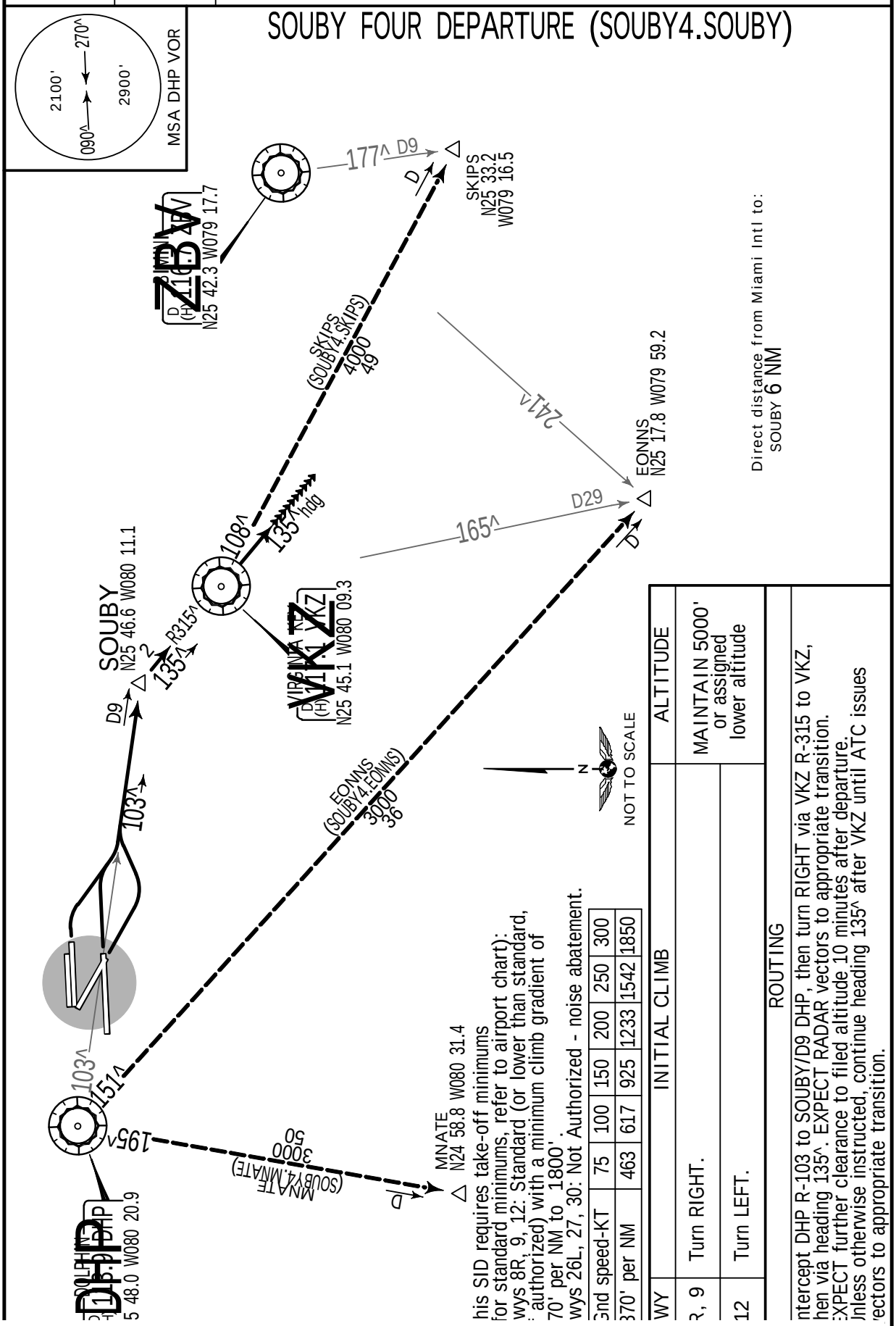
30 MAR 12 (10-3L) .Eff.5.Apr.

MIAMI, FLA .SID.

MIAMI Departure (R)	Apt Elev
125.5	9'

Trans level: FL180 Trans alt: 18000'
1. DME required.
2. File DP in remarks section of flight plan.
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)



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

2nd speed-KT	75	100	150	200	250	300
370' per NM	463	617	925	1233	1542	1850

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

ROUTING

ntercept DHP R-103 to SOUBY/D9 DHP, then turn RIGHT via VKZ R-315 to VKZ,
hen 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.

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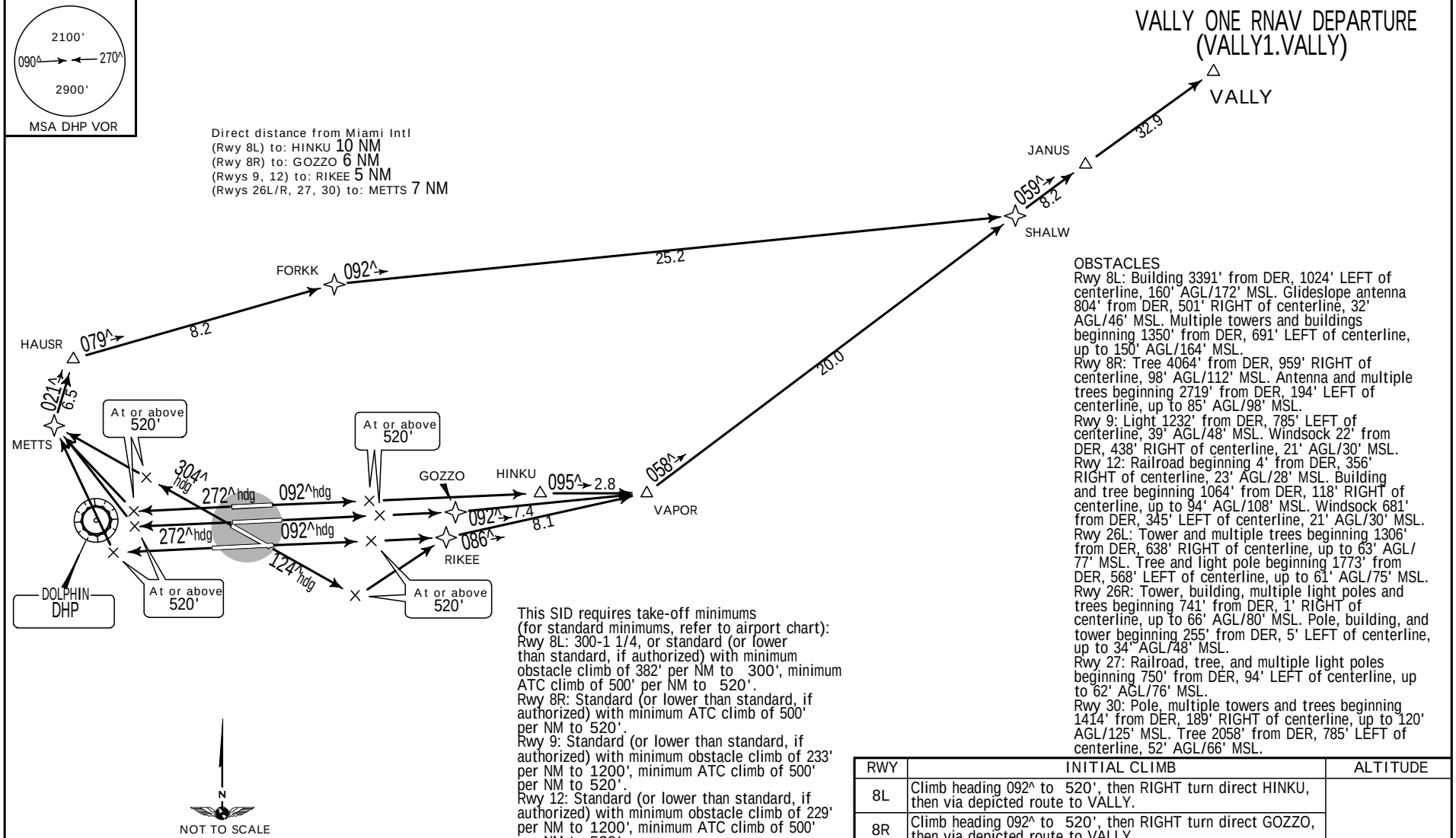
KMIA/MIA
MIAMI INTL

JEPPESEN
30 MAR 12 (10-3M) .Eff.5.Apr. .RNAV.SID.

MIAMI, FLA

MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'		
119.45	9'		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.

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. 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

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.	

ROUTING
[illegible]arance to filed altitude within 10 minutes after departure.

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CHANGES: Airport elevation, reindexed.

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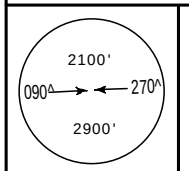
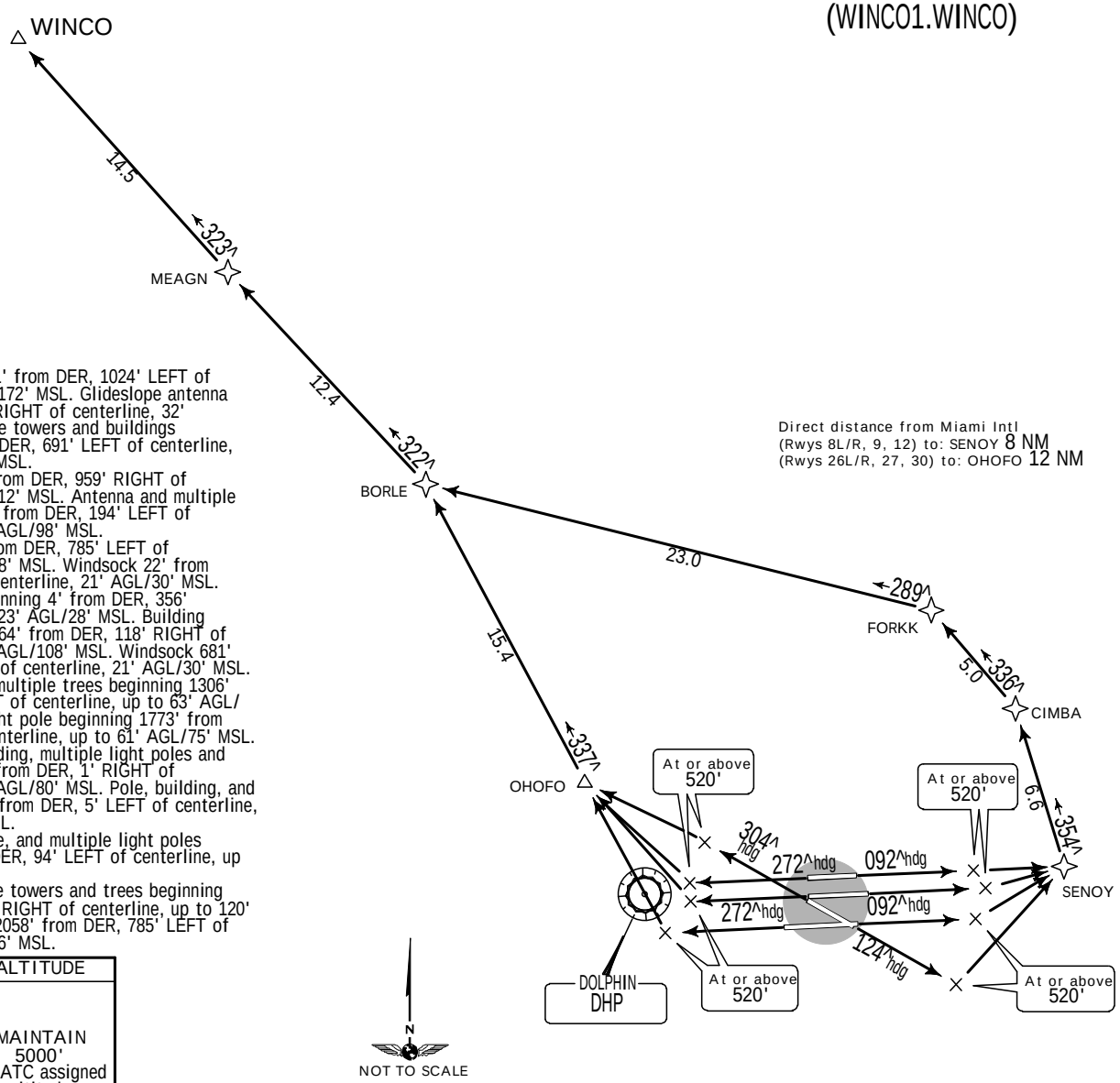
MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'		
119.45	9'		1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. For non-GPS equipped aircraft: FLL must be operational for take-off Rwys 26L/R, 27, 30. 5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.

WINCO ONE RNAV DEPARTURE (WINCO1.WINCO)



MSA DHP VOR



Direct distance from Miami Intl
(Rwys 8L/R, 9, 12) to: SENOY 8 NM
(Rwys 26L/R, 27, 30) to: OHOFO 12 NM

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'.
Rwys 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'.
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
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.	

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CHANGES: Airport elevation, reindexed, direct distance to OHOFO.

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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 1249' FROM DER, 588' RIGHT OF CENTERLINE, 56' AGL/70' MSL.

- RWY 27L:

TRANSMISSION TOWERS BEGINNING 1858' FROM DER, 910' LEFT OF CENTERLINE, UP TO 72' AGL/82' MSL. TREE 2106' FROM DER, 998' RIGHT OF CENTERLINE, 100' AGL/119' 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, 238' LEFT OF CENTERLINE, UP TO 150' AGL/153' MSL. NAVAID AND ROD ON OBSTRUCTION LIGHT GLIDE SLOPE 804' FROM DER, 500' RIGHT OF CENTERLINE, 44' AGL/46' MSL.

- RWY 9:

LIGHT ON 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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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 (MIAMI SID ONLY):

TRAIN ON TRACKS 750' FROM DER, 576' LEFT OF CENTERLINE, 23' AGL/53' MSL. TREE 1067' FROM DER, 680' LEFT OF CENTERLINE, 23' AGL/37' MSL. ROADWAY BEGINNING 1874' FROM DER, 502' LEFT OF CENTERLINE, UP TO 71' AGL/85' MSL. NUMEROUS POLES AND SIGNS BEGINNING 1876' FROM DER, 93' LEFT OF CENTERLINE, UP TO 63' AGL/77' MSL. POLES BEGINNING 2056' FROM DER, 95' RIGHT OF CENTERLINE, UP TO 46 FT AGL/60' MSL.

- RWY 27:

NUMEROUS POLES AND LIGHT POLES BEGINNING 2056' FROM DER, 93' LEFT OF CENTERLINE, 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 1L:

TREES BEGINNING 169' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 68' AGL/74' MSL. BUILDINGS BEGINNING 164' FROM DER, 375' RIGHT OF CENTERLINE UP TO 29' AGL/35' MSL. LIGHT POLES BEGINNING 740' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 48' AGL/54 FT MSL. MOBILE CRANE 3214' FROM DER, 762' LEFT OF CENTERLINE, 111' AGL/117' MSL. OBSTRUCTION LIGHT ON WINDSOCK 365' FROM DER, 460' RIGHT OF CENTERLINE, 37' AGL/43' MSL. POLES BEGINNING 732' FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 50' AGL/56' MSL. VEHICLES ON ROADWAY BEGINNING 45' FROM DER, 406' LEFT OF CENTERLINE, UP TO 15' AGL/22' MSL. TOWER 3233' FROM DER, 1264' LEFT OF CENTERLINE, 150' AGL/158' MSL.

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TAKEOFF OBSTACLE NOTES (CONTD 1)

NORTH PERRY (CONTD)

- RWY 1R:

TREES BEGINNING 54' FROM DER, 215' RIGHT OF CENTERLINE, UP TO 60' AGL/ 68' MSL. TREES BEGINNING 1312' FROM DER, 85' LEFT OF CENTERLINE, UP TO 68' AGL/74' MSL. POLES BEGINNING 50' FROM DER, 341' RIGHT OF CENTERLINE, UP TO 62' AGL/68' MSL. POLES BEGINNING 979' FROM DER, 646' LEFT OF CENTERLINE, UP TO 49' AGL/55' MSL. SIGN 106' FROM DER, 342' RIGHT OF CENTERLINE, 7' AGL/13' MSL. FLAGPOLE 1089' FROM DER, 512' LEFT OF CENTERLINE, 33' AGL/39' MSL. LIGHT POLES BEGINNING 988' FROM DER, 296' LEFT OF CENTERLINE, UP TO 48' AGL/54' MSL.

- RWY 10L:

TREES BEGINNING 272' FROM DER, 432' LEFT OF CENTERLINE, UP TO 54' AGL/ 61' MSL. TREES BEGINNING 1124' FROM DER, 67' RIGHT OF CENTERLINE, UP TO 77' AGL/84' MSL. POLE 1085' FROM DER, 450' LEFT OF CENTERLINE, 40' AGL/47' MSL. POLES BEGINNING 661' FROM DER, 626' RIGHT OF CENTERLINE, UP TO 62' AGL/69' MSL. FENCE 113' FROM DER, 325' LEFT OF CENTERLINE, UP TO 7' AGL/14' MSL. TOWER 1.24 NM FROM DER, 2371' LEFT OF CENTERLINE, 194' AGL/204' MSL.

- RWY 10R:

TREES BEGINNING 650' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 76' AGL/ 84' MSL. BUILDINGS BEGINNING 541' FROM DER, 377' RIGHT OF CENTERLINE, UP TO 25' AGL/33' MSL. POLE 168' FROM DER, 543' RIGHT OF CENTERLINE, UP TO 30' AGL/38' MSL. POLES BEGINNING 461' FROM DER, 618' LEFT OF CENTERLINE, UP TO 61' AGL/69' MSL.

- RWY 19L:

TREES BEGINNING 217' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 78' AGL/85' MSL. VEHICLES ON ROADWAY 174' FROM DER, 223' RIGHT OF CENTERLINE, UP TO 15' AGL/22' MSL. POLES BEGINNING 522' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 39' AGL/46' MSL. BUILDING 288' FROM DER, 448' RIGHT OF CENTERLINE, 16' AGL/23' MSL. BUILDINGS BEGINNING 459' FROM DER, 478' LEFT OF CENTERLINE, UP TO 25' AGL/32' MSL.

- RWY 19R:

TREES BEGINNING 962' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 77' AGL/85' MSL. POLES BEGINNING 843' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 36' AGL/44' MSL. OBSTACLE LIGHT POLE 1073' FROM DER, 163' LEFT OF CENTERLINE, 34' AGL/42' MSL. OBSTACLE LIGHT POLES BEGINNING 1071' FROM DER, 34' RIGHT OF CENTERLINE, UP TO 35' AGL/42' MSL. LIGHT POLES BEGINNING 922' FROM DER, 467' RIGHT OF CENTERLINE, UP TO 34' AGL/42' MSL.

- RWY 28L:

TREES BEGINNING 38' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 105' AGL/112' MSL. POLES BEGINNING 979' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 73' AGL/80' MSL. BUILDING 1626' FROM DER, 29' LEFT OF CENTERLINE, 62' AGL/69' MSL. BUILDINGS BEGINNING 1928' FROM DER, 279' RIGHT OF CENTERLINE, UP TO 60' AGL/67' MSL. ANTENNA 911' FROM DER, 605' RIGHT OF CENTERLINE, 54' AGL/61' MSL.

- RWY 28R:

TREES BEGINNING 15' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 105' AGL/112' MSL. POLES BEGINNING 687' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 58' AGL/65' MSL. BUILDING 1804' FROM DER, 981' LEFT OF CENTERLINE, 52' AGL/59' MSL.

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TAKEOFF OBSTACLE NOTES (CONTD 2)

OPA-LOCKA EXECUTIVE

- RWY 9L:

FENCE 48' FROM DER, 498' LEFT OF CENTERLINE, 10' AGL/17' MSL. UTILITY LINE 57' FROM DER, 505' LEFT OF CENTERLINE, 9' AGL/16' MSL. AIRPORT SIGN 40' FROM DER, 311' RIGHT OF CENTERLINE, 2' AGL/9' MSL. TREE 103' FROM DER, 481' LEFT OF CENTERLINE, 9' AGL/16' MSL. TREES BEGINNING 1632' FROM DER, 657' LEFT OF CENTERLINE, UP TO 43' AGL/57' MSL. TREES BEGINNING 3215' FROM DER, 885' RIGHT OF CENTERLINE, UP TO 81' AGL/95' MSL.

- RWY 9R:

AIRFIELD LIGHT 6' FROM DER, 59' RIGHT OF CENTERLINE, 1' AGL/7' MSL. LIGHT POLE 1439' FROM DER, 739' RIGHT OF CENTERLINE, 38' AGL/45' MSL. POLE 1436' FROM DER, 735' RIGHT OF CENTERLINE, 40' AGL/47' MSL. POLE 1581' FROM DER, 892' LEFT OF CENTERLINE, 40' AGL/47' MSL. TREE 11' FROM DER, 502' RIGHT OF CENTERLINE, 8' AGL/15' MSL. TREES BEGINNING 1590' FROM DER, 511' LEFT OF CENTERLINE, UP TO 109' AGL/116' MSL. TREES BEGINNING 1577' FROM DER, 243' RIGHT OF CENTERLINE, UP TO 57' AGL/64' MSL.

- RWY 12:

REIL 3' FROM DER, 118' LEFT OF CENTERLINE 1' AGL/9' MSL. REIL 3' FROM DER 118' RIGHT OF CENTERLINE, 1' AGL/9' MSL. POLES 1560' FROM DER, 266' RIGHT OF CENTERLINE, 40' AGL/48' MSL. POLE 461' FROM DER, 609' RIGHT OF CENTERLINE, 31' AGL/39' MSL. TREES BEGINNING 1080' FROM DER, 118' RIGHT OF CENTERLINE, UP TO 62' AGL/70' MSL. TREES BEGINNING 1051' FROM DER, 93' LEFT OF CENTERLINE, UP TO 56' AGL/64' MSL.

- RWY 27L:

FENCE 194' FROM DER, 483' RIGHT OF CENTERLINE, 10' AGL/16' MSL. POLES BEGINNING 336' FROM DER, 94' LEFT AND 530' RIGHT OF CENTERLINE, UP TO 67' AGL/73' MSL. TREES BEGINNING 1056' FROM DER, 756' LEFT OF CENTERLINE, UP TO 37' AGL/43' MSL. BUILDING 1106' FROM DER, 739' RIGHT OF CENTERLINE, 36' AGL/42' MSL.

- RWY 27R:

AIRPORT SIGN 38' FROM DER, 310' LEFT OF CENTERLINE, 1' AGL/8' MSL. ANTENNA ON BUILDING 1568' FROM DER, 756' LEFT OF CENTERLINE, 44' AGL/51' MSL. TREES BEGINNING 165' FROM DER, 45' LEFT OF CENTERLINE, UP TO 115' AGL/122' MSL. TREES BEGINNING 1059' FROM DER, 229' RIGHT OF CENTERLINE, UP TO 107' AGL/114' MSL.

- RWY 30:

AIRPORT SIGN 40' FROM DER, 233' RIGHT OF CENTERLINE, 1' AGL/9' MSL. TOWER 2543' FROM DER, 565' RIGHT OF CENTERLINE, 76' AGL/84' MSL. ANTENNA ON BUILDING 2526' FROM DER, 572' RIGHT OF CENTERLINE, 74' AGL/82' MSL. TOWER 3760' FROM DER, 969' RIGHT OF CENTERLINE, 100' AGL/105' MSL. TREES BEGINNING 1312' FROM DER, 590' LEFT OF CENTERLINE, UP TO 43' AGL/51' MSL. TREES BEGINNING 1711' FROM DER, 614' RIGHT OF CENTERLINE, UP TO 78' AGL/86' MSL.

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KMIA/MIA

Apt Elev 9'
N25 47.7 W080 17.4

JEPPESEN
29 AUG 14 (10-9)

MIAMI, FLA

MIAMI INTL

Arrival	D-ATIS	Departure	ACARS: D-ATIS PDC TWIP	MIAMI Clearance	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15		133.67		135.35	121.8	127.5
VOT 112.0						

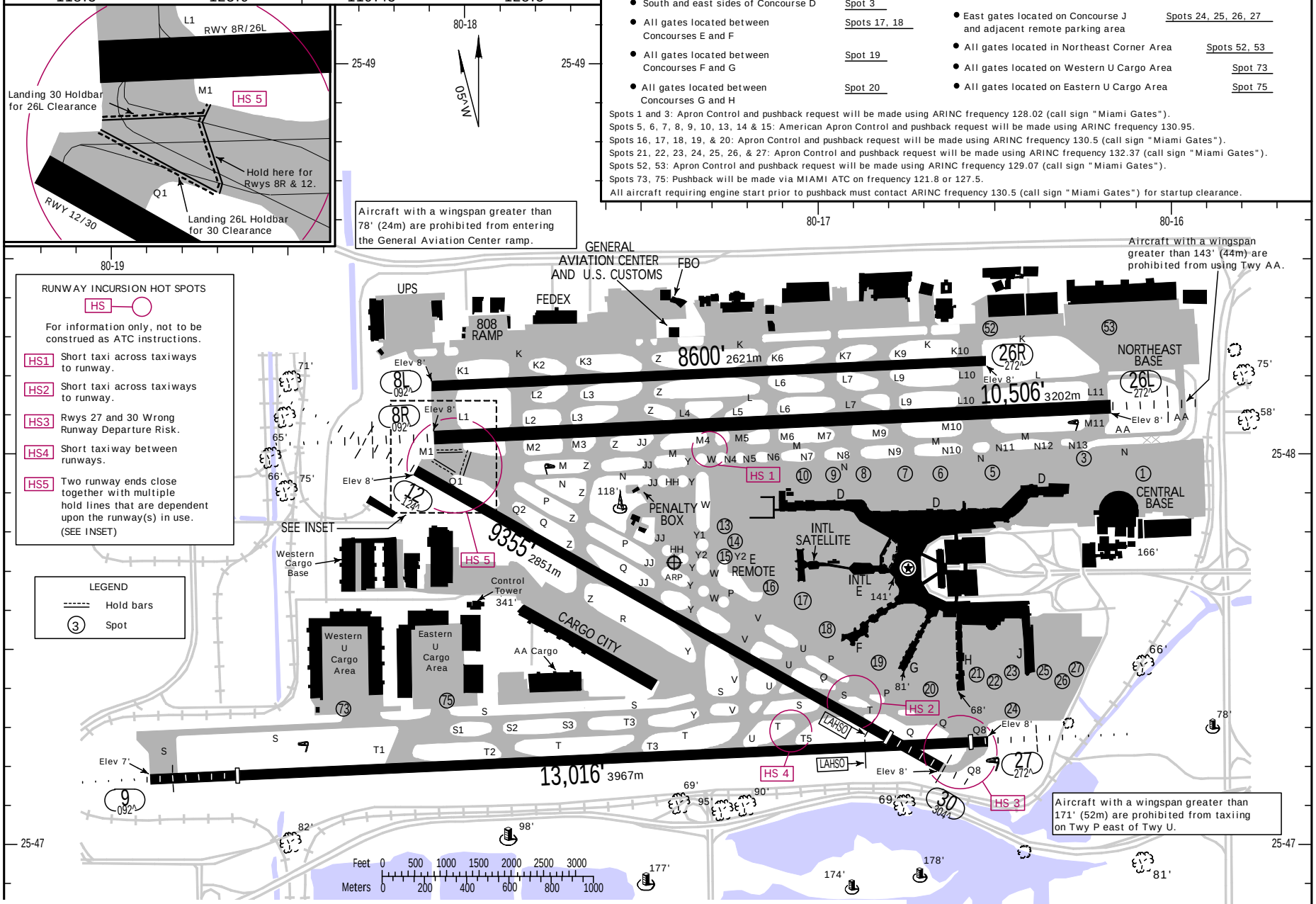
Tower 270^-089^	Tower 090^-269^	MIAMI Departure (R) 270^-089^	MIAMI Departure (R) 090^-269^
118.3	123.9	119.45	125.5

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 1
- South and east sides of Concourse D Spot 3
- All gates located between Concourses E and F Spots 17, 18
- All gates located between Concourses F and G Spot 19
- All gates located between Concourses G and H Spot 20
- All gates located between Concourses H and J Spots 21, 22, 23
- East gates located on Concourse J and adjacent remote parking area Spots 24, 25, 26, 27
- All gates located in Northeast Corner Area Spots 52, 53
- All gates located on Western U Cargo Area Spot 73
- All gates located on Eastern U Cargo Area Spot 75

Spots 1 and 3: Apron Control and pushback request will be made using ARINC frequency 128.02 (call sign "Miami Gates").
Spots 5, 6, 7, 8, 9, 10, 13, 14 & 15: American Apron Control and pushback request will be made using ARINC frequency 130.95.
Spots 16, 17, 18, 19, & 20: Apron Control and pushback request will be made using ARINC frequency 130.5 (call sign "Miami Gates").
Spots 21, 22, 23, 24, 25, 26, & 27: Apron Control and pushback request will be made using ARINC frequency 132.37 (call sign "Miami Gates").
Spots 52, 53: Apron Control and pushback request will be made using ARINC frequency 129.07 (call sign "Miami Gates").
Spots 73, 75: Pushback will be made via MIAMI ATC 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.



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GENERAL

CAUTION: Be alert to runway crossing clearances. Readback of all runway holding instructions is required.

ASDE-X Surveillance System in use: 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 LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
8L 1 26R	HIRL CL REIL PAPI-L (angle 3.00^) grooved RVR					150' 46m
	HIRL CL REIL PAPI-L (angle 3.00^) grooved					

1 Closed 2200-0700LT when Rwys 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
	HIRL CL MALSF PAPI-L (angle 3.00^) RVR		9405' 2867m			

2 Grooved.

9 27	HIRL CL MALSR PAPI-L (angle 3.00^) grooved RVR	3 11,397' 3474m	10,325' 3147m	12/30 97492971m		150' 46m
		12,755' 3888m	11,699' 3566m			

3 Last 261' (80m) 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 81002469m		150' 46m
	HIRL CL MALS PAPI-L (angle 3.00^) grooved RVR	6 7913' 2412m	6947' 2117m			

4 Closed 2200-0700LT when Rwys 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 Mim 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			
			With Mim climb of 382'/NM to 300'			Other
Adequate Vis Ref	STD		Adequate Vis Ref	STD		
	3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng	
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 30	LOC/DME Rwy 8L LOC Rwy 8R LOC Rwy 9 LOC Rwy 12 LOC/DME Rwy 26R RNAV (GPS) Rwy 8L	RNAV (GPS) Z Rwy 8R RNAV (GPS) Rwy 9 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	ILS Rwy 26L LOC Rwy 26L	Authorized Only When Local Weather Available ILS Rwy 27	LOC Rwy 27	LOC Rwy 30	RNAV (RNP) Y Rwy 8R RNAV (RNP) Y Rwy 12 RNAV (RNP) Y Rwy 26L RNAV (RNP) Y Rwy 30
A							900-2	
B	[illegible]	[illegible]		800-2	600-2	800-2	900-2 1/2	NA
				800-2 1/4			900-2 3/4	

AMEND 17A

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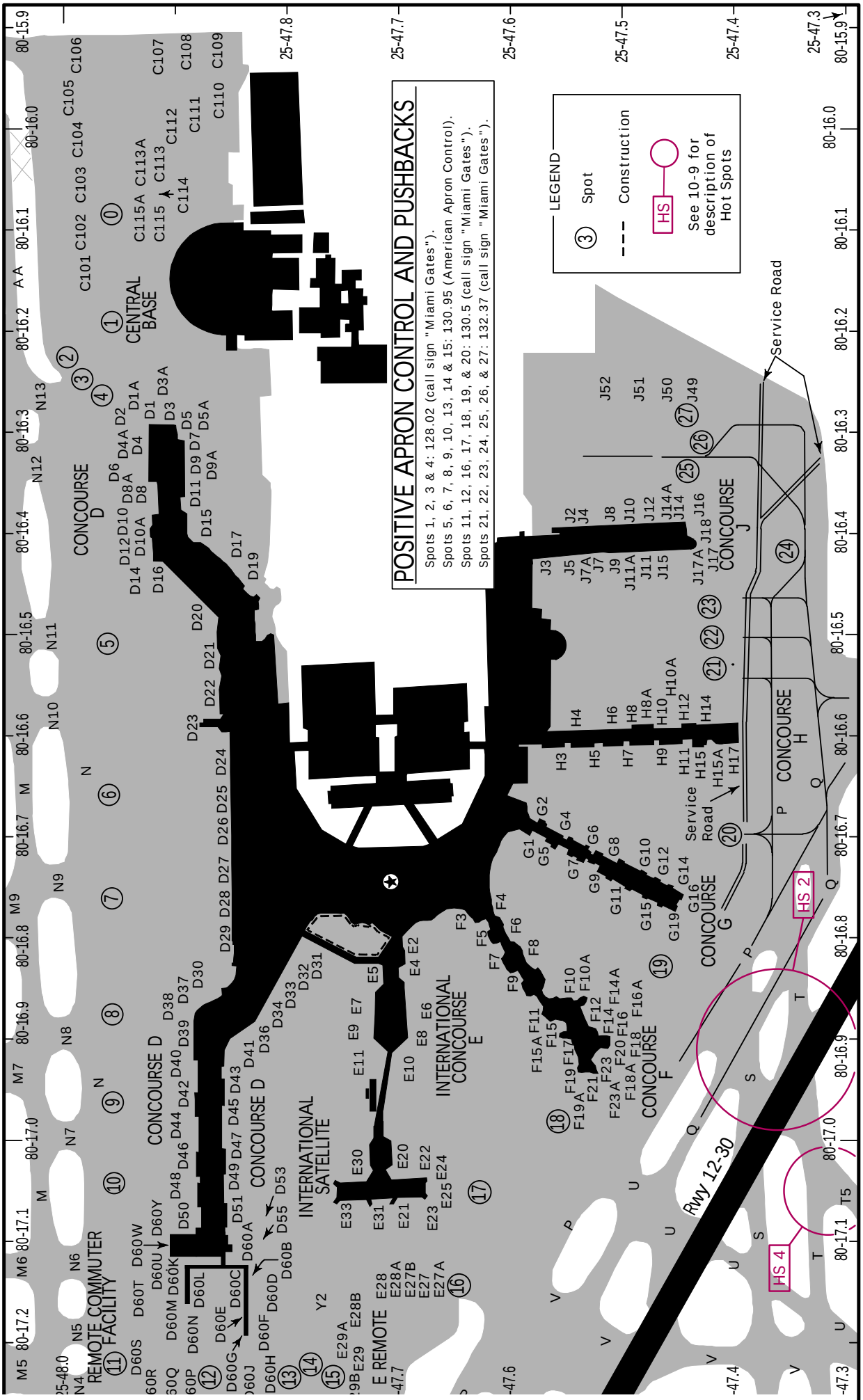

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PARKING BAY COORDINATES

BAY No.	COORDINATES
CONCOURSE D	
D1 thru D5A	N25 47.9 W080 16.3
D6	N25 48.0 W080 16.3
D7	N25 47.9 W080 16.3
D8, D8A	N25 47.9 W080 16.4
D9, D9A	N25 47.9 W080 16.3
D10, D10A	N25 47.9 W080 16.4
D11, D12	N25 47.9 W080 16.4
D14 thru D16	N25 47.9 W080 16.4
D17, D19	N25 47.8 W080 16.4
D20, D21	N25 47.9 W080 16.5
D22 thru D24	N25 47.9 W080 16.6
D25 thru D27	N25 47.9 W080 16.7
D28 thru D30	N25 47.9 W080 16.8
D31, D32	N25 47.8 W080 16.8
D33, D34, D36	N25 47.8 W080 16.9
D37 thru D40	N25 47.9 W080 16.9
D41	N25 47.8 W080 16.9
D42	N25 47.9 W080 17.0
D43	N25 47.8 W080 16.9
D44	N25 47.9 W080 17.0
D45	N25 47.8 W080 17.0
D46	N25 47.9 W080 17.0
D47	N25 47.8 W080 17.0
D48	N25 47.9 W080 17.1
D49	N25 47.8 W080 17.0
D50	N25 47.9 W080 17.1
D51	N25 47.8 W080 17.1
REMOTE COMMUTER FACILITY	
D53, D55	N25 47.8 W080 17.1
D60A thru D60C	N25 47.8 W080 17.1
D60D thru D60H	N25 47.8 W080 17.2
D60J	N25 47.8 W080 17.2
D60K, D60L	N25 47.9 W080 17.1
D60M, D60N	N25 47.9 W080 17.2
D60P thru D60S	N25 47.9 W080 17.2
D60T, D60U	N25 47.9 W080 17.1
D60W, D60Y	N25 47.9 W080 17.1
E REMOTE	
E27 thru E28A	N25 47.7 W080 17.1
E28B thru E29B	N25 47.7 W080 17.2
INTL CONCOURSE E	
E2, E4, E5	N25 47.7 W080 16.8
E6 thru E11	N25 47.7 W080 16.9
INTL SATELLITE	
E20	N25 47.7 W080 17.0
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

BAY No.	COORDINATES
CONCOURSE F	
F3 thru F9	N25 47.6 W080 16.8
F10, F10A	N25 47.5 W080 16.8
F11	N25 47.6 W080 16.9
F12, F14, F14A	N25 47.5 W080 16.9
F15, F15A	N25 47.6 W080 16.9
F16 thru F19	N25 47.5 W080 16.9
F19A	N25 47.5 W080 17.0
F20, F21, F23	N25 47.5 W080 16.9
F23A	N25 47.5 W080 17.0
CONCOURSE G	
G1, G2, G4, G5	N25 47.6 W080 16.7
G6 thru G10	N25 47.5 W080 16.7
G11	N25 47.5 W080 16.8
G12	N25 47.5 W080 16.7
G14	N25 47.4 W080 16.7
G15	N25 47.5 W080 16.8
G16	N25 47.4 W080 16.8
G19	N25 47.5 W080 16.8
CONCOURSE H	
H3	N25 47.6 W080 16.6
H4 thru H10A	N25 47.5 W080 16.6
H11, H12	N25 47.4 W080 16.6
H14 thru H15A	N25 47.4 W080 16.6
H17	N25 47.4 W080 16.6
CONCOURSE J	
J2	N25 47.5 W080 16.4
J3	N25 47.6 W080 16.4
J4, J5	N25 47.5 W080 16.4
J7 thru J12	N25 47.5 W080 16.4
J14, J14A, J15	N25 47.5 W080 16.4
J16 thru J18	N25 47.4 W080 16.4
J BAYS	
J49	N25 47.4 W080 16.3
J50 thru J52	N25 47.5 W080 16.3
CENTRAL BASE	
C101 thru C103	N25 48.0 W080 16.1
C104, C105	N25 48.0 W080 16.0
C106	N25 48.0 W080 15.9
C107 thru C109	N25 47.9 W080 15.9
C110 thru C113A	N25 47.9 W080 16.0
C114 thru C115A	N25 47.9 W080 16.1

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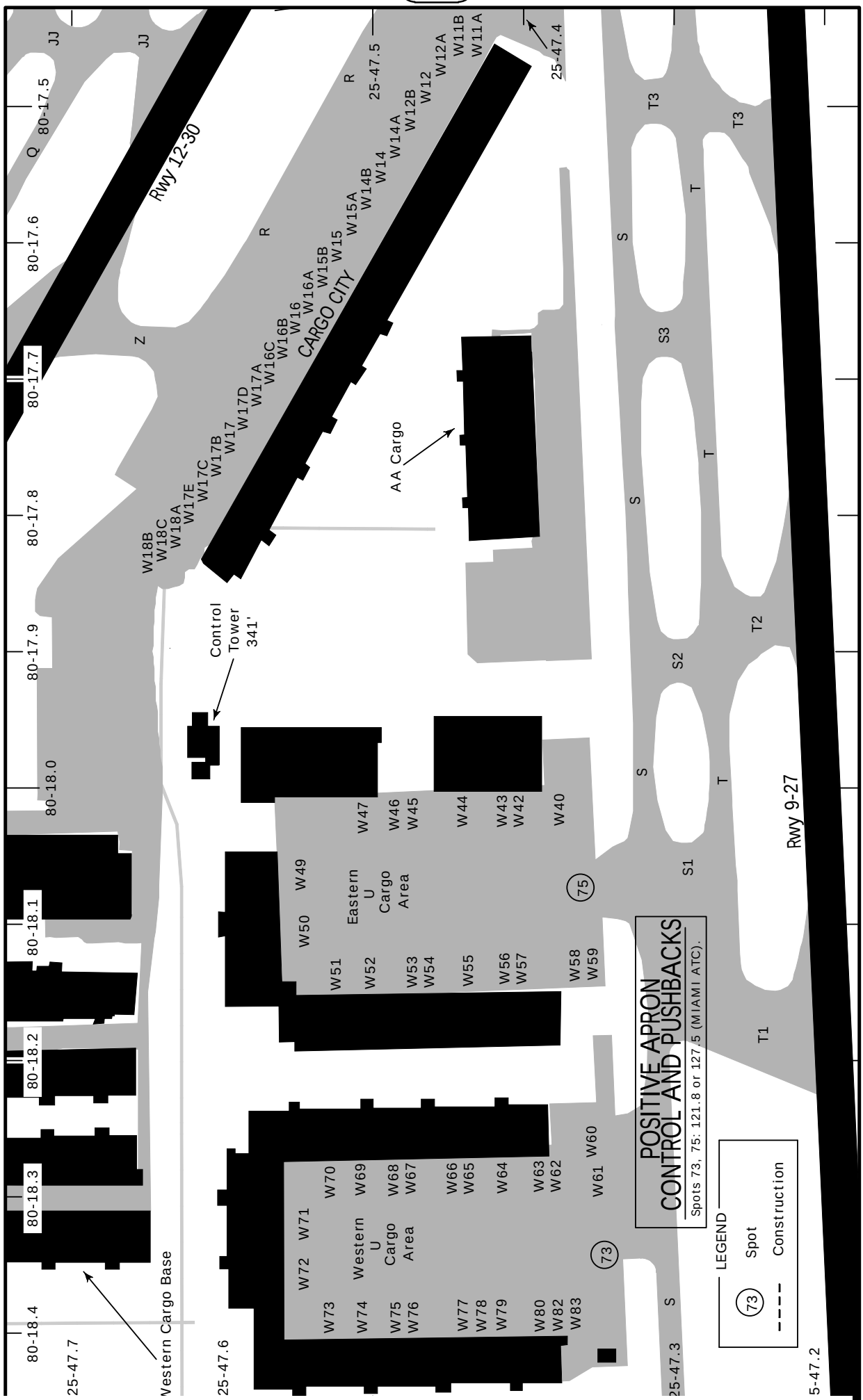

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WEST CARGO PARKING BAY COORDINATES

BAY No.	COORDINATES
CARGO CITY	
W11A, W11B	N25 47.4 W080 17.4
W12, W12A, W12B	N25 47.5 W080 17.5
W14 thru W16C	N25 47.5 W080 17.6
W17 thru W18C	N25 47.6 W080 17.8

BAY No.	COORDINATES
EASTERN U CARGO AREA	
W40	N25 47.4 W080 18.0
W42 thru W44	N25 47.4 W080 18.0
W45 thru W47	N25 47.5 W080 18.0
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

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KMIA/MIA
MIAMI INTL

JEPPESEN
22 JUN 12 (11-1)

MIAMI, FLA
LOC DME Rwy 8L

BRIEFING STRIP ™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

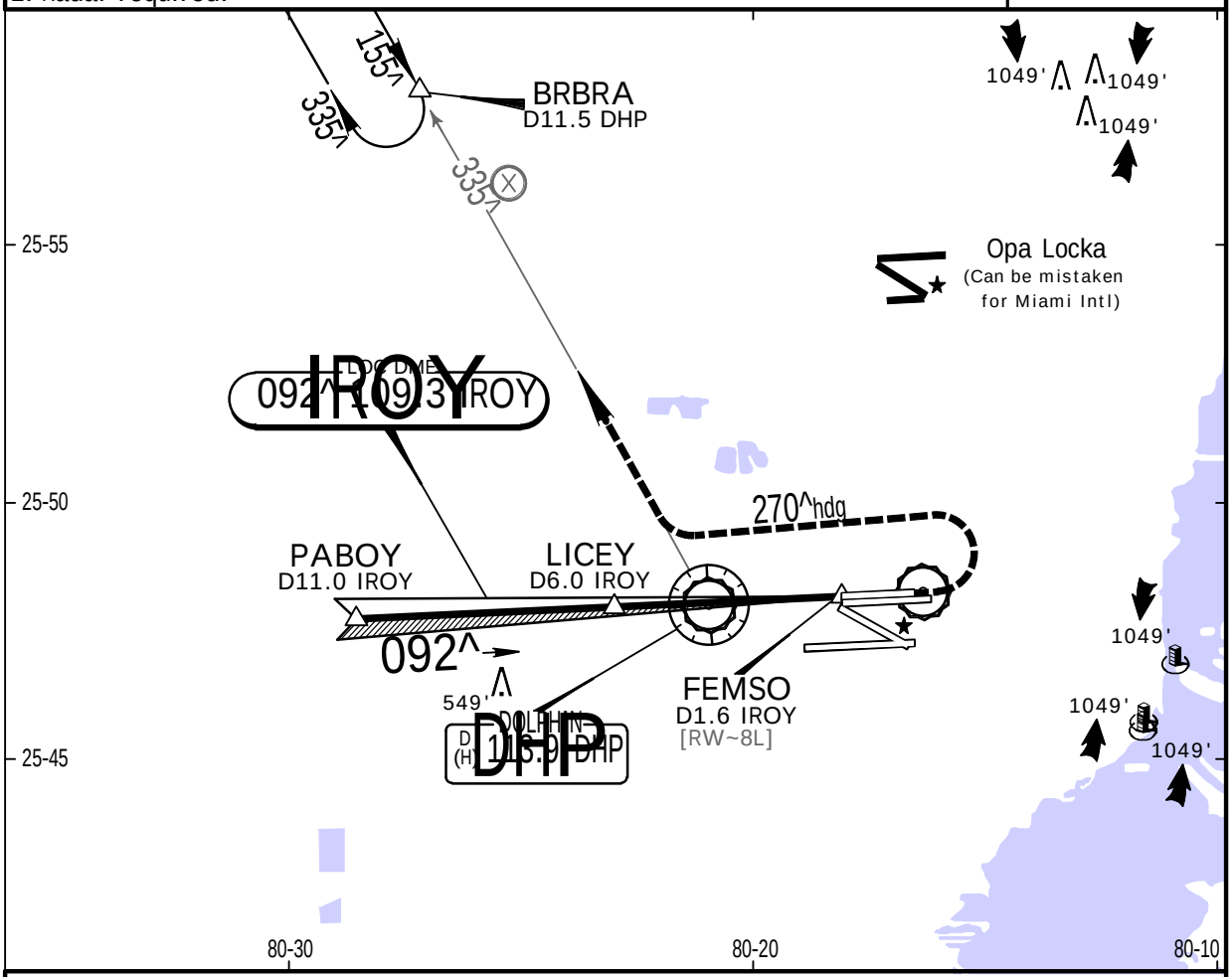
LOC IROY	Final Apch Crs	Minimum Alt LICEY	MDA(H)	Apt Elev 9'
109.3	092^	1500' (1492')	440' (432')	TDZE 8'

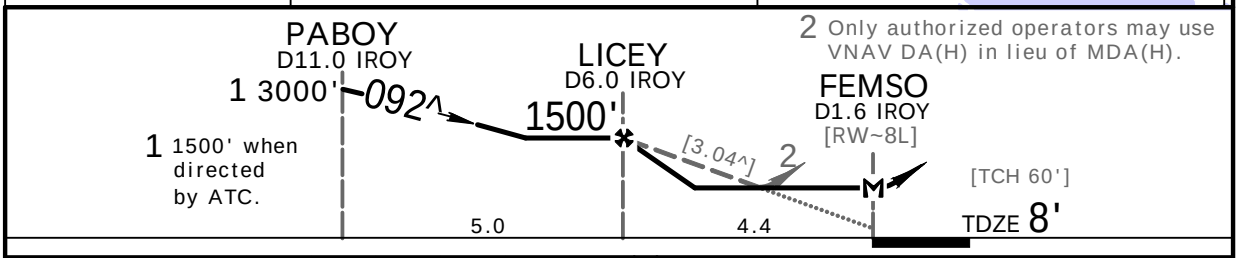
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' via heading 270^ and outbound on DHP VOR R-335 to BRBRA INT/ D11.5 DHP and hold.

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

1. Radar required.

MSA DHP VOR: 2100' (090^–270^), 2900'





2 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04^]	376	484	538	645	753	861
MAP at FEMSO						

REIL PAPI-L	800'	3000' LT	270^ hdg	DHP 113.9 R-335
			via	and

STRAIGHT-IN LANDING RWY 8L	CIRCLE-TO-LAND
MDA(H) 440' (432')	
A: RVR 50 or 1	A
B: RVR 50 or 1	B
C: RVR 60 or 1¼	C: NA
D: 1½	D

AMEND OPS

CHANGES: None.

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KMIA/MIA
MIAMI INTL

JEPPESEN
22 JUN 12 (11-2)

MIAMI, FLA
ILS or LOC Rwy 8R

BRIEFING STRIP ™

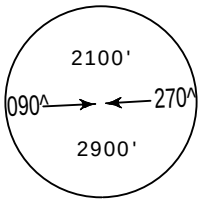
D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

LOC IMFA	Final Apch Crs	GS LAWNN	ILS DA(H)	Apt Elev 9'
110.3	092^	1500'(1492')	450'(442')	TDZE 8'

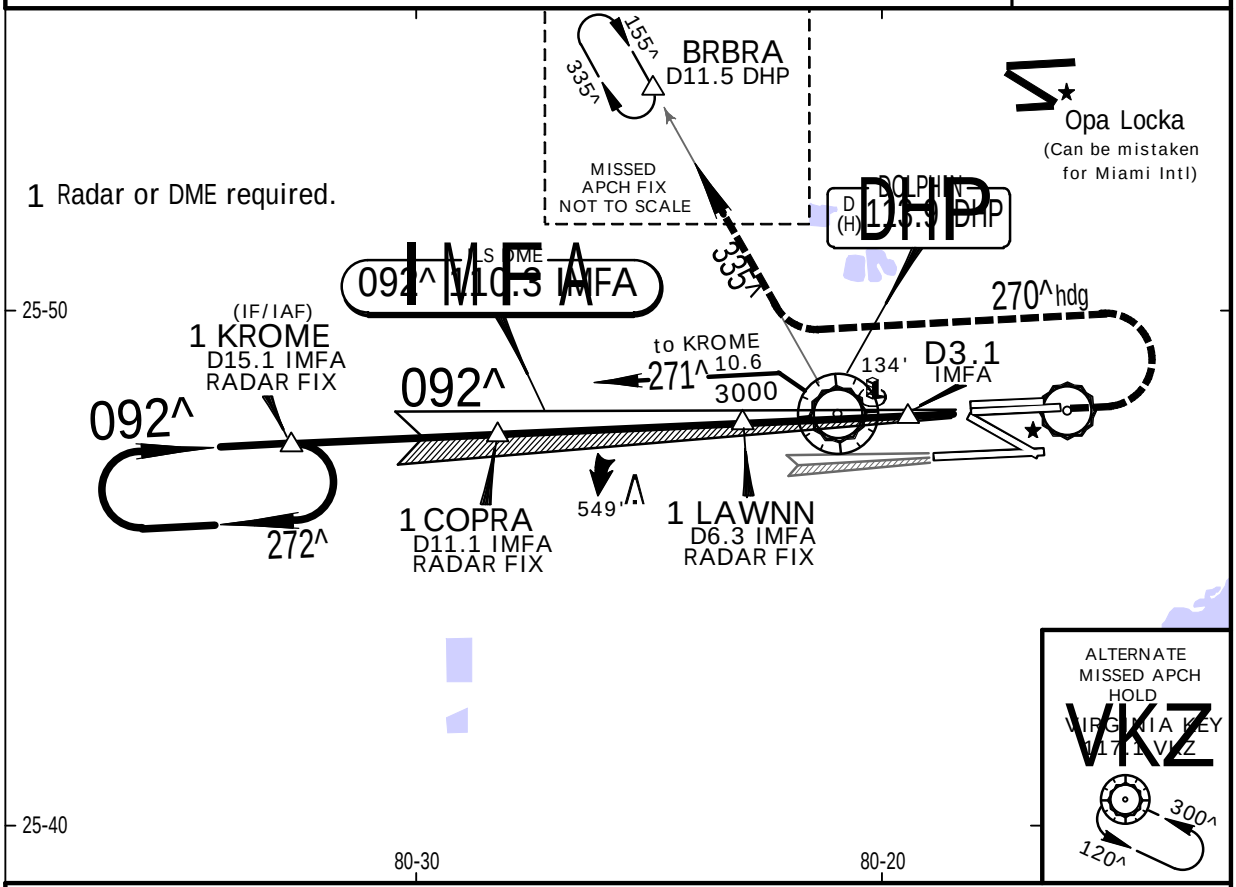
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' on heading 270^ and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold, or as directed by ATC.

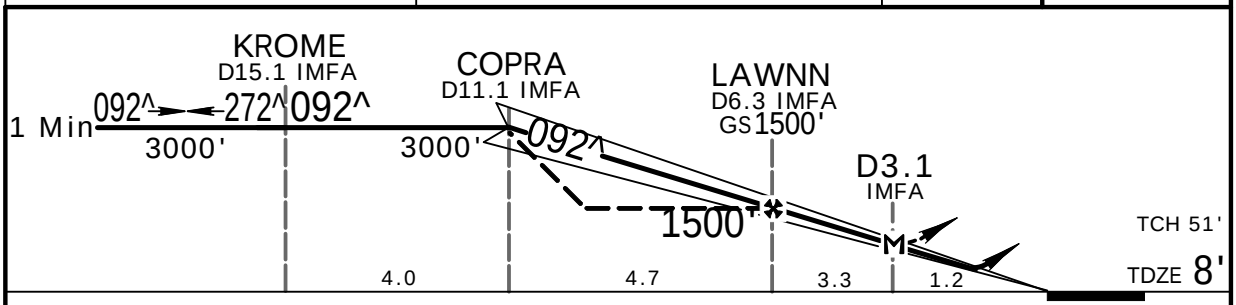
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. Simultaneous approach authorized with ILS or LOC Rwy 9. 3. VGSI and ILS glidepath not coincident. 4. Autopilot coupled approach not authorized below 500'. 5. Localizer unusable 1.2 NM from threshold.



MSA DHP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at 3.1 IMFA or LAWNN to MAP 3.3	2:50	2:12	1:59	1:39	1:25	1:14

MALSR
PAPI

800'

3000' LT on 270^ hdg and DHP 113.9 R-335

STRAIGHT-IN LANDING RWY 8R

	ILS DA(H) 450'(442') FULL	TDZ or CL out	RAIL or ALS out	LOC (GS out) MDA(H) 560'(552') RAIL out	ALS out
A	RVR 50 or 1		1½	RVR 50 or 1	
B					
C				RVR 50 or 1	1½
D				RVR 60 or 1¼	1¾

CHANGES: Notes:

S AMEND 30C 28 JUN 2012

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KMIA/MIA
MIAMI INTL

JEPPESEN
30 MAR 12 (11-3)

MIAMI, FLA
ILS or LOC Rwy 9

BRIEFING STRIP ™

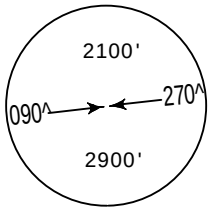
D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 9, 27, 30	Ground Rwys 8L/R, 12, 26L/R
119.15	124.85	118.3	123.9	127.5	121.8

LOC IBUL	Final Apch Crs	GS INESS	ILS DA(H)	Apt Elev 9'
110.9	092^	1349' (1340')	209' (200')	TDZE 9'

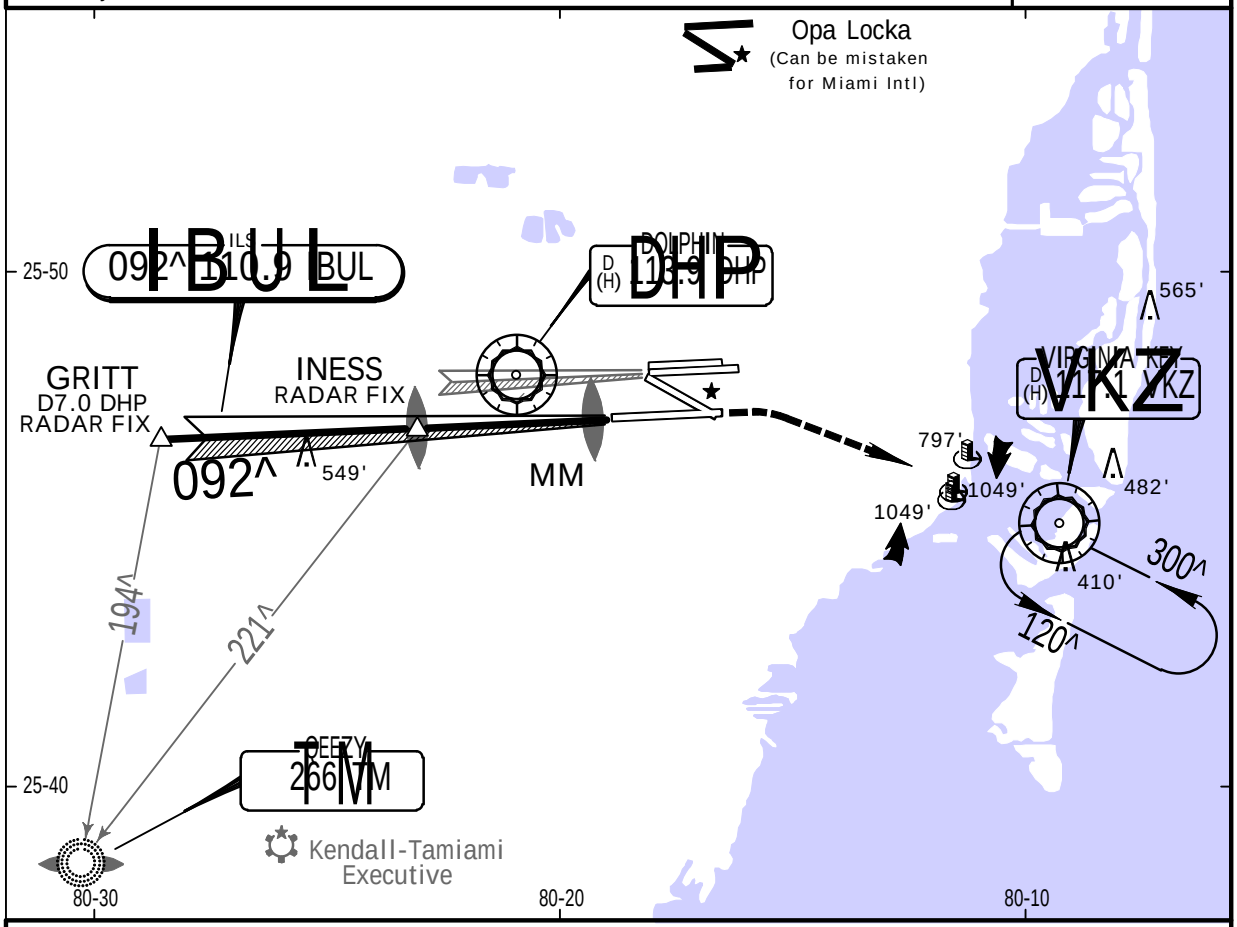
MISSED APCH: Climb to 800' then climbing RIGHT turn to 3000' direct VKZ VOR and hold.

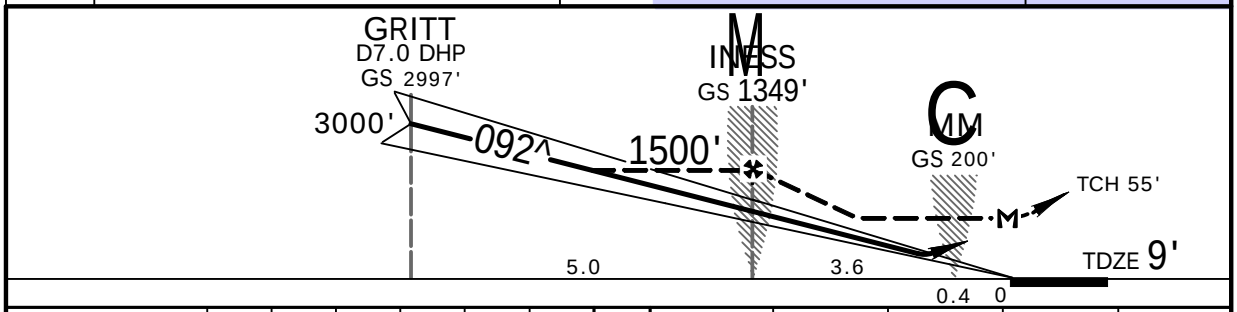
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

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 ILS or LOC Rwy 8R.



MSA DHP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
INESS to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30

MALSR
PAPI

800'

3000' RT

D

VKZ 117.1

	STRAIGHT-IN LANDING RWY9 ILS DA(H) 209' (200') FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 440' (431')	LOC RAIL out	LOC ALS out	CIRCLE-TO-LAND
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	NA
B						
C			RVR 40 or ¾	RVR 60 or 1¼		
D			RVR 50 or 1	1½		

S AMEND 9C 5 APR 2012

CHANGES: Airport elevation, notes.

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KMIA/MIA
MIAMI INTL

JEPPESEN
30 MAR 12 (11-4)

MIAMI, FLA
ILS or LOC Rwy 12

BRIEFING STRIP ™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

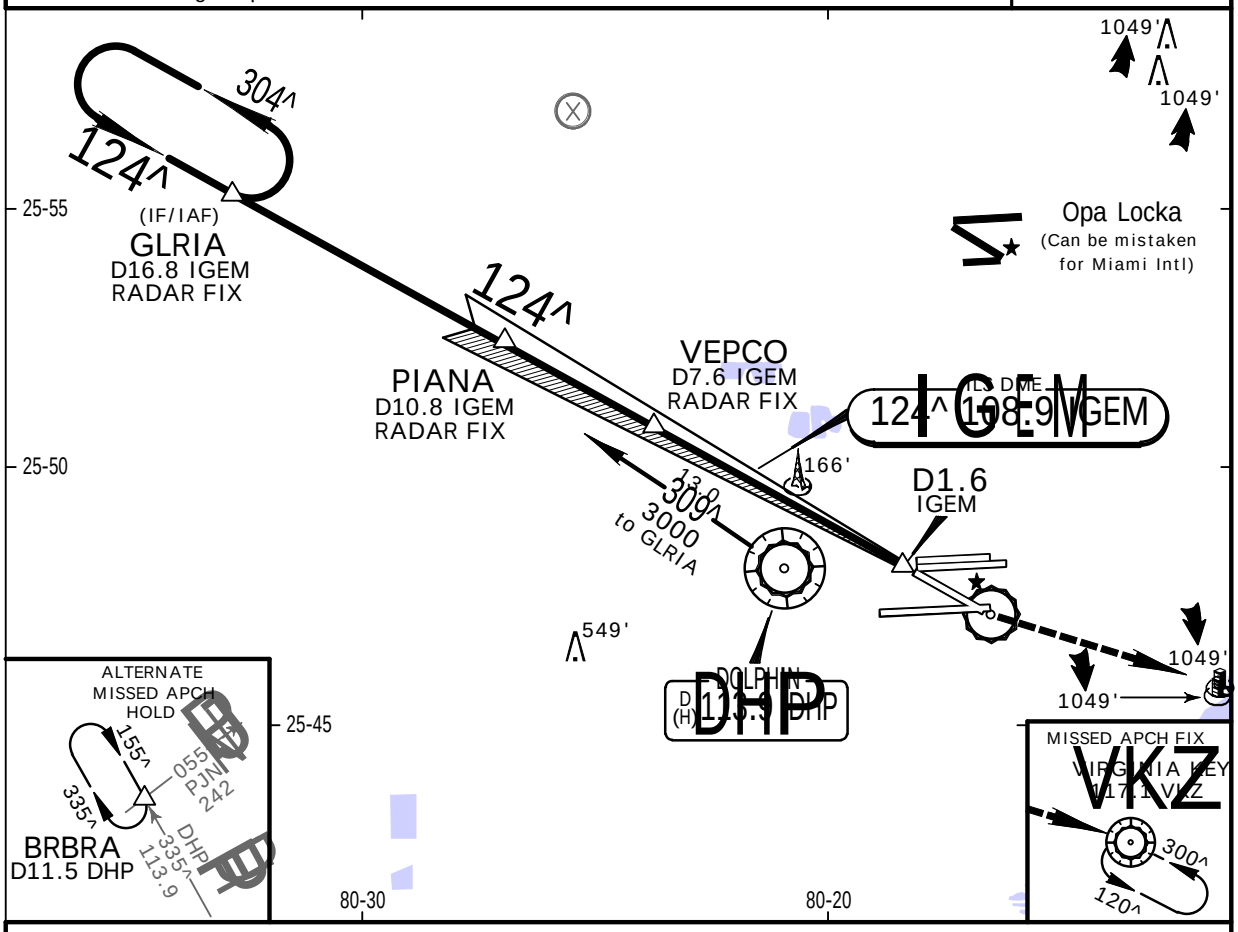
LOC IGEM	Final Apch Crs	GS VEPCO	ILS DA(H)	Apt Elev 9'
108.9	124^	2000' (1992')	376' (368')	TDZE 8'

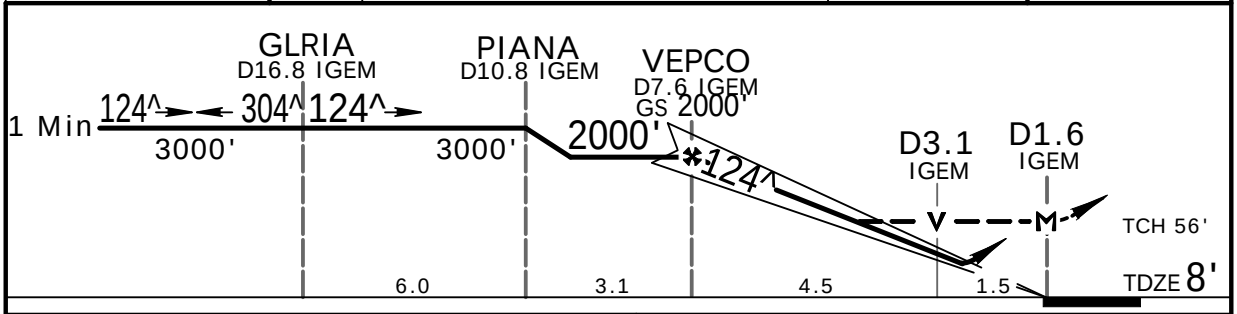
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' direct VKZ VOR and hold.

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
2100'
090^ 270^
2900'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.6 IGEM or VEPCO to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR
PAPI

800' ↑

3000' LT

D

VKZ 117.1

STRAIGHT-IN LANDING RWY12

	ILS DA(H) 376' (368') FULL	ILS RAIL out	ILS ALS out	LOC (GS out) MDA(H) 560' (552')	LOC RAIL out	LOC ALS out	CIRCLE-TO-LAND
A	RVR 40 or ¾	RVR 60 or 1¼		RVR 40 or ¾		RVR 50 or 1	NA
B							
C				RVR 50 or 1	1½		
D				RVR 60 or 1¼	1¾		

AMEND 5A PS

CHANGES: Airport elevation.

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JeppView 3.6.2.0

KMIA/MIA
MIAMI INTL

JEPPESEN

17 AUG 12 (11-5)

MIAMI, FLA
ILS or LOC Rwy 26L

BRIEFING STRIP ™

D-ATIS Arrivals	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

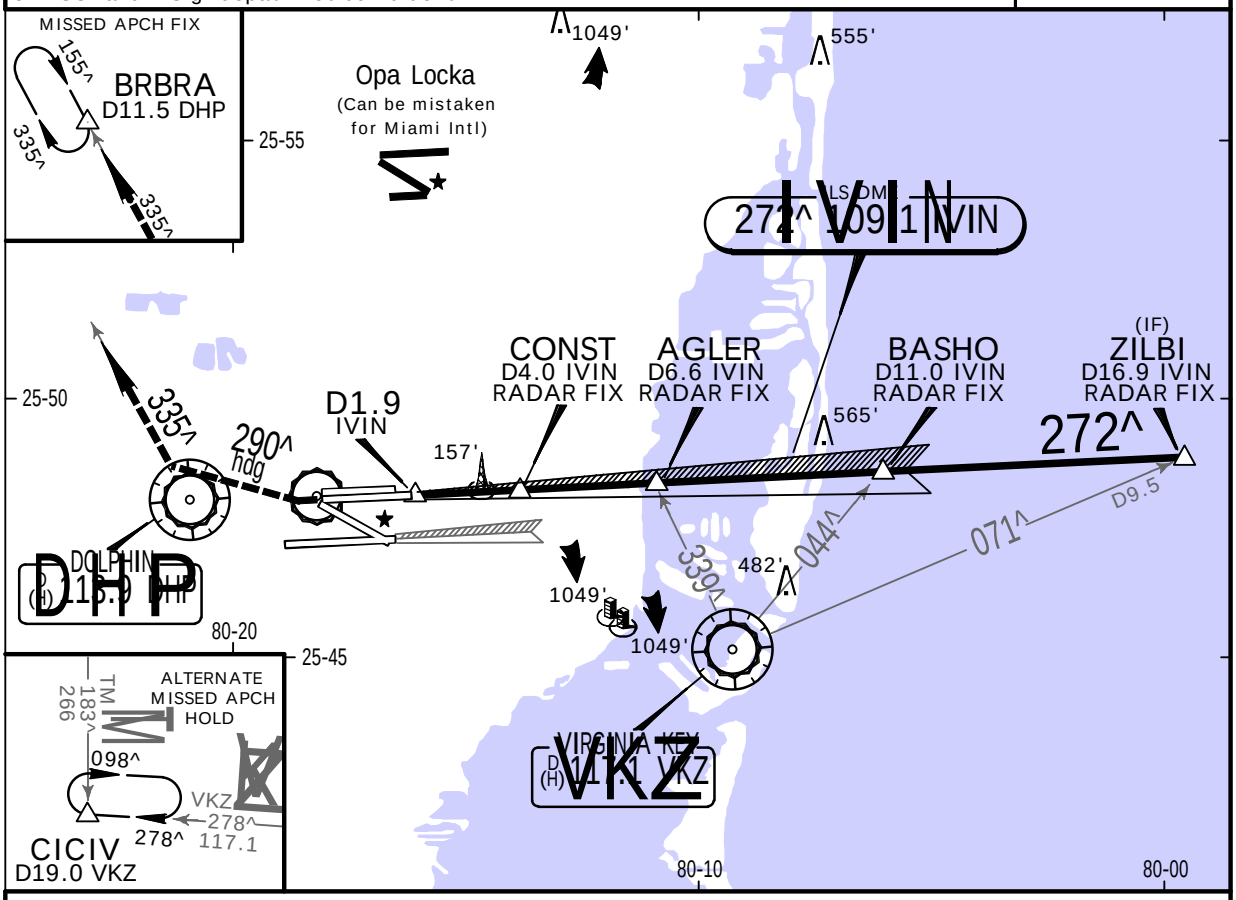
LOC IVIN	Final Apch Crs	GS AGLER	ILS DA(H)	Apt Elev / TDZE
109.1	272^	1600' (1592')	208' (200')	9' / 8'

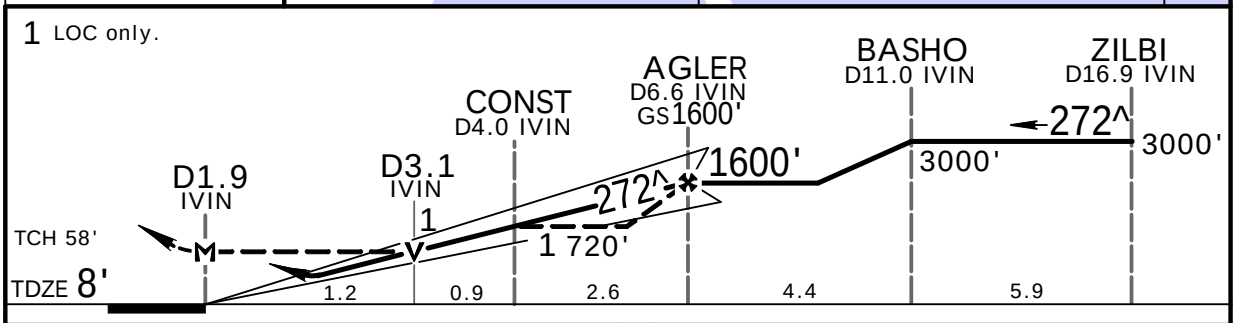
MISSED APCH: Climb to 800' then climbing RIGHT turn to 2000' via heading 290^ and DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.

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

1. DME required. 2. Radar required. 3. Simultaneous approach authorized with ILS or LOC Rwy 27. 4. Autopilot coupled approach not authorized below 480'. 5. VGSI and ILS glidepath not coincident.

MSA DHP VOR: 2100' (090^–270^), 2900'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.9 IVIN or AGLER to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSF / PAPI — 800' — 2000' RT via 290^ hdg and DHP 113.9 R-335

STRAIGHT-IN LANDING RWY 26L

	ILS DA(H) 208' (200') FULL	ILS DA(H) 208' (200') ALS out	LOC (GS out) MDA(H) 460' (452') with CONST	LOC (GS out) MDA(H) 460' (452') ALS out	LOC (GS out) MDA(H) 720' (712') without CONST	LOC (GS out) MDA(H) 720' (712') ALS out	CIRCLE-TO-LAND
A	RVR 40 or ¾		RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	NA
B							
C			1¼		2		
D			1½		2¼		

CHANGES: VDP LOC only, notes.

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KMIA/MIA
MIAMI INTL

JEPPESEN
17 AUG 12 (11-6)

MIAMI, FLA
LOC DME Rwy 26R

BRIEFING STRIP ™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

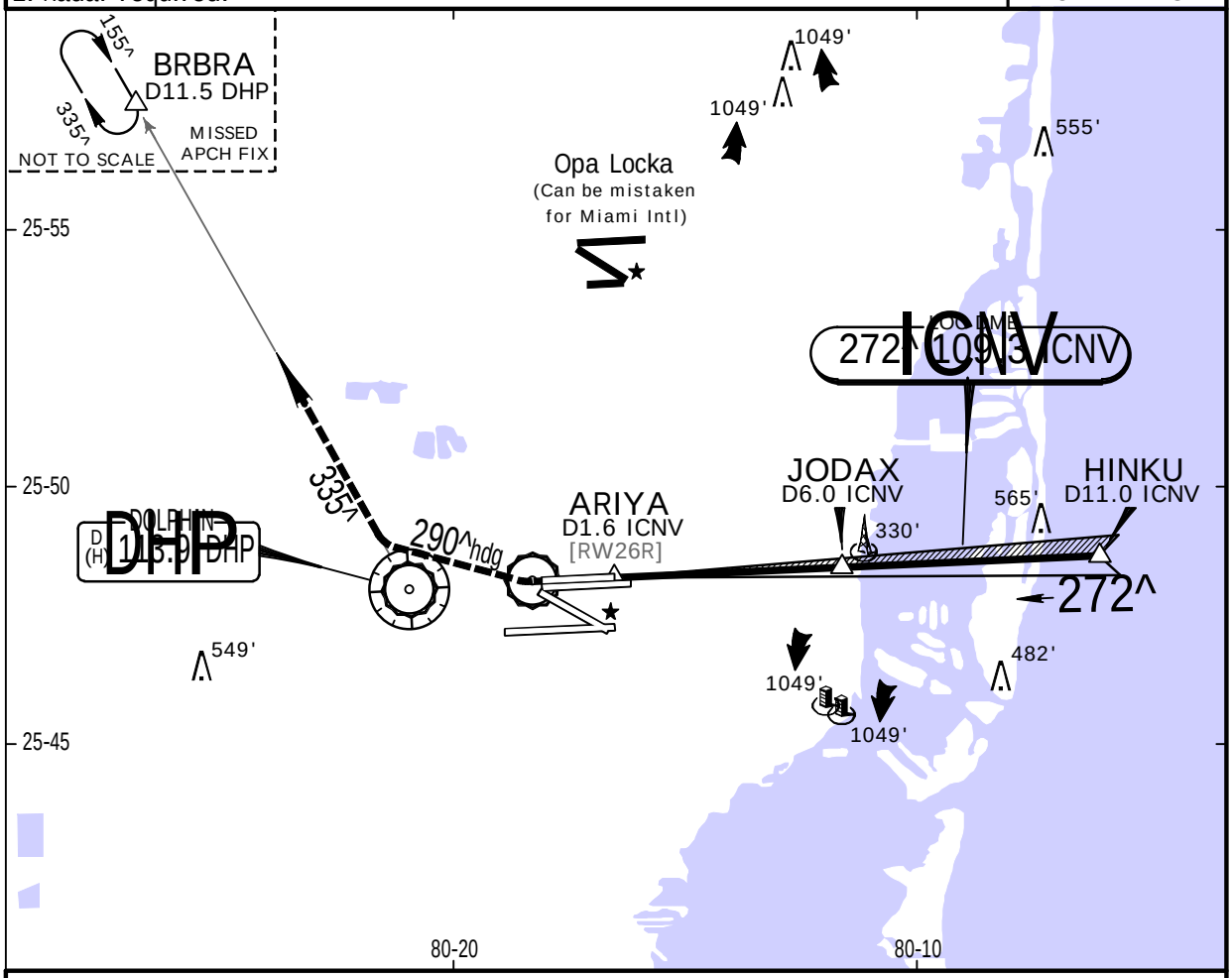
LOC ICNV	Final Apch Crs	Minimum Alt JODAX	MDA(H)	Apt Elev 9'
109.3	272^	1500' (1492')	480' (472')	TDZE 8'

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.

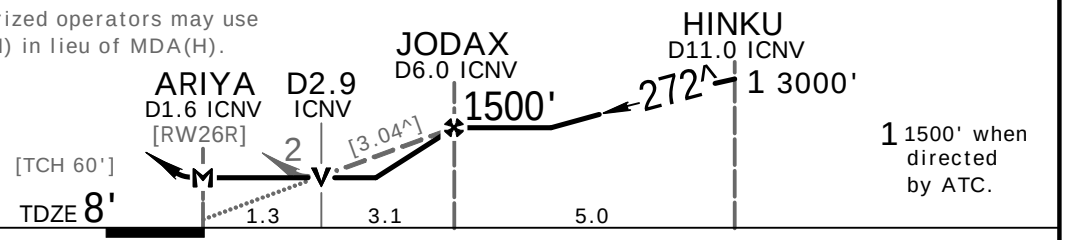
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required.

MSA DHP VOR
2100'
090^ 270^
2900'



2 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



1 1500' when directed by ATC.

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04^]	376	484	538	645	753	861
MAP at ARIYA						

REIL
PAPI-L

800' ↑

2000' ↱ RT via 290^ hdg and DHP 113.9 R-335

STRAIGHT-IN LANDING RWY 26R	CIRCLE-TO-LAND
MDA(H) 480' (472')	

A	1	A	NA
B		B	
C	1¼	C	
D	1½	D	

AMDT 0B PS

CHANGES: None.

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KMIA/MIA
MIAMI INTL

JEPPESEN
30 MAR 12 (11-7)

MIAMI, FLA
ILS or LOC Rwy 27

BRIEFING STRIP ™

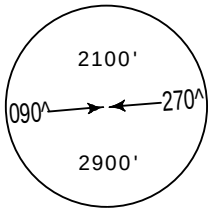
D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 9, 27, 30	Ground Rwys 8L/R, 12, 26L/R
119.15	124.85	118.3	123.9	127.5	121.8

LOC IMIA	Final Apch Crs	GS CHHAZ	ILS DA(H)	Apt Elev 9'
109.5	272^	1600' (1591')	209' (200')	TDZE 9'

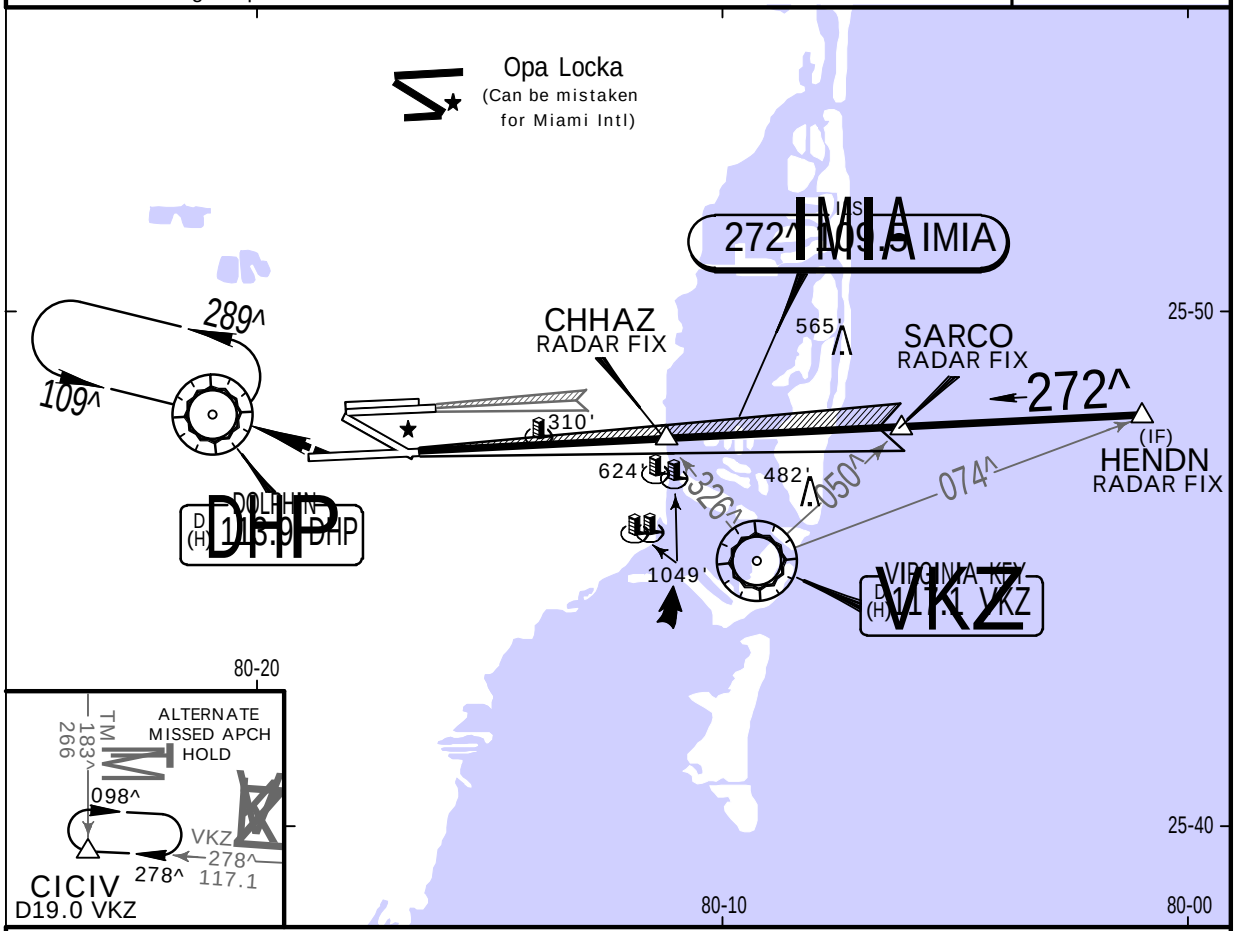
MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' direct DHP VOR and hold.

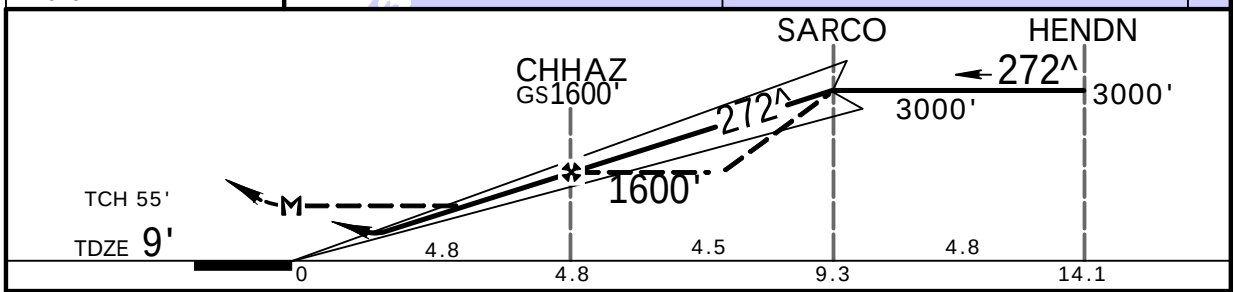
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

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



MSA DHP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
CHHAZ to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR
PAPI
600'
3000' RT
D
DHP 113.9

STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 209' (200') FULL	ILS DA(H) 209' (200') RAIL or ALS out	LOC (GS out) MDA(H) 560' (551') RAIL out	LOC (GS out) MDA(H) 560' (551') ALS out	CIRCLE-TO-LAND
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	NA
B					
C			RVR 50 or 1	1½	
D			RVR 60 or 1¼	1¾	

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CHANGES: Airport elevation, notes.

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KMIA/MIA MIAMI INTL

JEPPESEN

30 MAR 12 (11-8)

MIAMI, FLA ILS or LOC Rwy 30

BRIEFING STRIP ™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 9, 27, 30	Ground Rwys 8L/R, 12, 26L/R
119.15	124.85	118.3	123.9	127.5	121.8

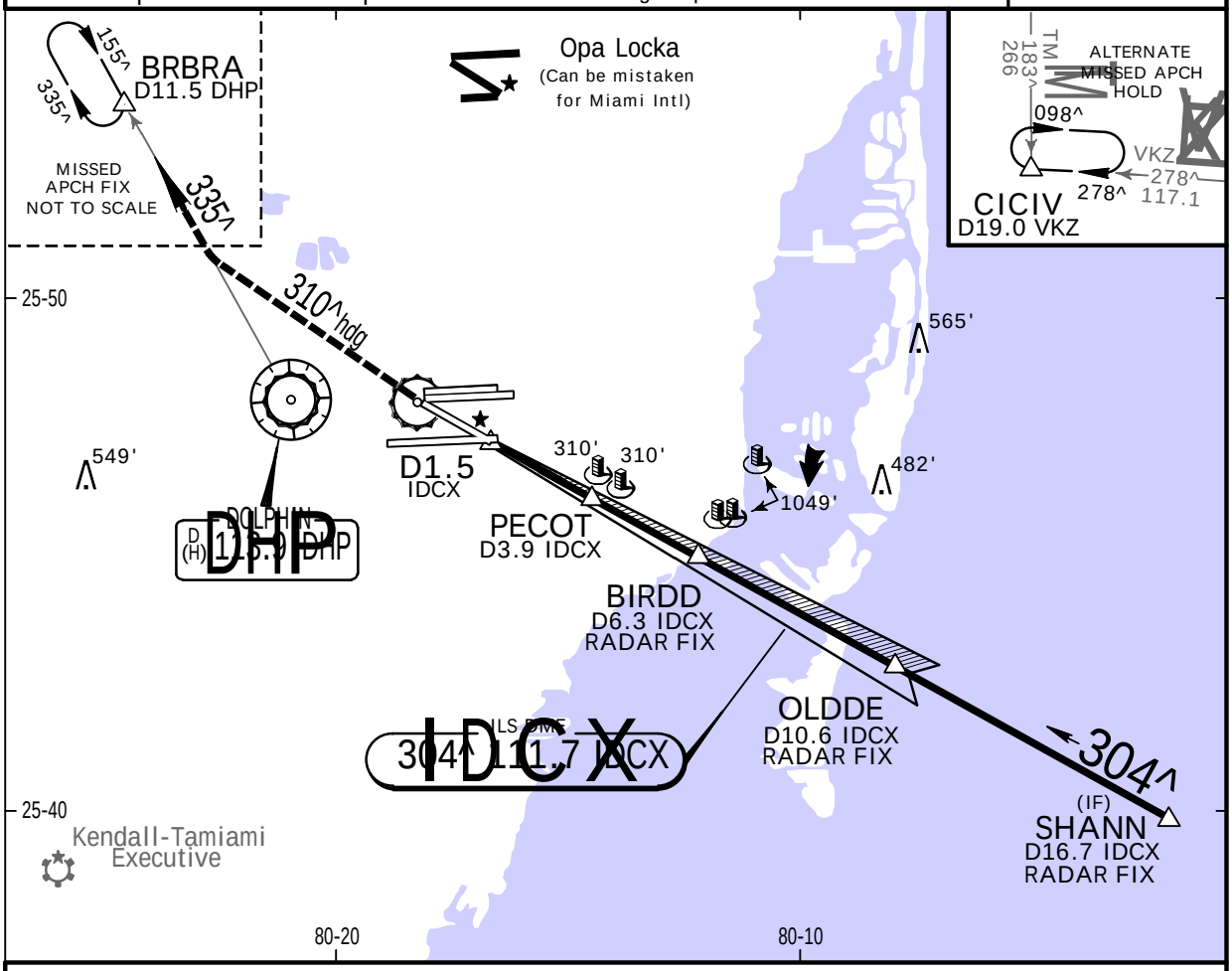
LOC IDCX	Final Apch Crs	GS BIRDD	ILS DA(H)	Apt Elev 9'
111.7	304^	1600' (1592')	220' (212')	TDZE 8'

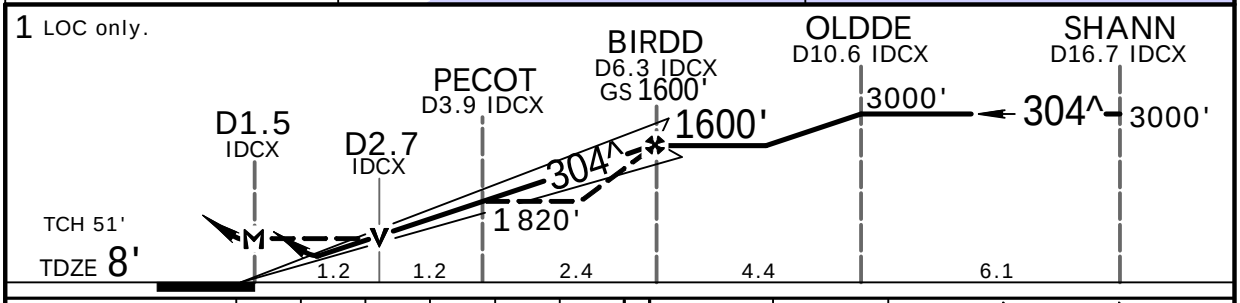
MISSED APCH: Climb to 800' then climbing RIGHT turn to 2000' via heading 310^ and DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.

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

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

MSA DHP VOR: 2100' (090^ – 270^), 2900'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.5 IDCX or BIRDD to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALS PAPI | 800' | 2000' RT via 310^ hdg and DHP 113.9 R-335

STRAIGHT-IN LANDING RWY 30

	ILS DA(H) 220' (212') FULL	ILS DA(H) 220' (212') ALS out	LOC (GS out) MDA(H) 460' (452') With PECOT	LOC (GS out) MDA(H) 460' (452') ALS out	LOC (GS out) MDA(H) 820' (812') Without PECOT	LOC (GS out) MDA(H) 820' (812') ALS out	CIRCLE-TO-LAND
A	RVR 40 or ¾		RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	NA
B			RVR 60 or 1¼		RVR 60 or 1¼		
C			RVR 60 or 1¼		2½		
D			1½		2¾		

AMDT 1A PS

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CHANGES: Airport elevation.

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KMIA/MIA MIAMI INTL

JEPPESEN

6 DEC 13 (12-1) .Eff.12.Dec.

MIAMI, FLA RNAV (GPS) Rwy 8L

BRIEFING STRIP ™

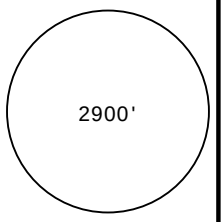
D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

WAAS	Final Apch Crs	Minimum Alt KACDE	LPV DA(H)	Apt Elev 9'
Ch 42703 W-08A	092^	1500' (1492')	258' (250')	Rwy 8L 8'

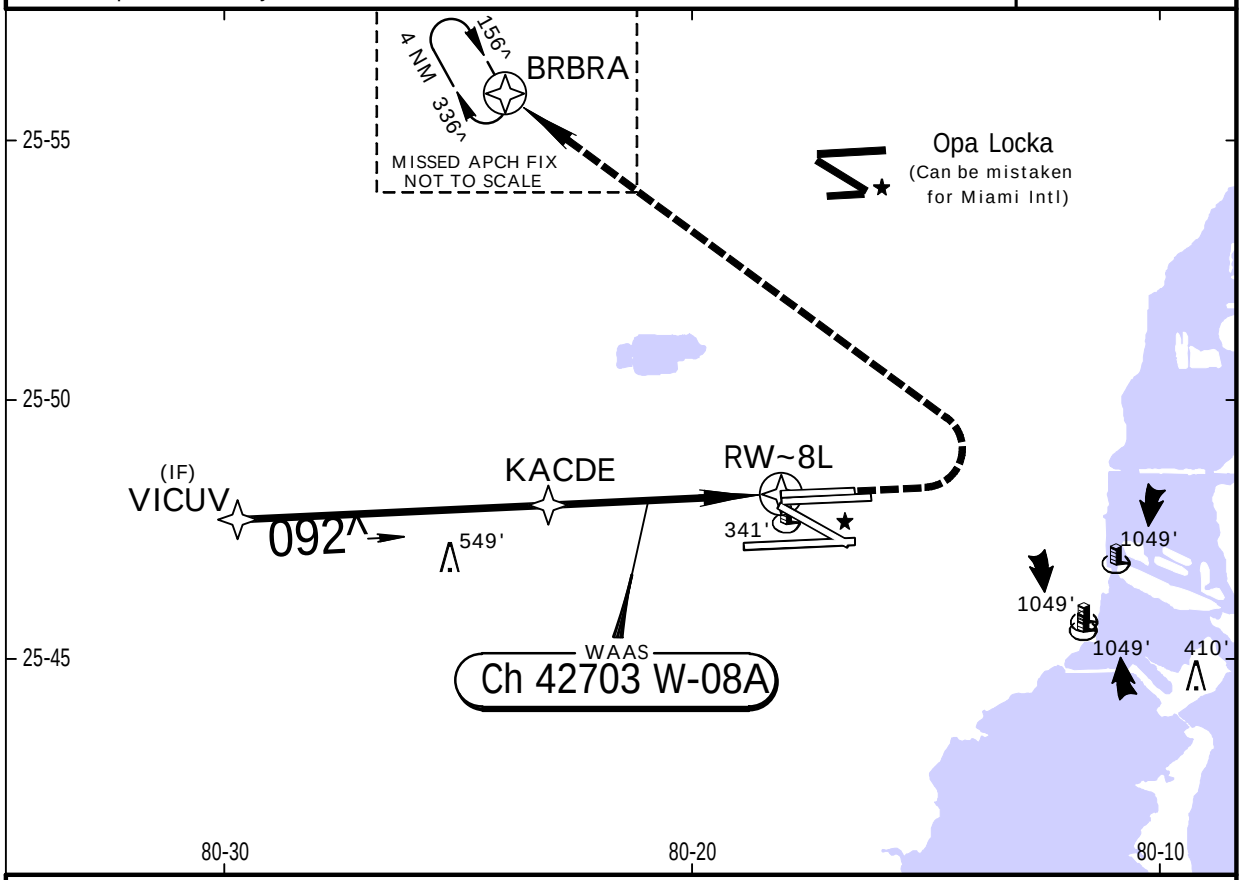
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' direct BRBRA and hold.

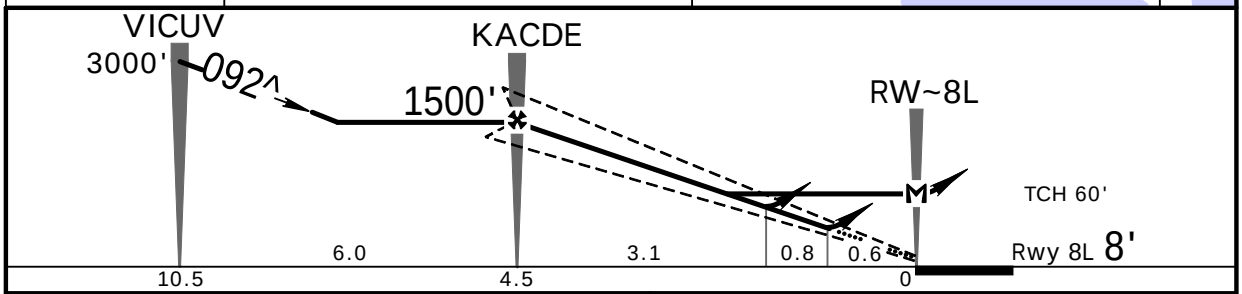
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5^C (41^F) or above 54^C (130^F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 9. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. Helicopter visibility reduction below RVR 5000 not authorized.



MSA RW~8L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW~8L						

REIL
PAPI-L

800' ↑ | 3000' ↰ LT | D | BRBRA

.TERPS.

STRAIGHT-IN LANDING RWY 8L

	LPV DA(H) 258' (250')	LNAV/VNAV DA(H) 512' (504')	1 LNAV MDA(H) 600' (592')
A	RVR 50 or 1	1⅝	RVR 55 or 1
B			
C			1¾
D			

CHANGES: Procedure.

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KMIA/MIA MIAMI INTL

JEPPESEN

6 DEC 13 Eff.12 Dec. (12-2)

MIAMI, FLA RNAV (GPS) Z Rwy 8R

BRIEFING STRIP ™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

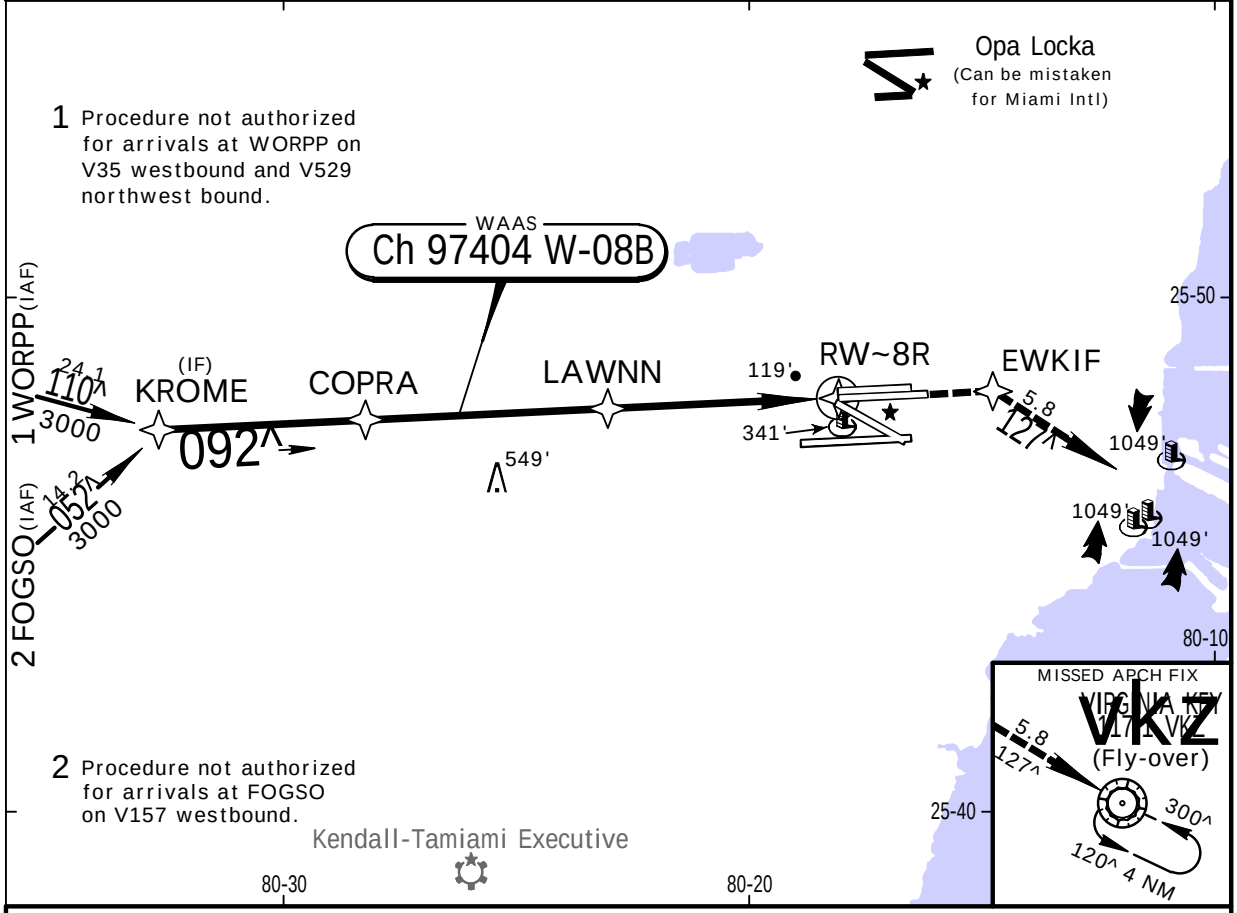
WAAS	Final Apch Crs	Minimum Alt LAWNN	LPV DA(H)	Apt Elev / TDZE
Ch 97404 W-08B	092^	1500' (1492')	273' (265')	9' / 8'

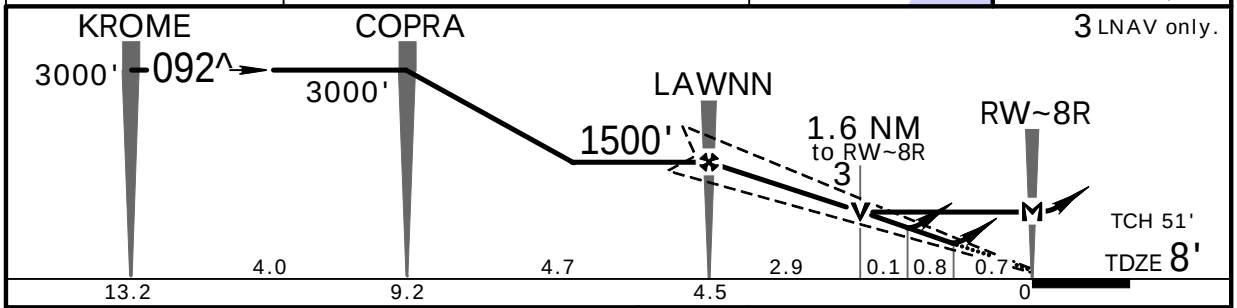
MISSED APCH: Climb to 3000' direct EWKIF and on track 127^ to VKZ VOR and hold.

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 54^C (130^F). 3. VGSI and RNAV glidepath not coincident.

MSA RW~8R: 2900'





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW~8R						

MALSR PAPI 3000' D EWKIF

STRAIGHT-IN LANDING RWY 8R

	LPV DA(H) 273' (265')		LNAV/VNAV DA(H) 530' (522')		LNAV MDA(H) 600' (592')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

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KMIA/MIA
MIAMI INTL

JEPPESEN
11 OCT 13 (12-3) .Eff.17.Oct.

MIAMI, FLA
RNAV (GPS) Rwy 9

BRIEFING STRIP ™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 9, 27, 30	Ground Rwys 8L/R, 12, 26L/R
119.15	124.85	118.3	123.9	127.5	121.8

WAAS	Final Apch Crs	Minimum Alt DOXSI	LPV DA(H)	Apt Elev / Rwy 9
Ch 81931 W-09A	092^	1500' (1493')	207' (200')	9' / 7'

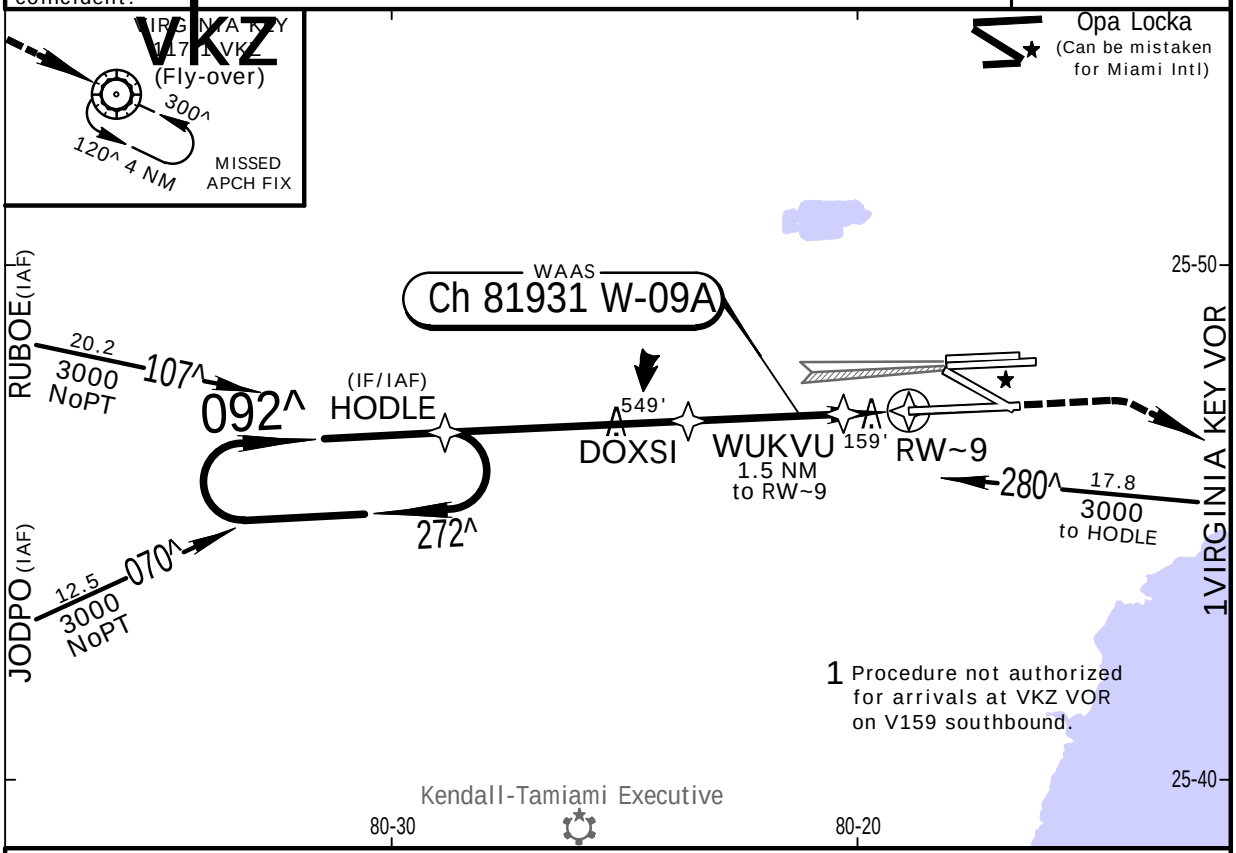
MISSED APCH: Climb to 800' then climbing RIGHT turn to 3000' direct VKZ VOR and hold, continue climb-in-hold to 3000'.

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

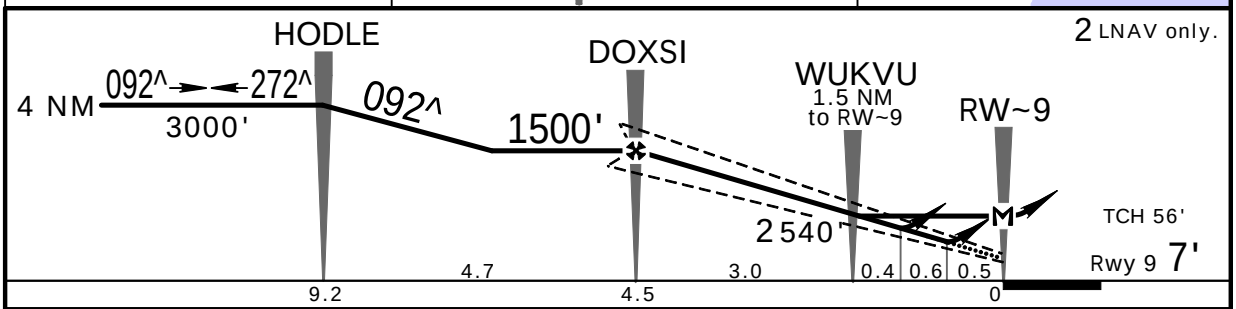
1. CAUTION: Lights on highway 1/4 mile south of final approach course may be mistaken for runway. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5^C (41^F) or above 54^C (130^F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with ILS or LOC Rwy 8R. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. Helicopter visibility reduction below RVR 4000 not authorized. 8. VGSI and RNAV glidepath not coincident.

2900'

MSA RW~9



1 Procedure not authorized for arrivals at VKZ VOR on V159 southbound.



2 LNAV only.

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW~9						

MALSR
PAPI
800'
3000' RT
VKZ 117.1

.TERPS.

STRAIGHT-IN LANDING RWY 9

	LPV DA(H) 207' (200')		LNAV/VNAV DA(H) 428' (421')			LNAV MDA(H) 460' (453')		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 46 or 7/8	RVR 50 or 1	1 3/8	RVR 40 or 3/4	RVR 40 or 3/4	RVR 55 or 1
B								
C						RVR 45 or 7/8	RVR 55 or 1	1 3/8

AMEND 1 17 OCT 2013

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KMIA/MIA
MIAMI INTL

JEPPESEN

11 OCT 13
Eff 17 Oct.
12-4

MIAMI, FLA
RNAV (GPS) Z Rwy 12

BRIEFING STRIP ™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

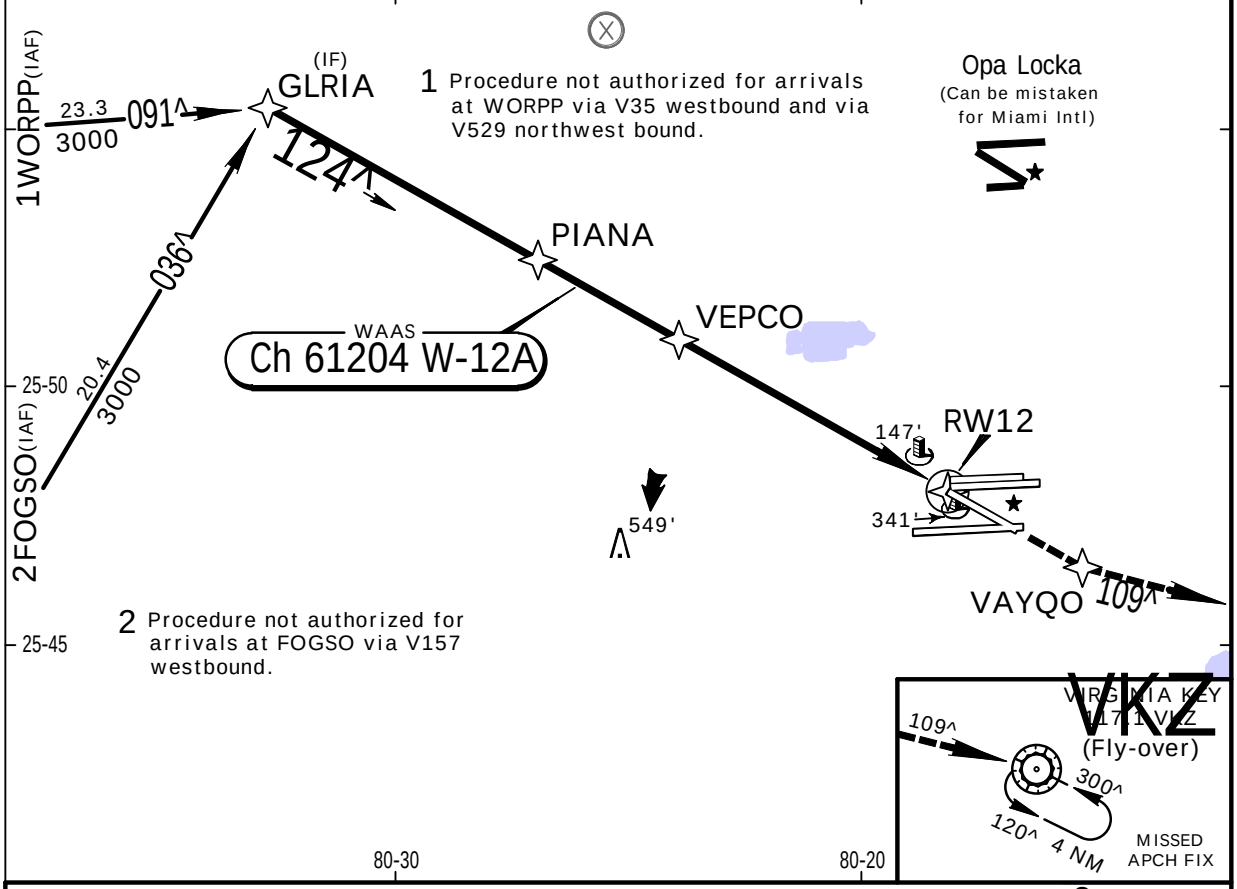
WAAS	Final Apch Crs	Minimum Alt VEPCO	LPV DA(H)	Apt Elev / TDZE
Ch 61204 W-12A	124^	2000' (1992')	390' (382')	Apt Elev 9' TDZE 8'

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. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 49^C (120^F). 3. VGSI 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.

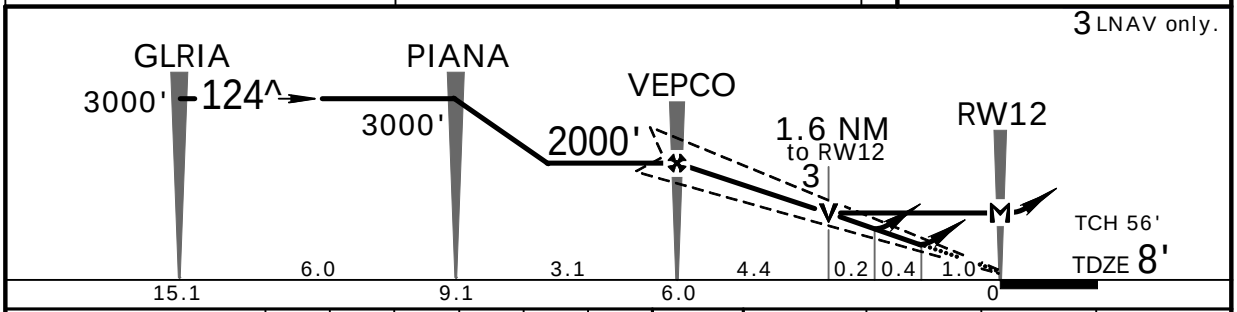
MSA RW12: 2900'



1 Procedure not authorized for arrivals at WORPP via V35 westbound and via V529 northwest bound.

2 Procedure not authorized for arrivals at FOGSO via V157 westbound.

3 LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW12						

MALSR PAPI 3000' VAYQO

STRAIGHT-IN LANDING RWY 12

	LPV DA(H) 390' (382')		LNAV/VNAV DA(H) 506' (498')		LNAV MDA(H) 600' (592')	
		RAIL or ALS out		RAIL or ALS out	RAIL out	ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1¾	RVR 40 or ¾	RVR 50 or 1
B						
C					RVR 50 or 1	1½
D					RVR 60 or 1¼	1¾

AMEND 1A PS

CHANGES: None.

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KMIA/MIA
MIAMI INTL

JEPPESEN

6 DEC 13
Eff.12.Dec. (12-5)

MIAMI, FLA
RNAV (GPS) Z Rwy 26L

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

BRIEFING STRIP ™

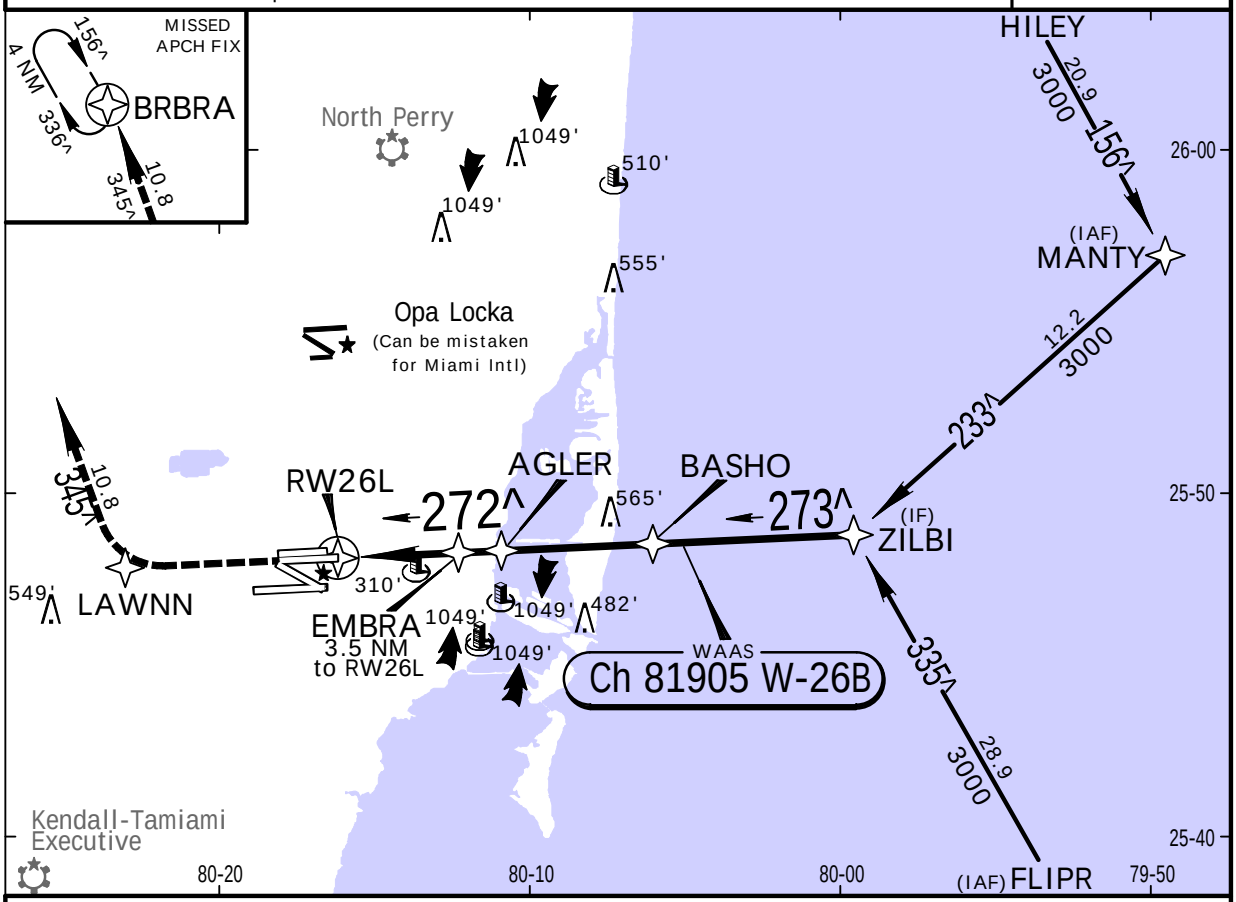
WAAS	Final Apch Crs	Minimum Alt AGLER	LPV DA(H)	Apt Elev / TDZE
Ch 81905 W-26B	272^	1600' (1592')	325' (317')	Apt Elev 9' TDZE 8'

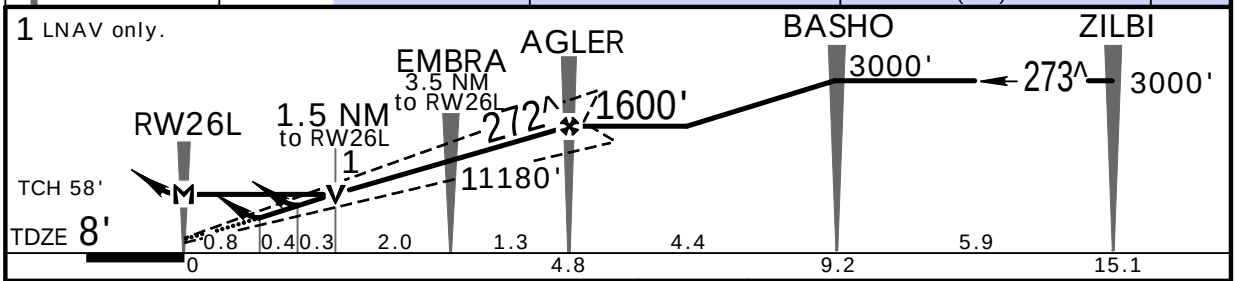
MISSED APCH: Climb to 2000' direct LAWNN and on track 345^ to BRBRA and hold.

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 54^C (130^F). 3. VGSI and RNAV glidepath not coincident. 4. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided.

2900'
MSA RW26L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW26L						

MALSF
PAPI
2000'
LAWNN

STRAIGHT-IN LANDING RWY 26L

	LPV DA(H) 325' (317') ALS out	LNAV/VNAV DA(H) 450' (442') ALS out	LNAV MDA(H) 560' (552')	LNAV MDA(H) 560' (552') ALS out
A	RVR 50 or 1	1½	RVR 40 or ¾	RVR 50 or 1
B				
C			1½	
D			1¾	

S AMEND 1B 4 APR 2013

CHANGES: None.

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KMIA/MIA MIAMI INTL — JEPPESEN — MIAMI, FLA

6 DEC 13 (12-6) .Eff.12.Dec. RNAV (GPS) Rwy 26R

BRIEFING STRIP ™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

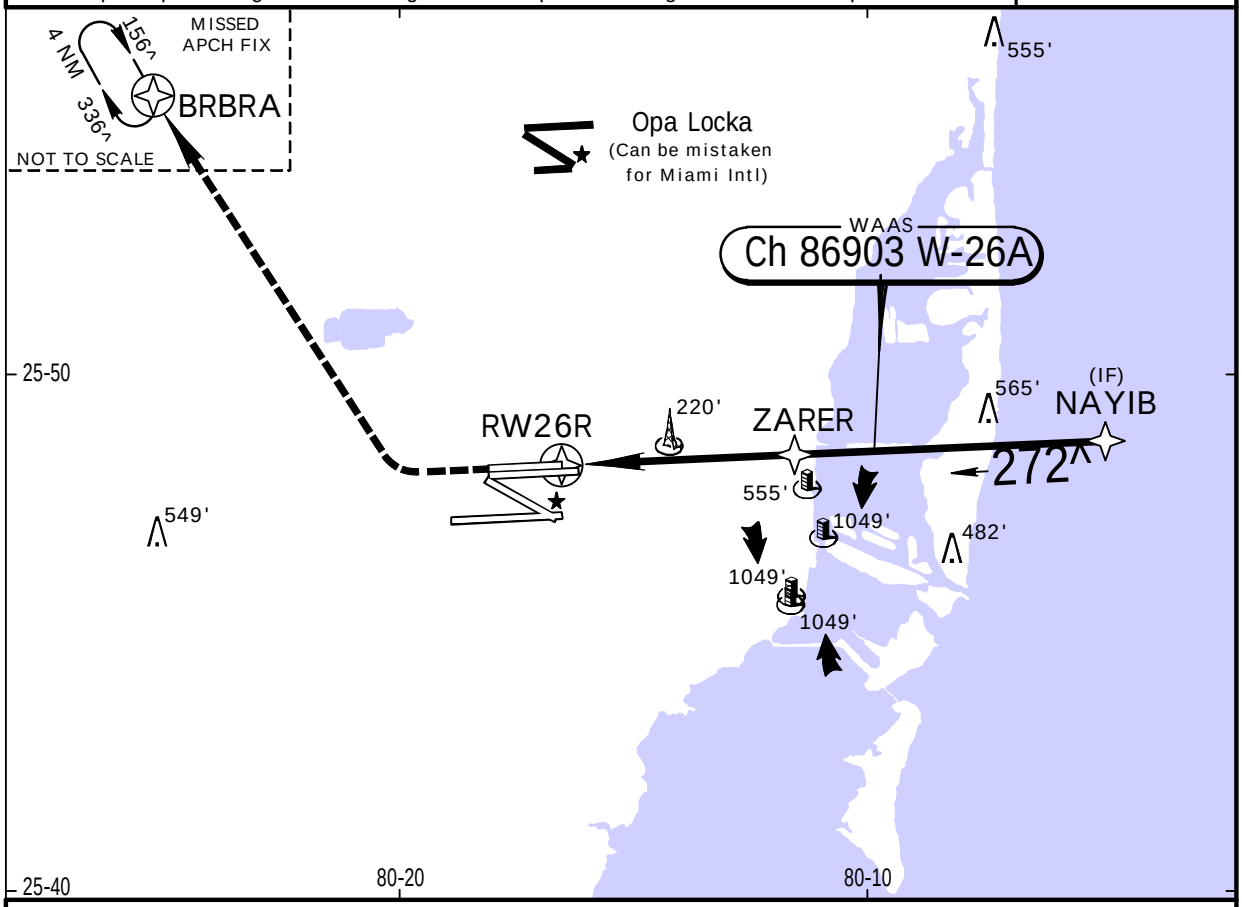
WAAS	Final Apch Crs	Minimum Alt ZARER	LPV DA(H)	Apt Elev 9'
Ch 86903 W-26A	272^	1500' (1492')	273' (265')	Rwy 26R 8'

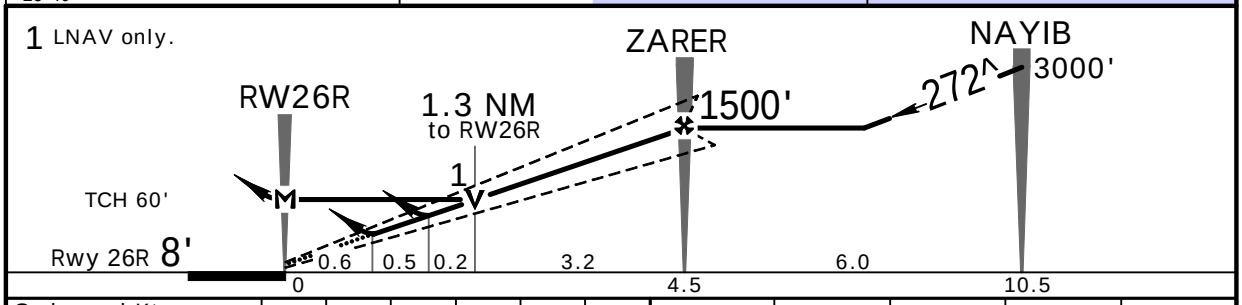
MISSED APCH: Climb to 800' then climbing RIGHT turn to 3000' direct BRBRA and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5^C (41^F) or above 54^C (130^F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 27. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

MSA RW26R: 2900'





Gnd speed-Kts	70	90	100	120	140	160	REIL	800'	3000'		BRBRA
Glide Path Angle 3.00^	372	478	531	637	743	849	PAPI-L		RT		
MAP at RW26R											

.TERPS. STRAIGHT-IN LANDING RWY 26R

LPV DA(H) 273' (265')	LNAV/VNAV DA(H) 434' (426')	1 LNAV MDA(H) 480' (472')
A		1
B		
C	7/8	1 3/8
D		1 3/8

CHANGES: Procedure.

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JEPPESEN

24 JUL 09
.Eff.30.Jul.

(12-7)

MIAMI, FLA RNAV (GPS) Z Rwy 27

BRIEFING STRIP ™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 9, 27, 30	Ground Rwys 8L/R, 12, 26L/R
119.15	124.85	118.3	123.9	127.5	121.8

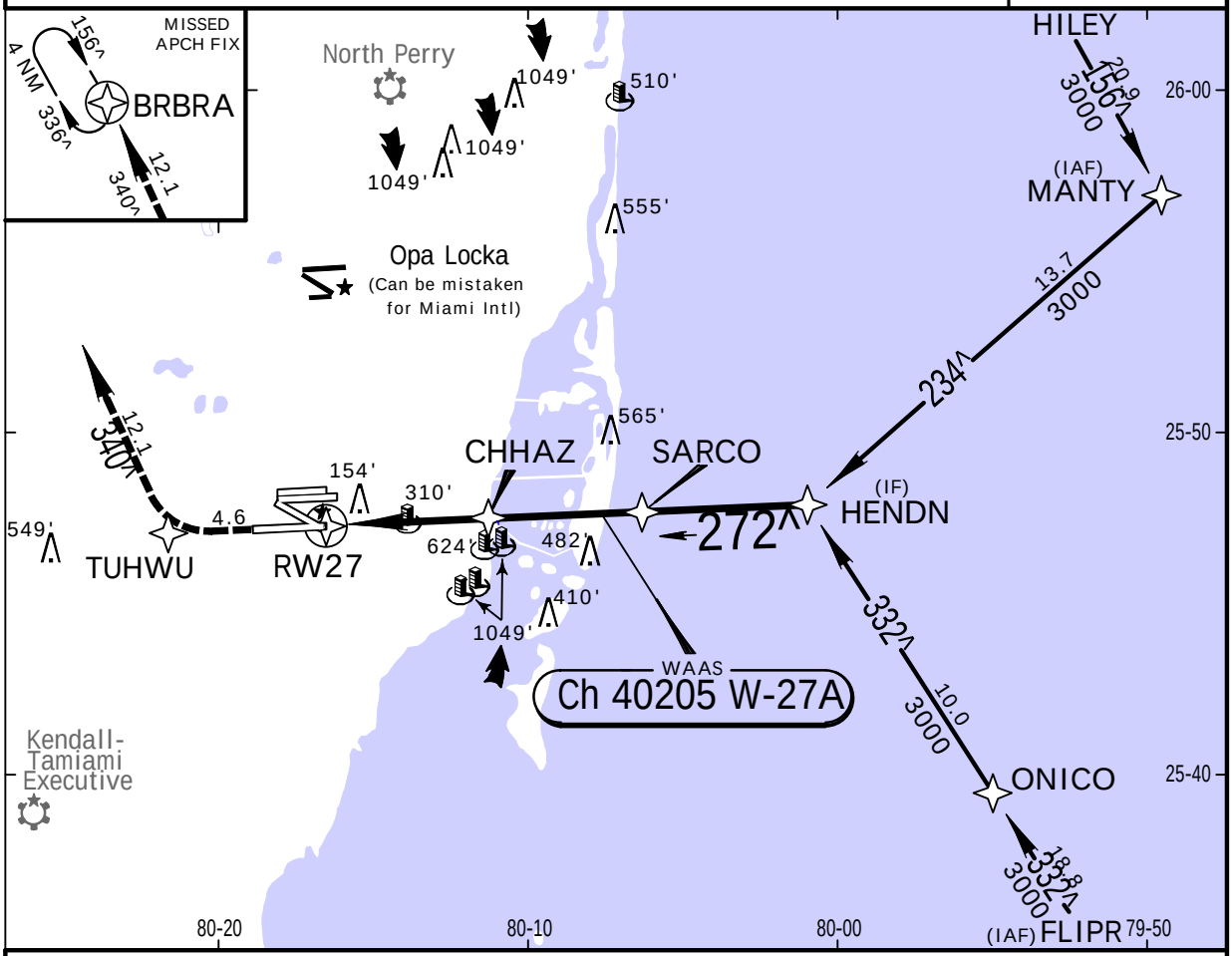
WAAS	Final Apch Crs	Minimum Alt CHHAZ	LPV DA(H)	Apt Elev / TDZE
Ch 40205 W-27A	272^	1600' (1592')	312' (304')	Apt Elev 8' TDZE 8'

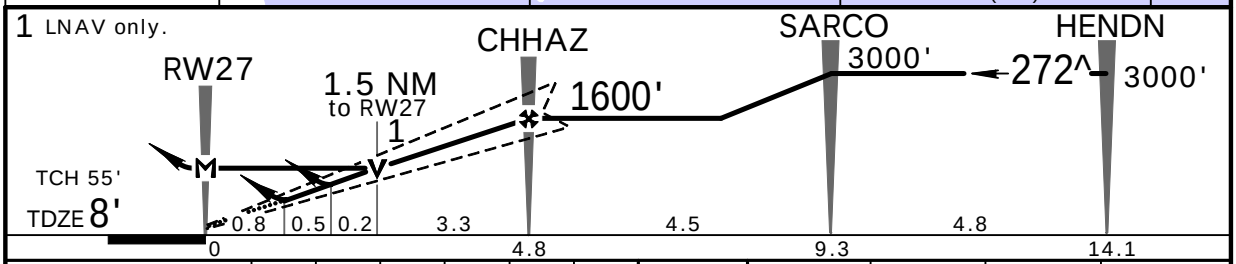
MISSED APCH: Climb to 2000' direct TUHWU and via 340^ track to BRBRA and hold.

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.

2900'
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						

MALSR
PAPI
2000'
TUHWU

STRAIGHT-IN LANDING RWY 27

	LPV DA(H) 312' (304')		LNAV/VNAV DA(H) 470' (462')		LNAV MDA(H) 560' (552')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60		

AMEND 2 PS

CHANGES: Procedure.

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KMIA/MIA MIAMI INTL

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24 JUL 09
.Eff.30.Jul. (12-8)

MIAMI, FLA RNAV (GPS) Z Rwy 30

BRIEFING STRIP ™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 9, 27, 30	Ground Rwys 8L/R, 12, 26L/R
119.15	124.85	118.3	123.9	127.5	121.8

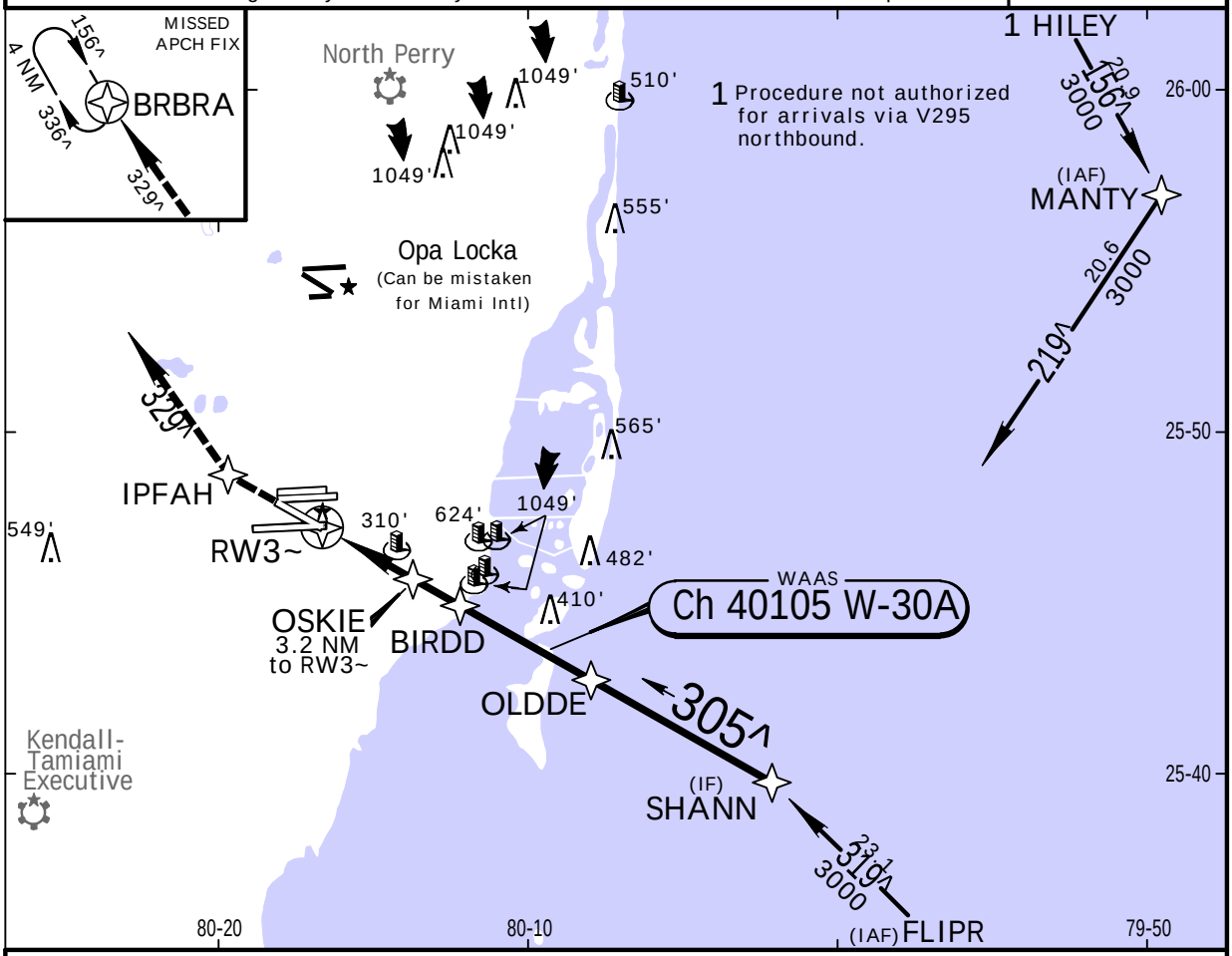
WAAS	Final Apch Crs	Minimum Alt BIRDD	LPV DA(H)	Apt Elev / TDZE
Ch 40105 W-30A	305^	1600' (1592')	285' (277')	Apt Elev 8' TDZE 8'

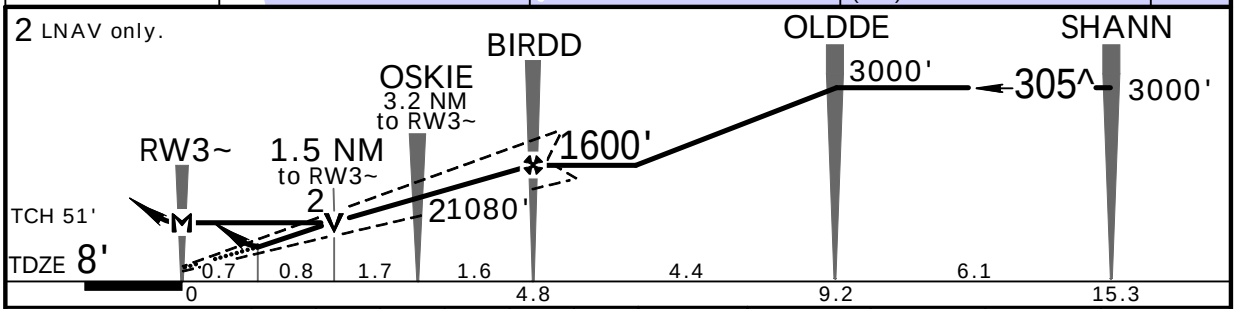
MISSED APCH: Climb to 3000' direct IPFAH and via 329^ track to BRBRA and hold.

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.

2900'
MSA RW3~





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW3~						

MALS
PAPI
3000'
IPFAH

STRAIGHT-IN LANDING RWY 30

	LPV DA(H) 285' (277')	LNAV MDA(H) 560' (552')
	ALS out	ALS out
A	RVR 50 or 1	RVR 40 or ¾
B		RVR 50 or 1
C		1½

AMEND 1 PS

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JEPPESEN
24 JUN 11 (12-20)

MIAMI, FLA
RNAV (RNP) Y Rwy 8R

BRIEFING STRIP ™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

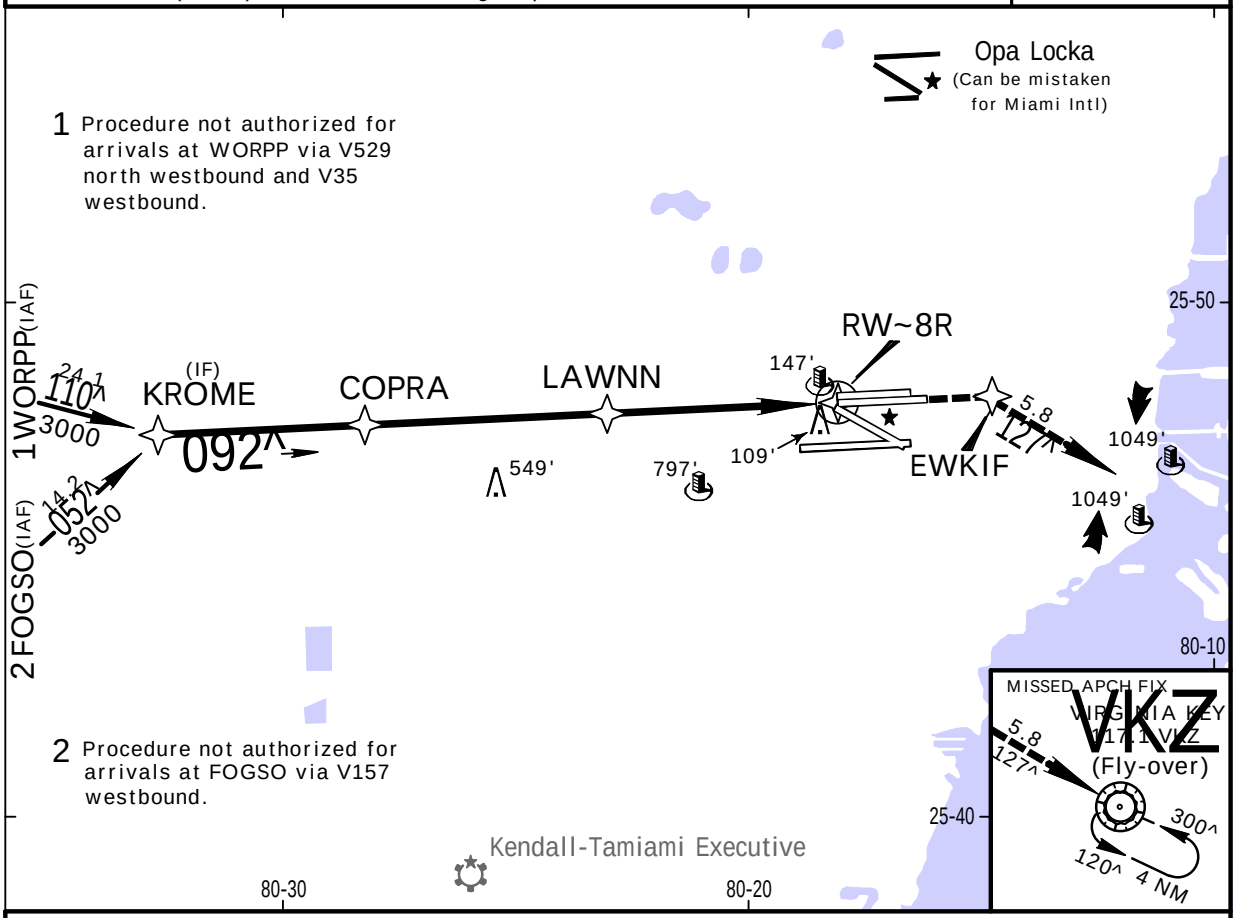
RNAV	Final Apch Crs	Minimum Alt LAWNN	RNP 0.11 DA(H)	Apt Elev / TDZE
	092^	1500' (1492')	354' (346')	9' / 8'

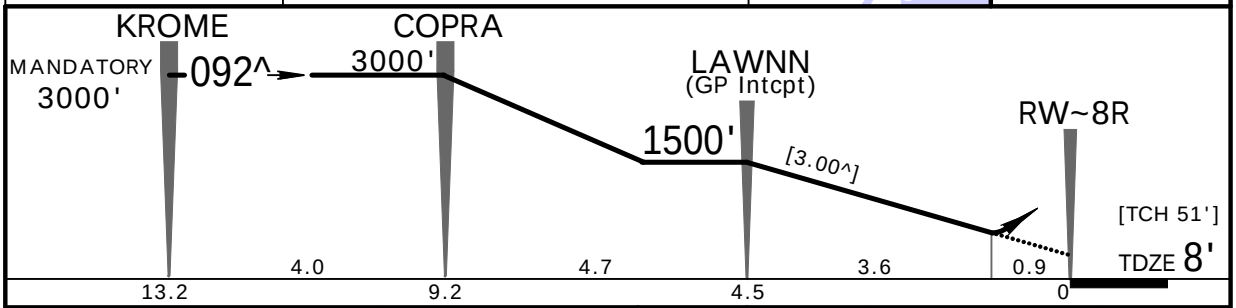
MISSED APCH: Climb to 3000' direct EWKIF and via 127^ track to VKZ VOR and hold, continue climb-in-hold to 3000'.

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.

MSA RW~8R: 2900'





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
3000'
EWKIF

STRAIGHT-IN LANDING RWY 8R

	1 RNP 0.11 DA(H) 354' (346')		RNP 0.30 DA(H) 458' (450')	
		RAIL or ALS out		RAIL or ALS out
A	RVR 32 or 5/8	RVR 60 or 1¼	RVR 50 or 1	1½
B				
C				
D				

AMEND 0A 30 JUN 2011

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JEPPESEN
24 JUN 11 (12-21)

MIAMI, FLA
RNAV (RNP) Y Rwy 12

BRIEFING STRIP ™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

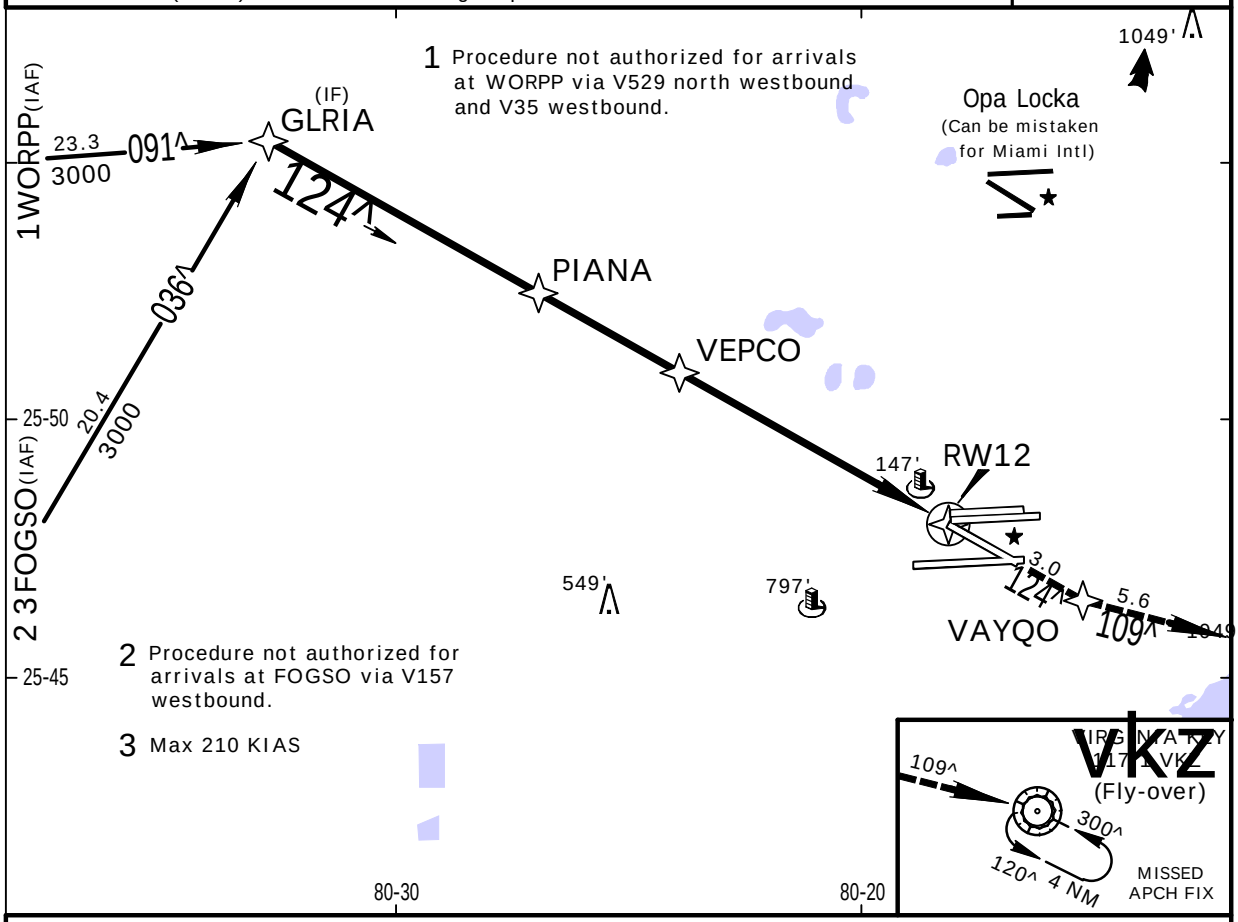
RNAV	Final Apch Crs	Minimum Alt VEPCO	RNP 0.30 DA(H)	Apt Elev 9' TDZE 8'
	124^	2000' (1992')	461' (453')	

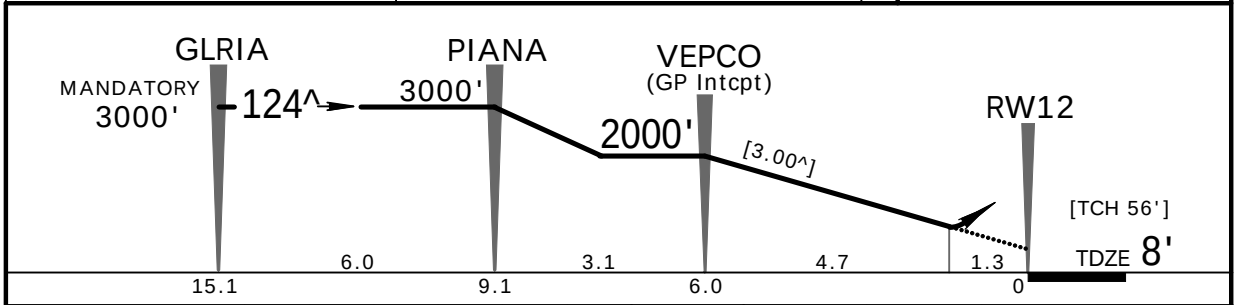
MISSED APCH: Climb to 3000' direct VAYQO and via 109^ track to VKZ VOR and hold, continue climb-in-hold to 3000'.

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
Descent angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
3000'
D
VAYQO

STRAIGHT-IN LANDING RWY 12
RNP 0.30
DA(H) 461' (453')

	RAIL or ALS out
A	
B	
C	RVR 50 or 1
D	

1½

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KMIA/MIA MIAMI INTL

JEPPESEN 24 JUN 11 (12-22)

MIAMI, FLA RNAV (RNP) Y Rwy 26L

BRIEFING STRIP ™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

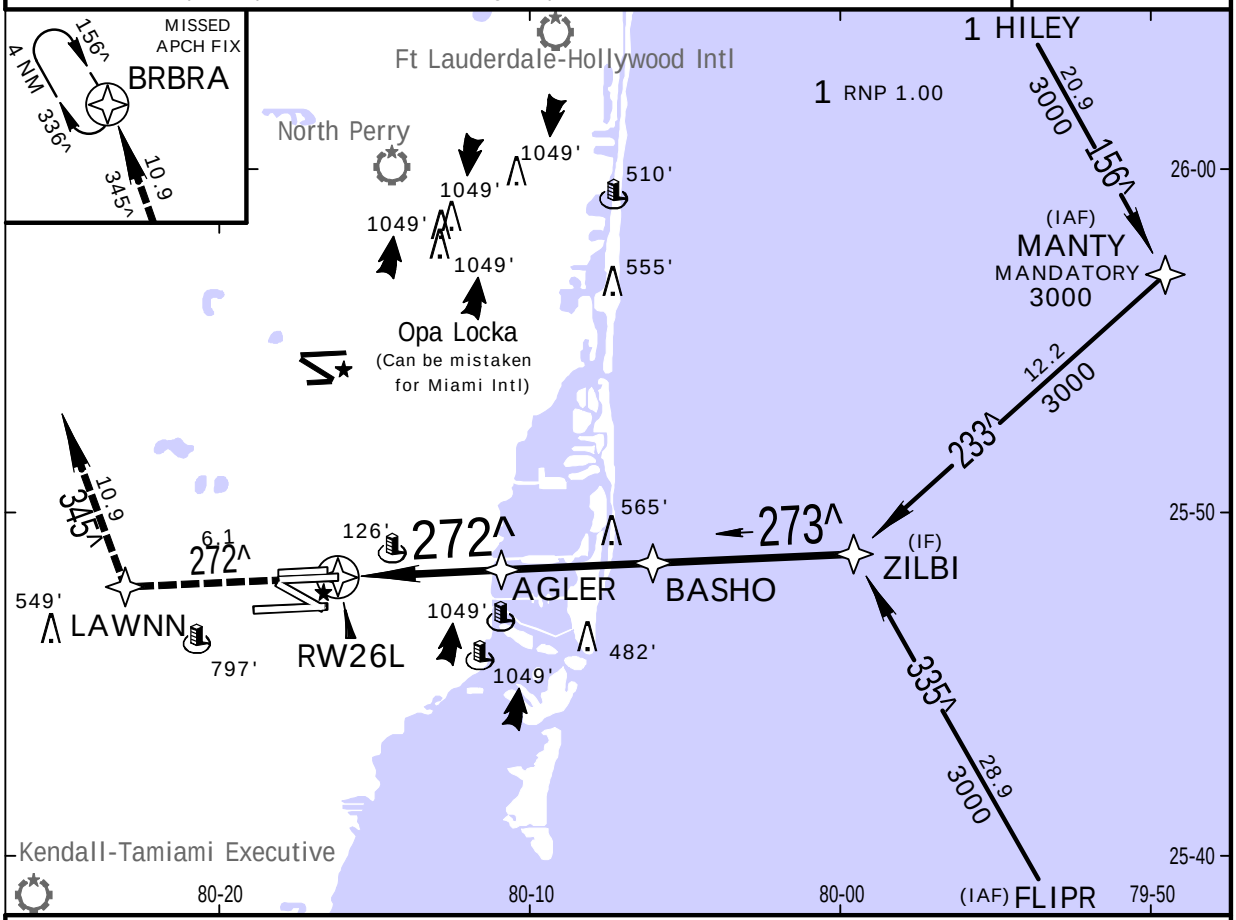
RNAV	Final Apch Crs	Minimum Alt AGLER	RNP 0.20 DA(H)	Apt Elev / TDZE
	272^	1600' (1592')	407' (399')	9' / 8'

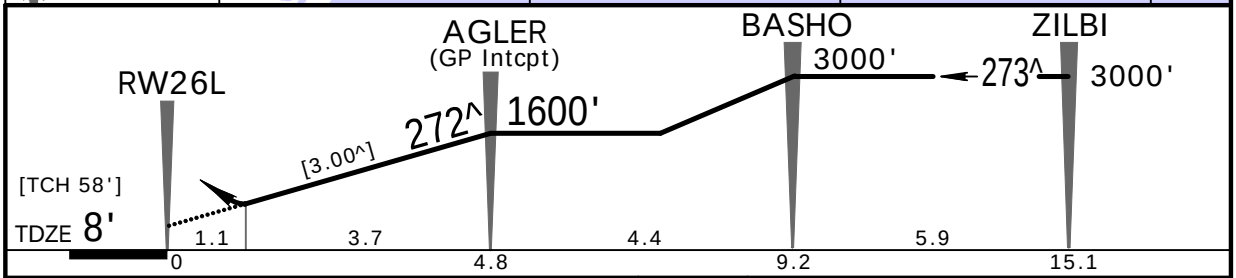
MISSED APCH: Climb to 2000' direct LAWNN and via 345^ track to BRBRA and hold.

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.

2900'
MSA RW26L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALSF PAPI 2000' LAWNN

STRAIGHT-IN LANDING RWY 26L

	RNP 0.20 DA(H) 407' (399')		RNP 0.30 DA(H) 564' (556')	
		ALS out		ALS out
A	RVR 50 or 1	RVR 60 or 1¼	1¾	2
B				
C				
D				

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MIAMI INTL

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24 JUN 11 (12-23)

MIAMI, FLA
RNAV (RNP) Y Rwy 27

BRIEFING STRIP ™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 9, 27, 30	Ground Rwys 8L/R, 12, 26L/R
119.15	124.85	118.3	123.9	127.5	121.8

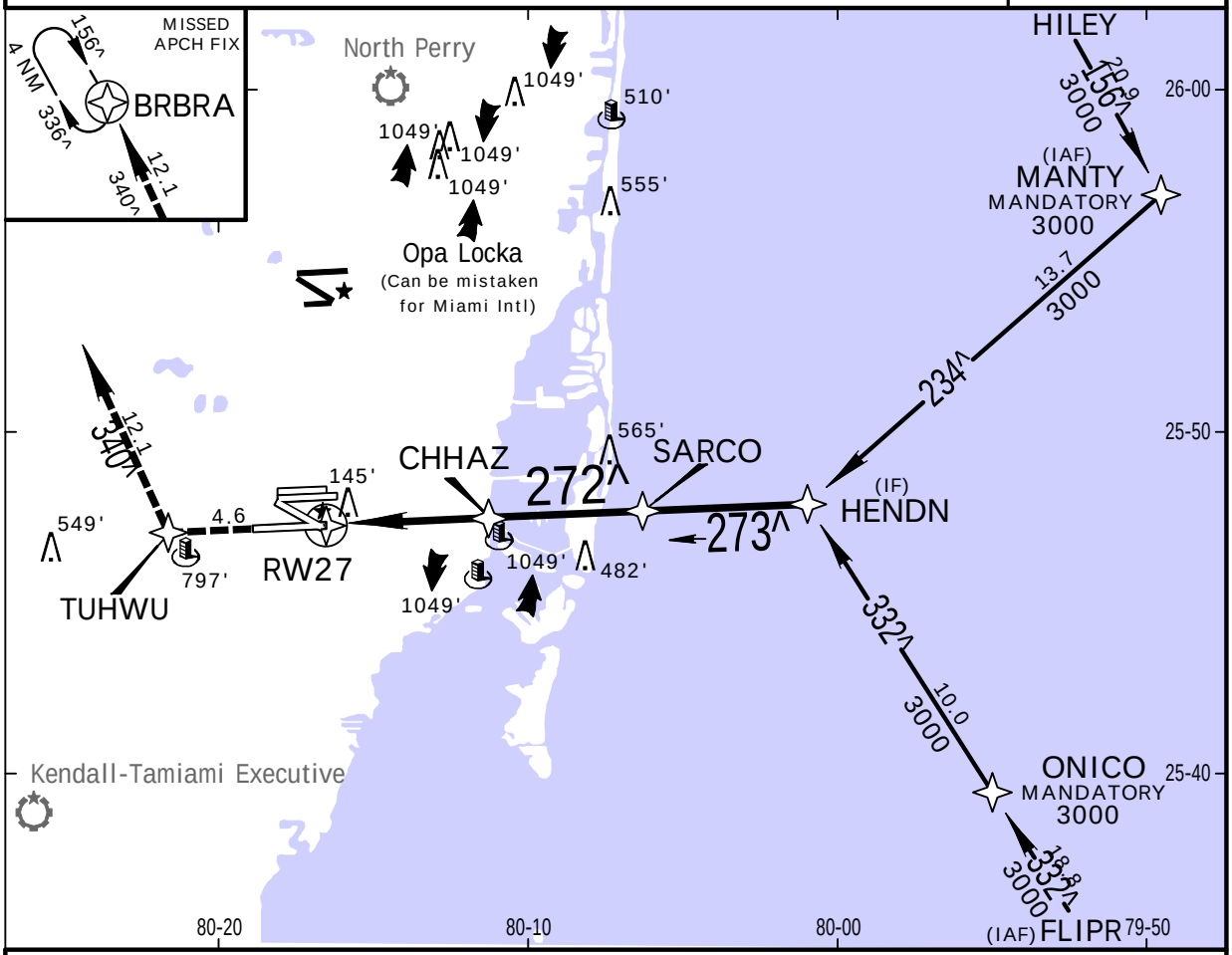
RNAV	Final Apch Crs	Minimum Alt CHHAZ	RNP 0.30 DA(H)	Apt Elev 9' TDZE 8'
	272^	1600' (1592')	455' (447')	

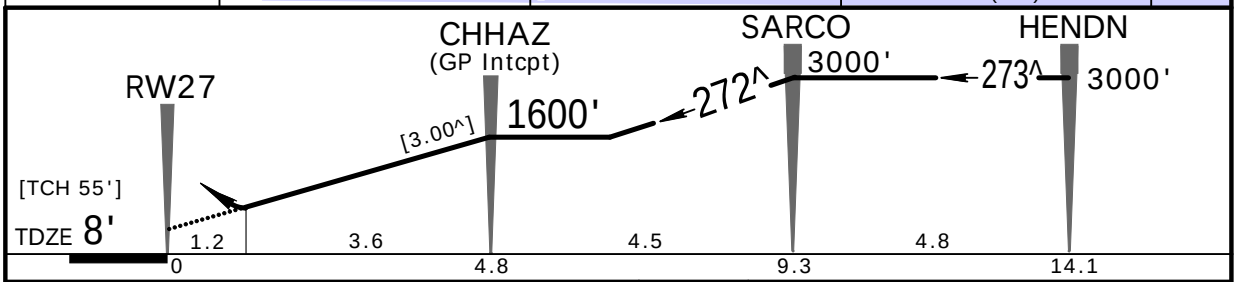
MISSED APCH: Climb to 2000' direct TUHWU and via 340^ track to BRBRA and hold.

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.

2900'
MSA RW27





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
2000'
TUHWU

STRAIGHT-IN LANDING RWY 27
RNP 0.30
DA(H) 455' (447')

	RAIL or ALS out	
A		
B		
C	RVR 50 or 1	1½

AMEND 1A 30 JUN 2011

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JEPPESEN
24 JUN 11 (12-24)

MIAMI, FLA
RNAV (RNP) Y Rwy 30

BRIEFING STRIP ™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270^-089^	MIAMI Tower 090^-269^	Ground Rwys 9, 27, 30	Ground Rwys 8L/R, 12, 26L/R
119.15	124.85	118.3	123.9	127.5	121.8

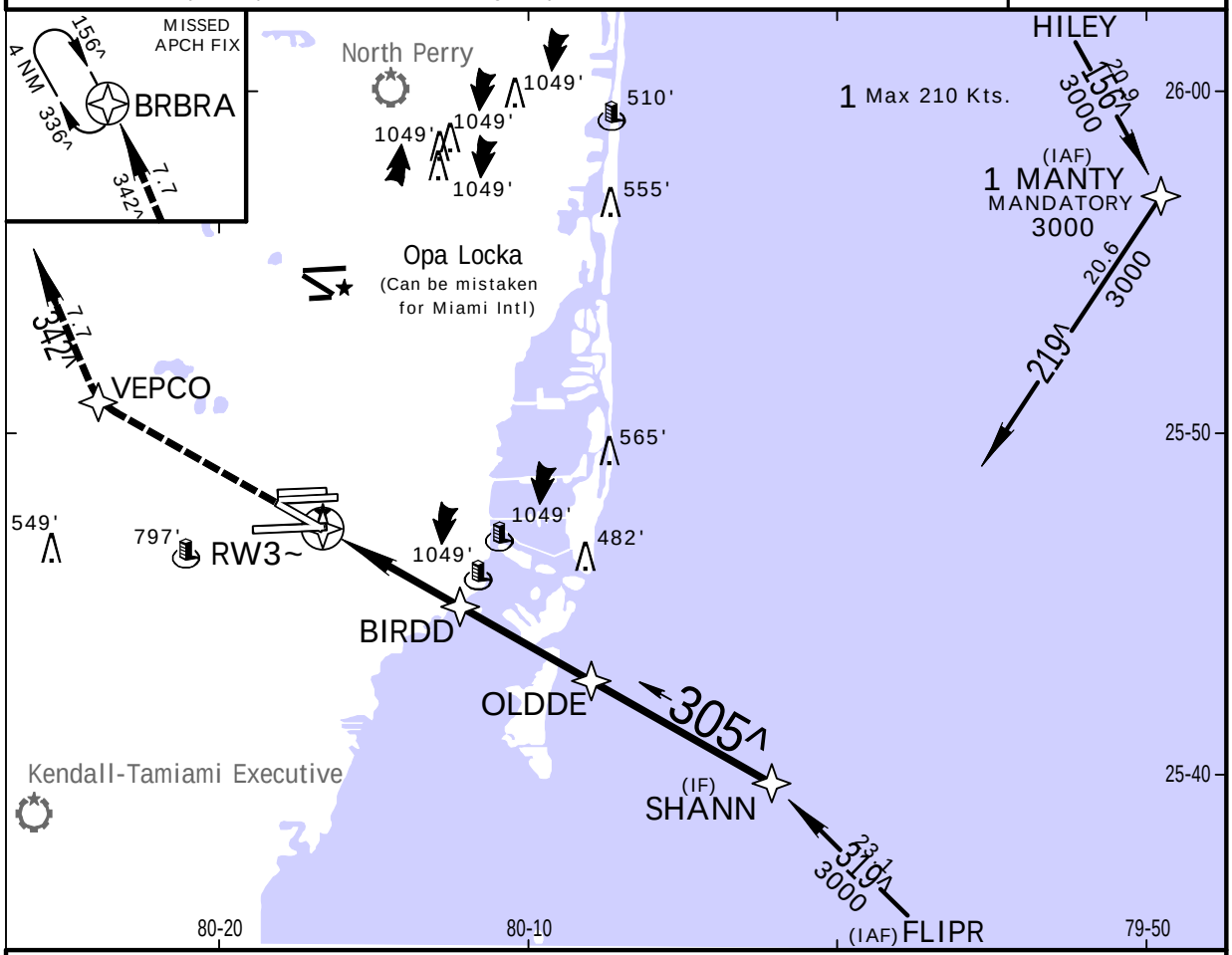
RNAV	Final Apch Crs	Minimum Alt BIRDD	RNP 0.23 DA(H)	Apt Elev / TDZE
	305^	1600' (1592')	426' (418')	Apt Elev 9' TDZE 8'

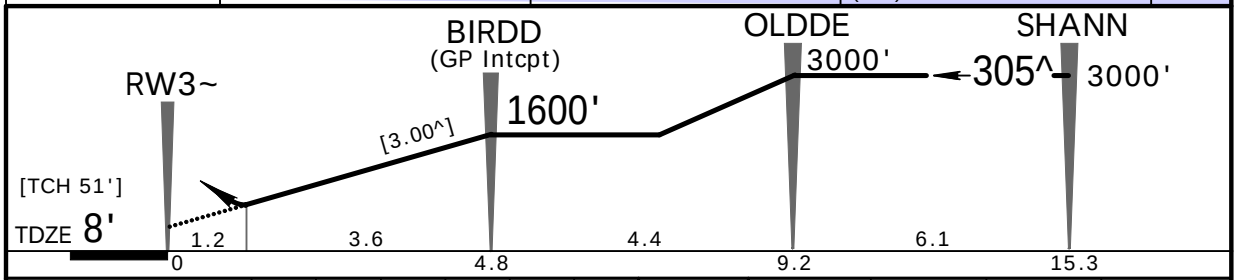
MISSED APCH: Climb to 3000' direct VEPCO and via 342^ track to BRBRA and hold.

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

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 RW3~ 2900'





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALS PAPI 3000' VEPCO

STRAIGHT-IN LANDING RWY 30

	RNP 0.23 DA(H) 426' (418')		RNP 0.30 DA(H) 521' (513')	
		ALS out		ALS out
A	1¼	1½	1½	1¾
B				
C				

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