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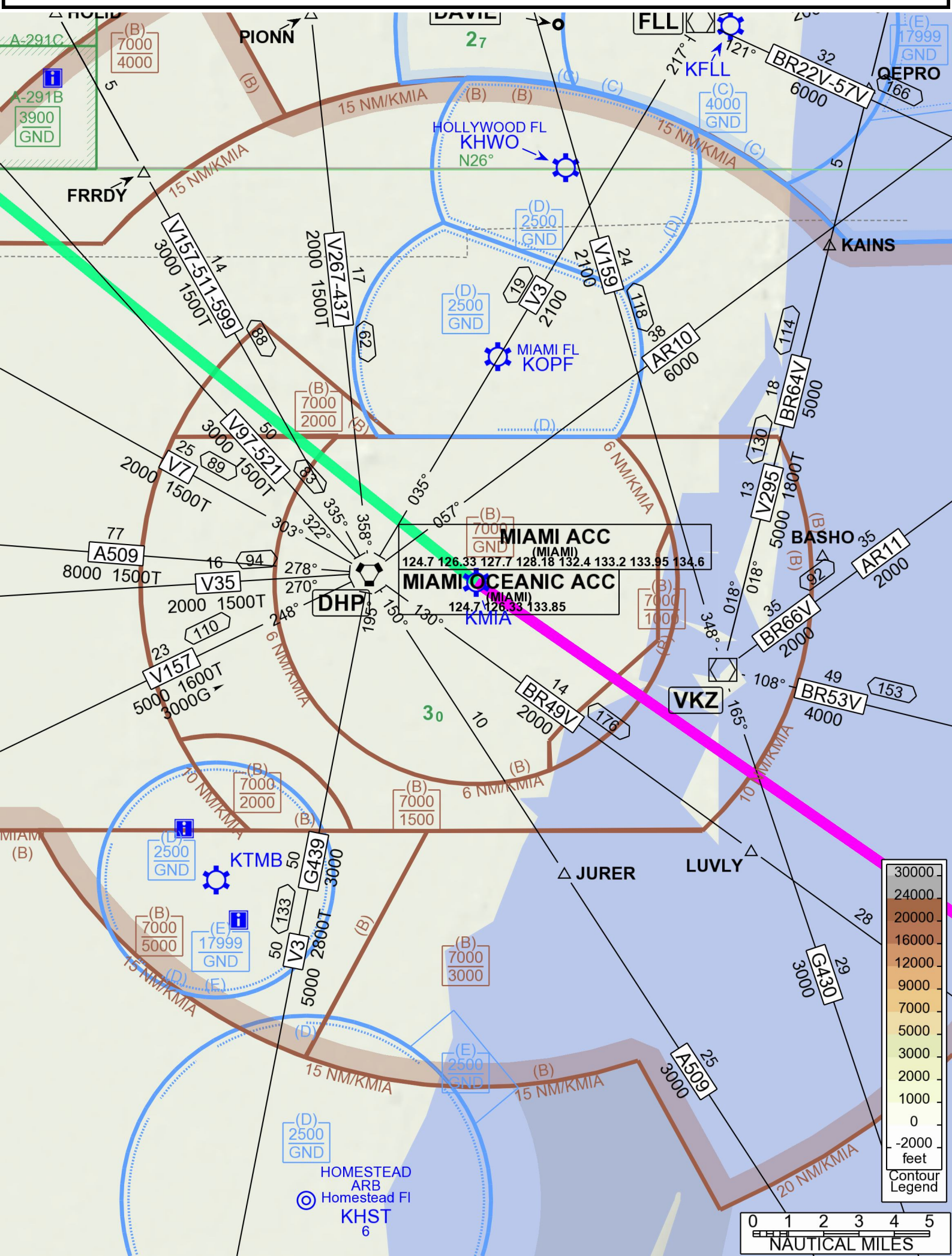
Revision Letter For Cycle 15-2016

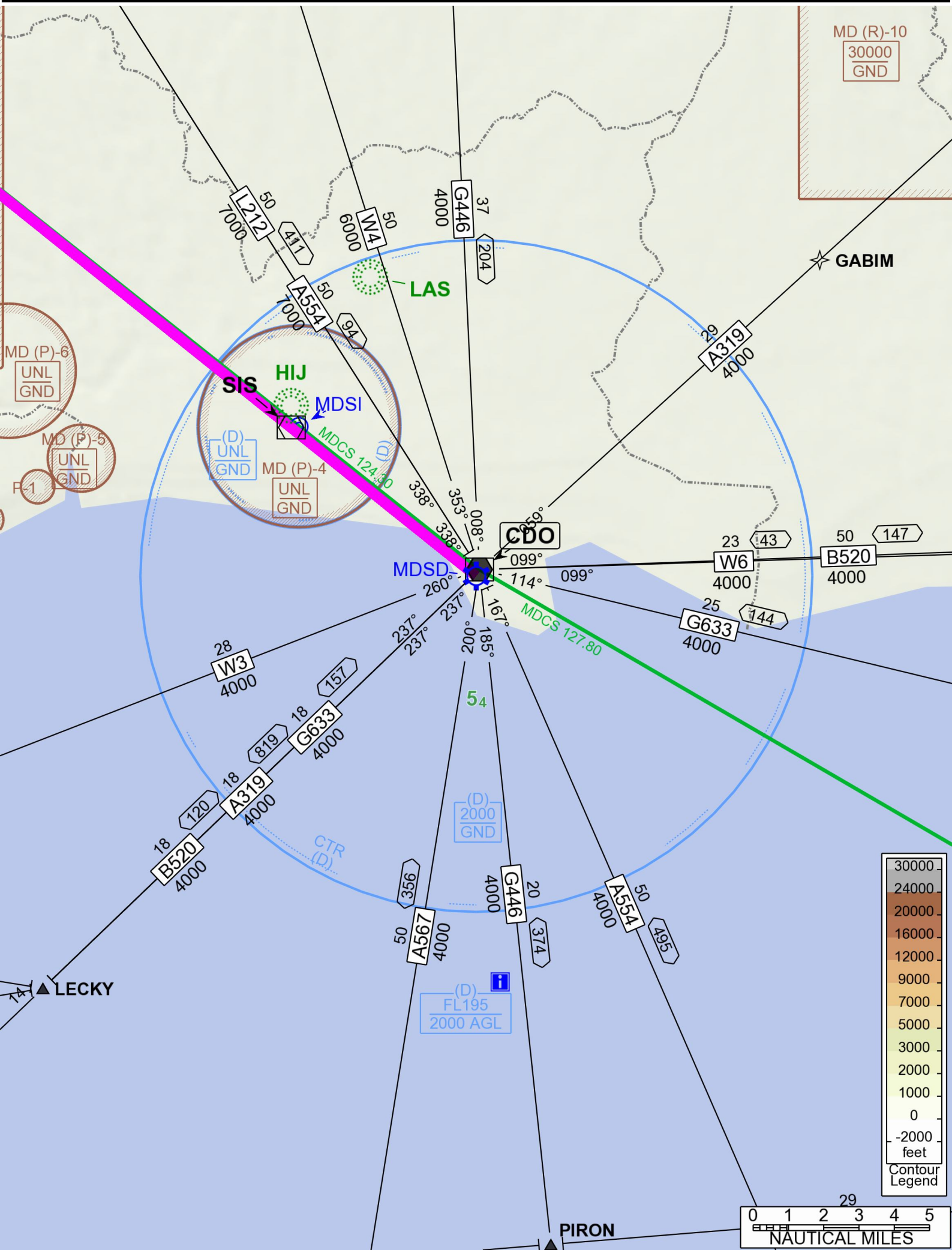
Change Notices

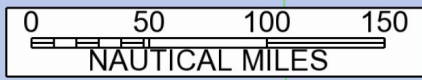
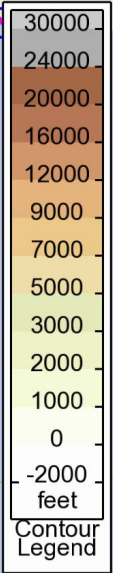
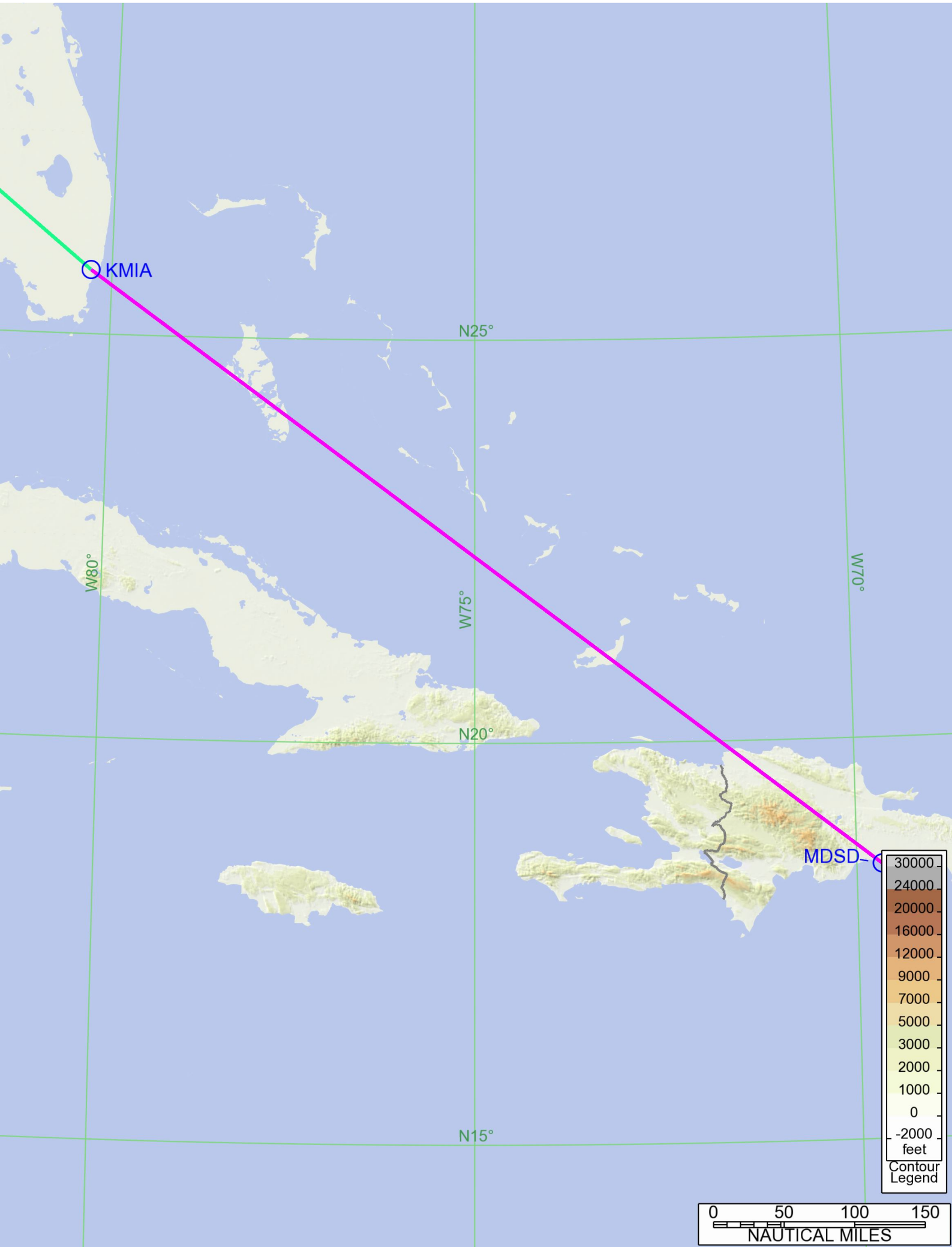
Notebook

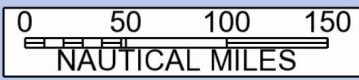
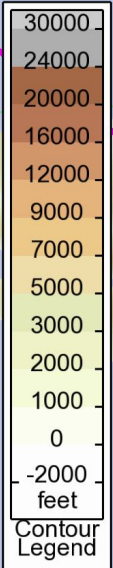
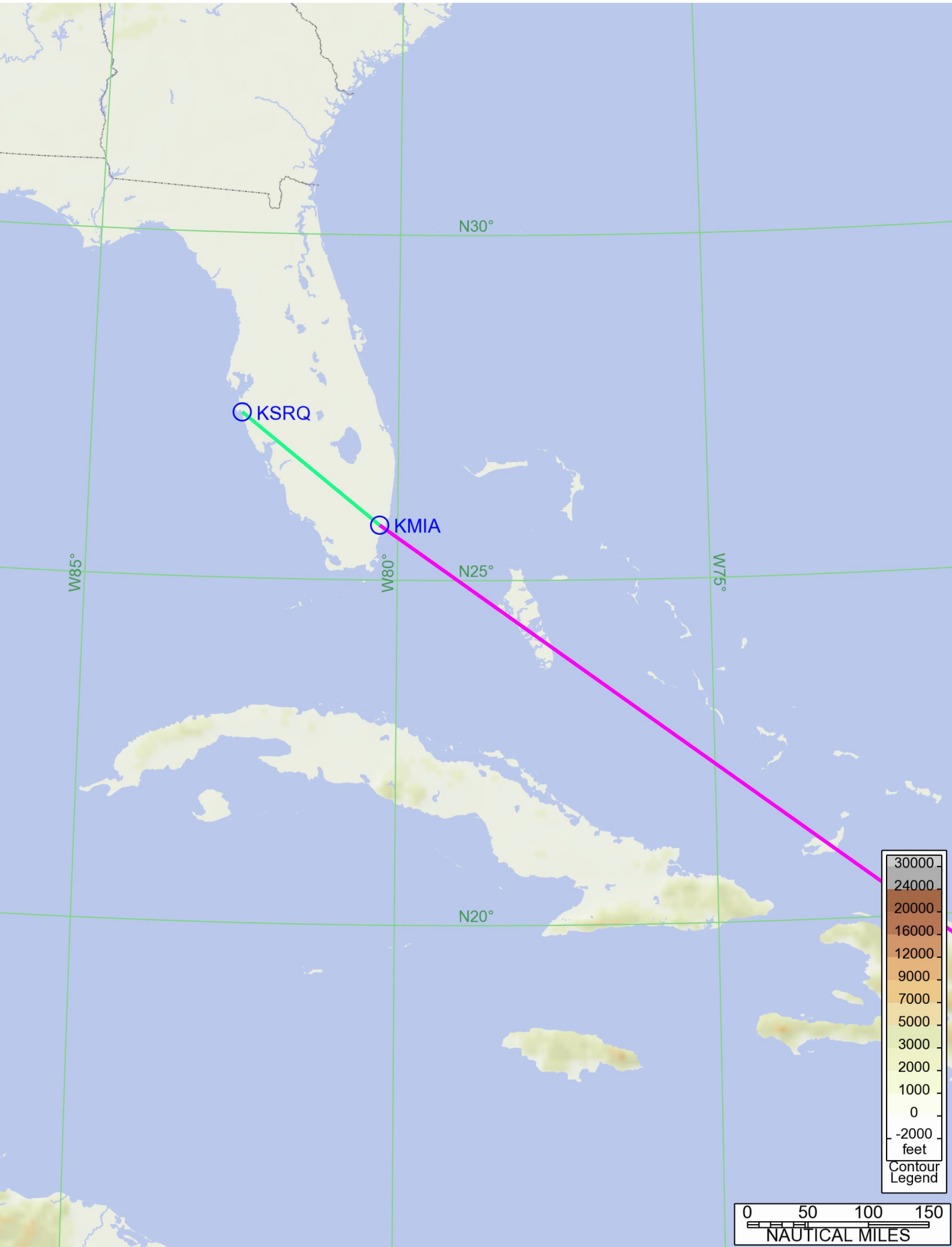
JEPPesen

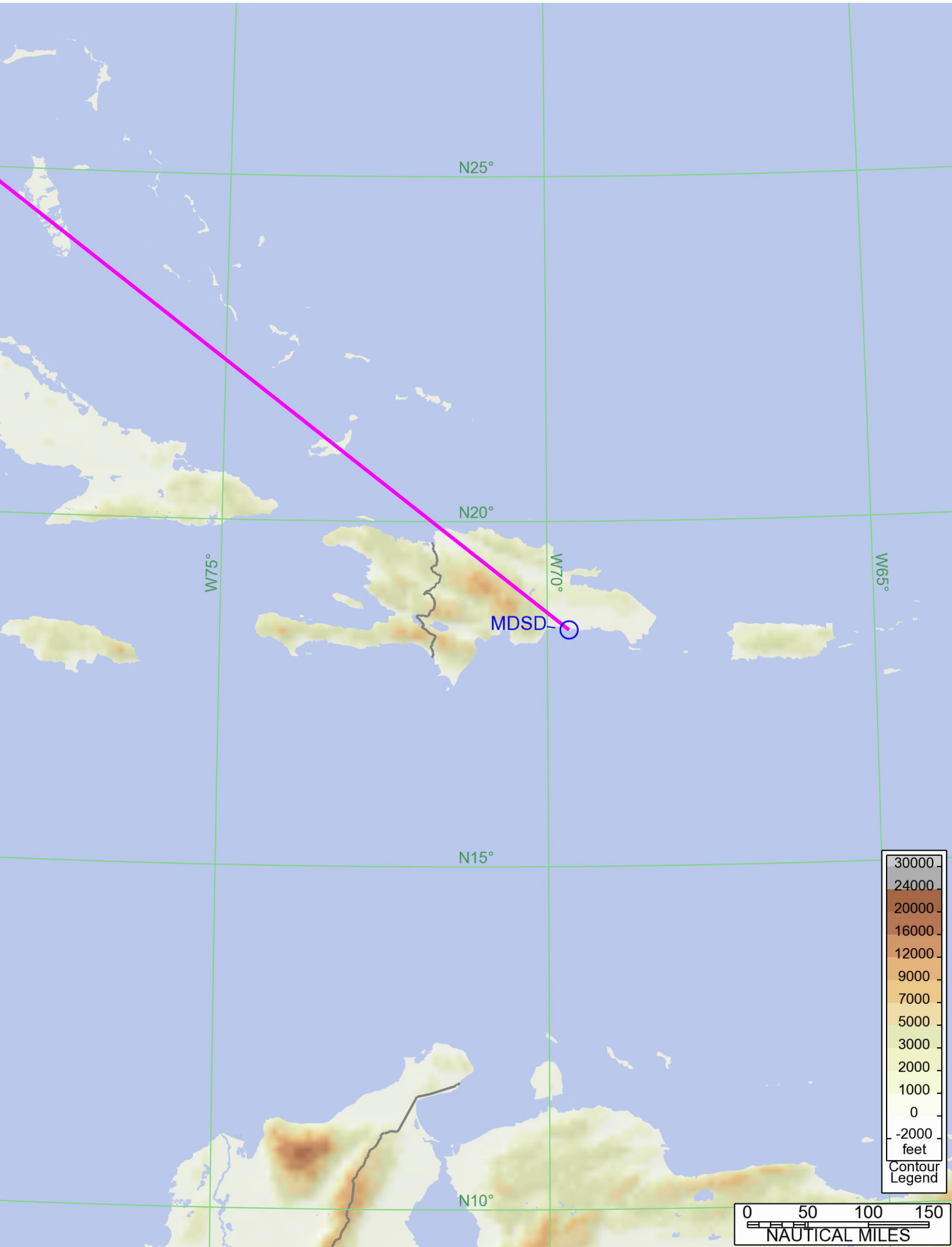
JeppView for Windows











General Information

Location: MIAMI FL USA
 ICAO/IATA: KMIA / MIA
 Lat/Long: N25° 47.72', W080° 17.41'
 Elevation: 9 ft

Airport Use: Public
 Daylight Savings: Observed
 UTC Conversion: +5:00 = UTC
 Magnetic Variation: 5.0° W
 Sectional Chart: Miami

Fuel Types: 100-130 Octane, Jet A
 Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
 Repair Types: Major Airframe, Major Engine
 Customs: Upon Prior Request
 Airport Type: IFR
 Landing Fee: Yes
 Control Tower: Yes
 Jet Start Unit: Yes
 LLWS Alert: No
 Beacon: Yes

Sunrise: 1114 Z
 Sunset: 2307 Z

Runway Information

Runway: 08L
 Length x Width: 8600 ft x 150 ft
 Surface Type: asphalt
 TDZ-Elev: 8 ft
 Lighting: Edge, Centerline, REIL

Runway: 08R
 Length x Width: 10506 ft x 200 ft
 Surface Type: asphalt
 TDZ-Elev: 8 ft
 Lighting: Edge, ALS, Centerline, TDZ

Runway: 09
 Length x Width: 13016 ft x 150 ft
 Surface Type: asphalt
 TDZ-Elev: 7 ft
 Lighting: Edge, ALS, Centerline
 Displaced Threshold: 1358 ft

Runway: 12
 Length x Width: 9355 ft x 150 ft

Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline

Runway: 26L
Length x Width: 10506 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline

Runway: 26R
Length x Width: 8600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, Centerline, REIL

Runway: 27
Length x Width: 13016 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 261 ft

Runway: 30
Length x Width: 9355 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 940 ft

Communication Information

ATIS: 119.150
ATIS: 133.675
Miami Tower: 118.300 (270°-89°)
Miami Tower: 123.900 (90°-269°)
Miami Ground: 121.800
Miami Ground: 127.500
Ramp Control Ramp/Taxi: 130.950
Ramp Control Ramp/Taxi: 131.600
Ramp Control Ramp/Taxi: 128.025
Gate Hold Clearance Delivery: 120.350
Miami Clearance Delivery: 135.350
Miami Approach: 125.750
Miami Approach: 124.850 (270°-89°) Initial Contact
Miami Approach: 120.500 (90°-269°)
Miami App Terminal Control Area: 125.750
Miami App Terminal Control Area: 120.500 (90°-269°)
Miami Departure: 119.450 (270°-89°)
Miami Departure: 125.500 (90°-269°)
Miami Departure: 125.750
Miami Intl UNICOM: 123.000

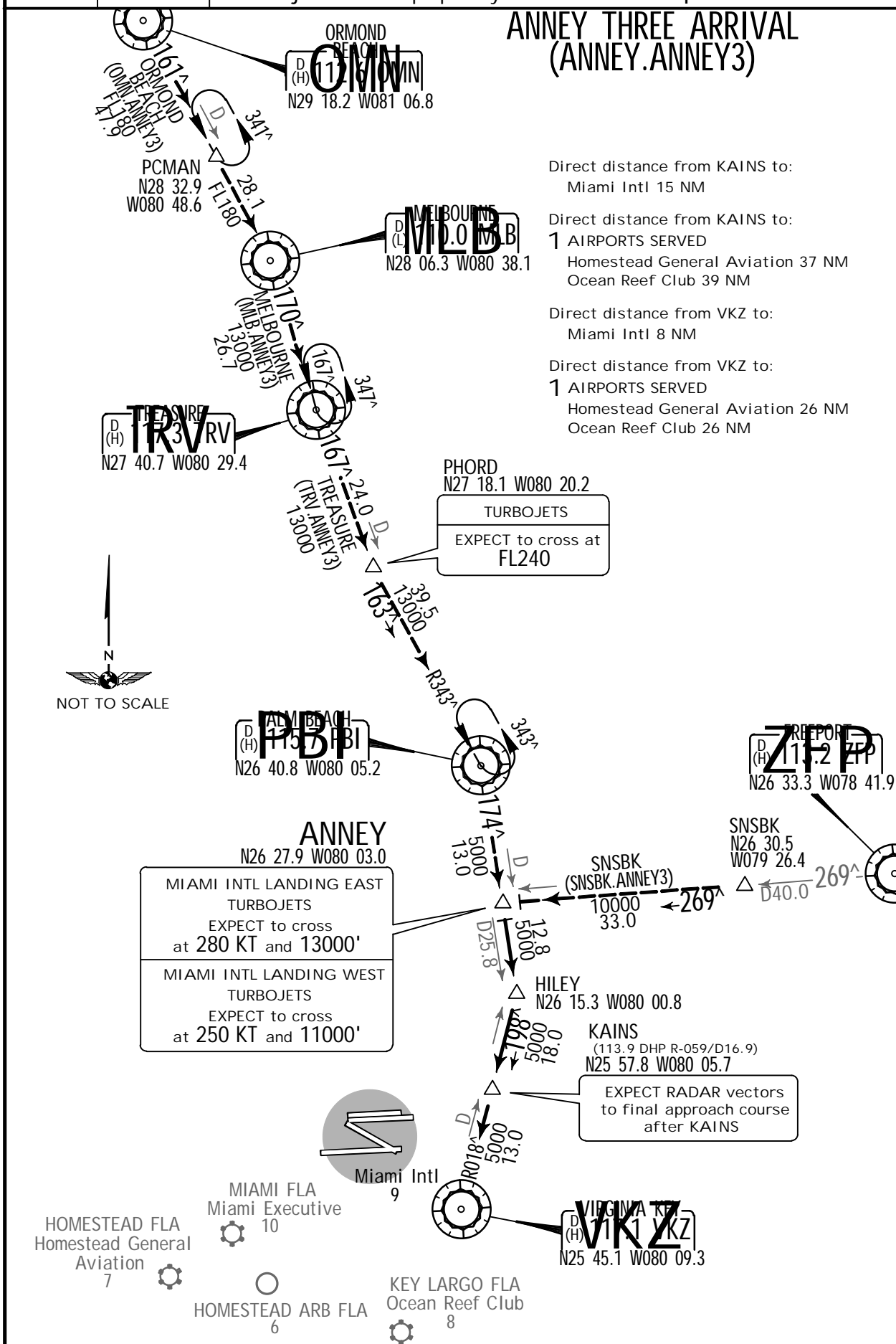
(270^-089^)^ Miami App 125.75 (090^-269^)^ Miami App 120.5



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

MIAMI, FLA
.STAR.

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME required. 2. RADAR required.
3. Turbojets and turboprops only. 4. Also Serves 1



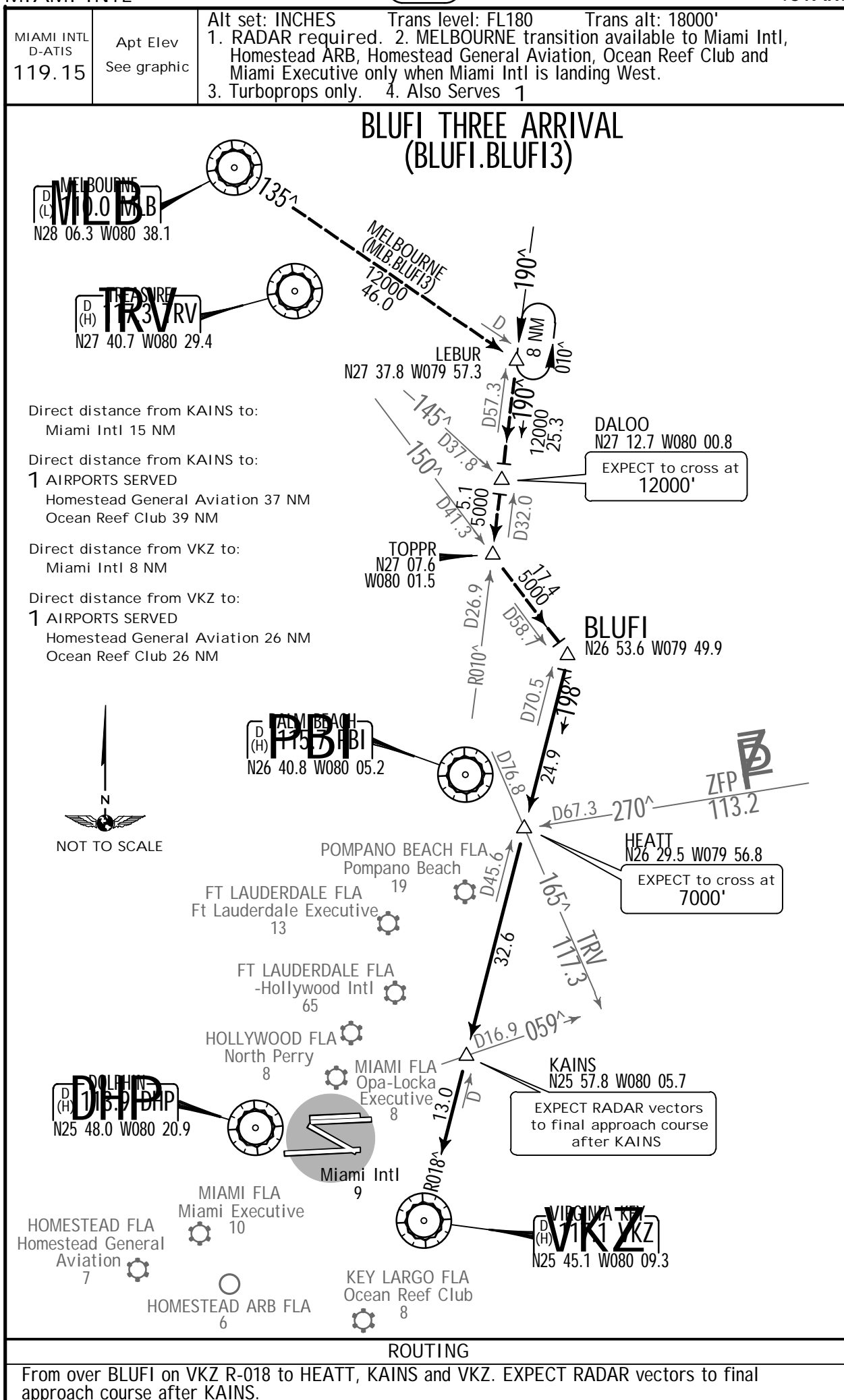
ROUTING

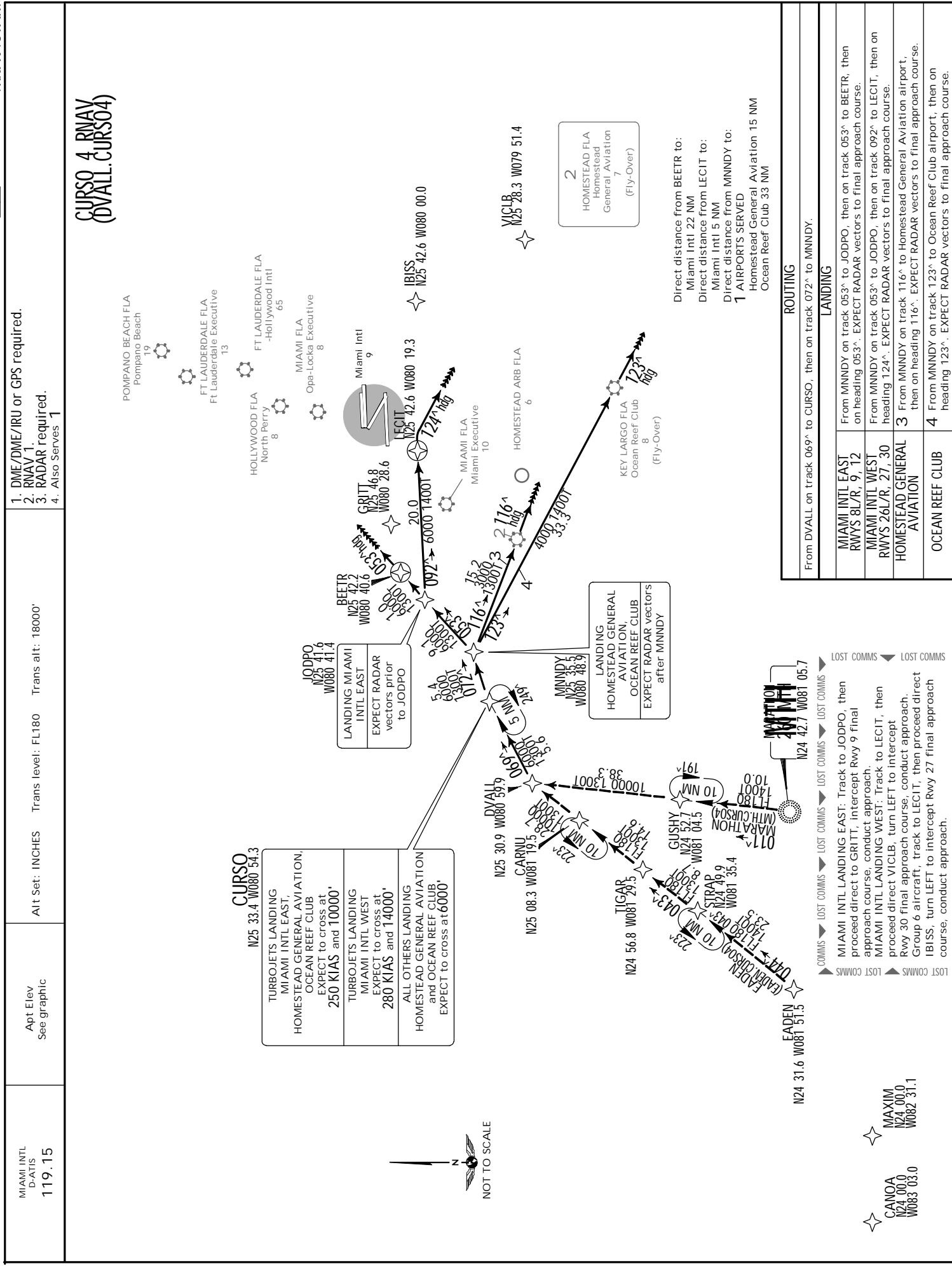
From over ANNEY on PBI R-174 to HILEY, then on VKZ R-018 to KAINS, then on VKZ R-018 to VKZ. EXPECT RADAR vectors to final approach course after KAINS.

KMIA/MIA
MIAMI INTL

JEPPesen
19 JUN 15 **(10-2A)** .Eff.25.Jun.

MIAMI, FLA
.STAR.





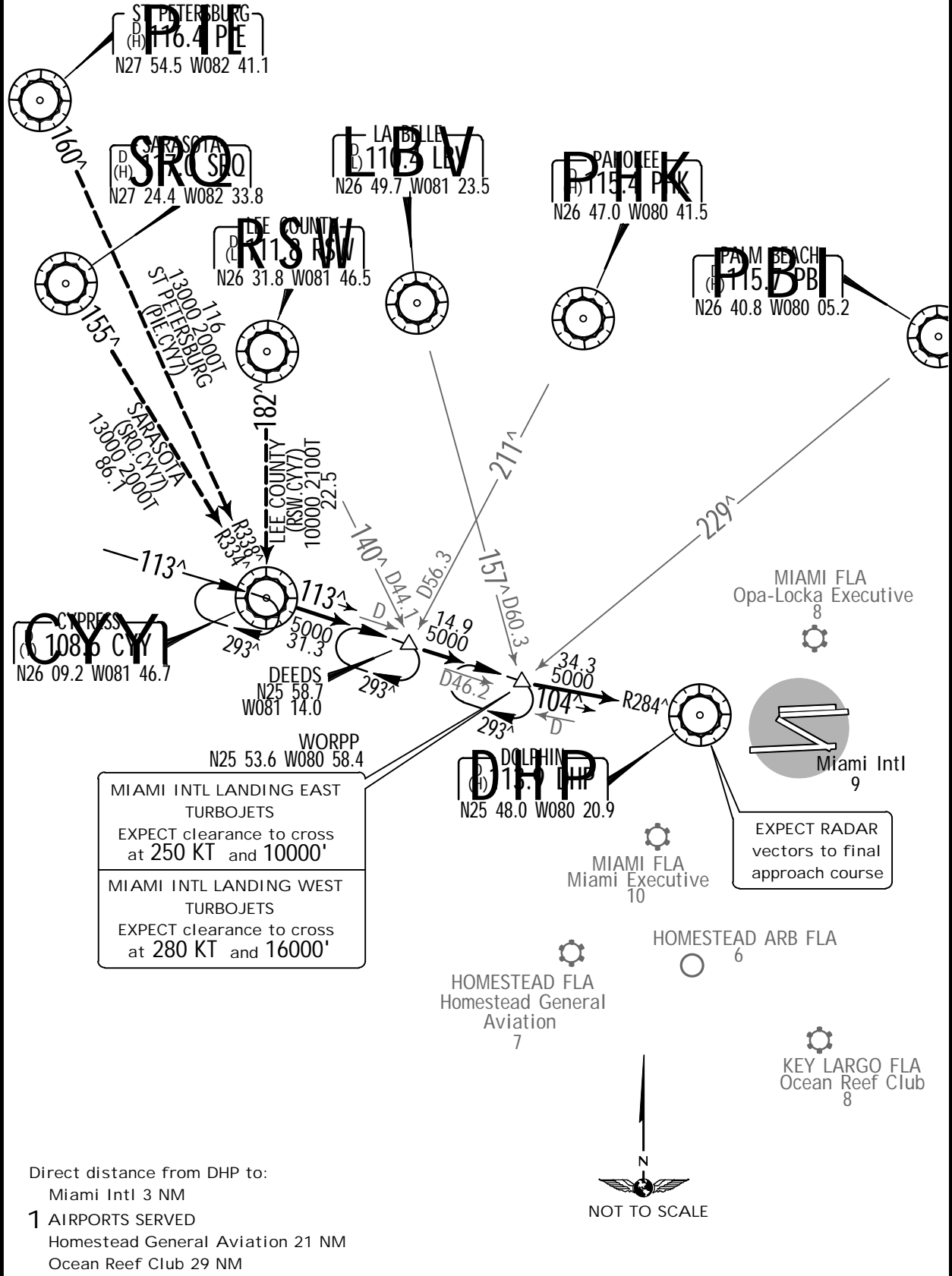
KMIA/MIA
MIAMI INTL

JEPPESSEN
29 JAN 16 10-2C .Eff.4.Feb.

MIAMI, FLA
.STAR.

MIAMI INTL D-ATIS 119.15	Apt Elev See graphic	Alt set: INCHES 1. RADAR required. 2. Also Serves 1	Trans level: FL180 Trans alt: 18000'
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CYPRESS SEVEN ARRIVAL (CYY.CYY7)



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

KMIA/MIA
MIAMI INTL

19 JUN 15 **10-2D** .Eff.25.Jun.

MIAMI, FLA
.STAR.

MIAMI INTL
D-ATIS
119.15

Apt Elev
See Graphic

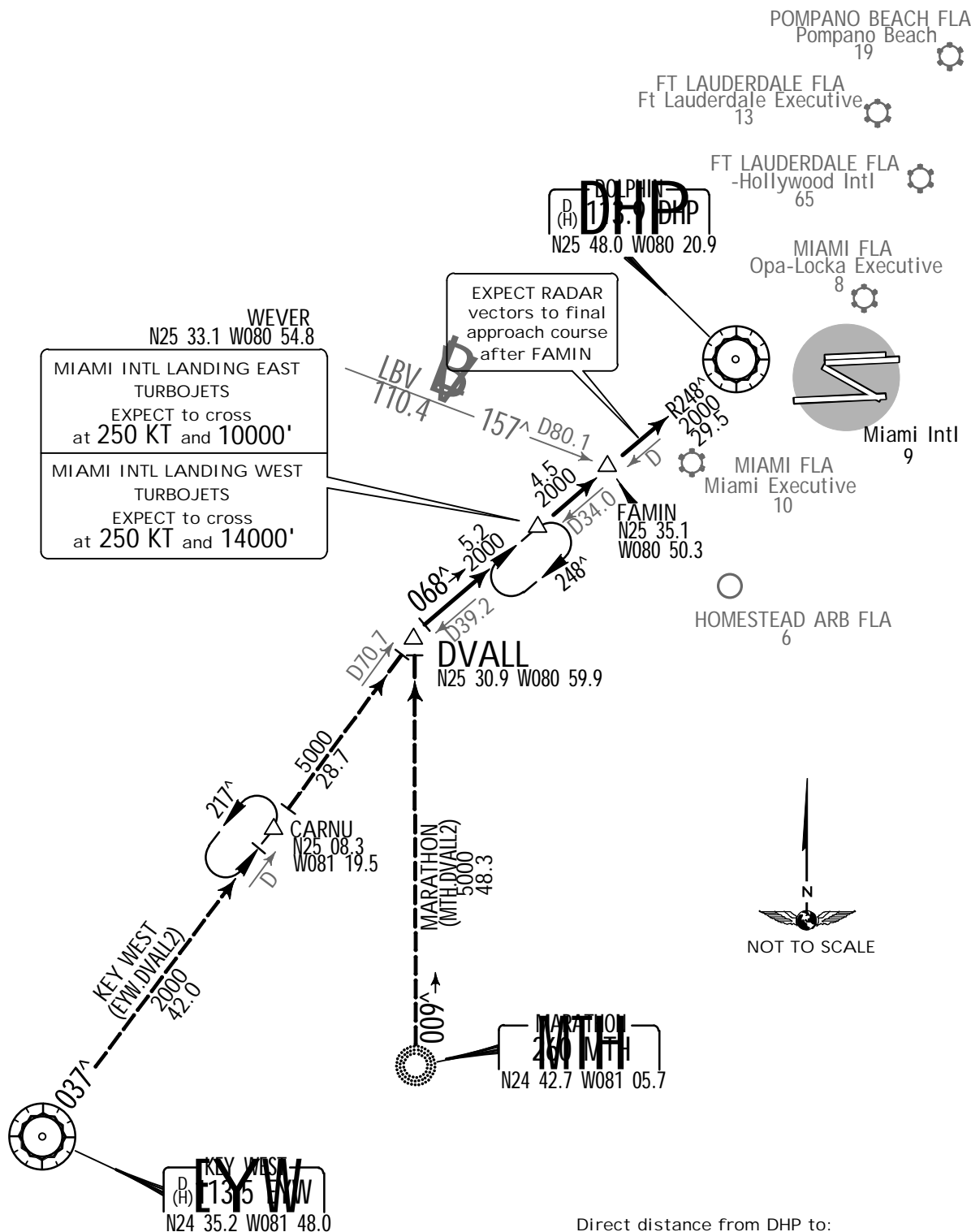
Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME required.

DVALL TWO ARRIVAL (DVALL.DVALL2)

WEVER
N25 33.1 W080 54.8

MIAMI INTL LANDING EAST
TURBOJETS
EXPECT to cross
at 250 KT and 10000'

MIAMI INTL LANDING WEST
TURBOJETS
EXPECT to cross
at 250 KT and 14000'



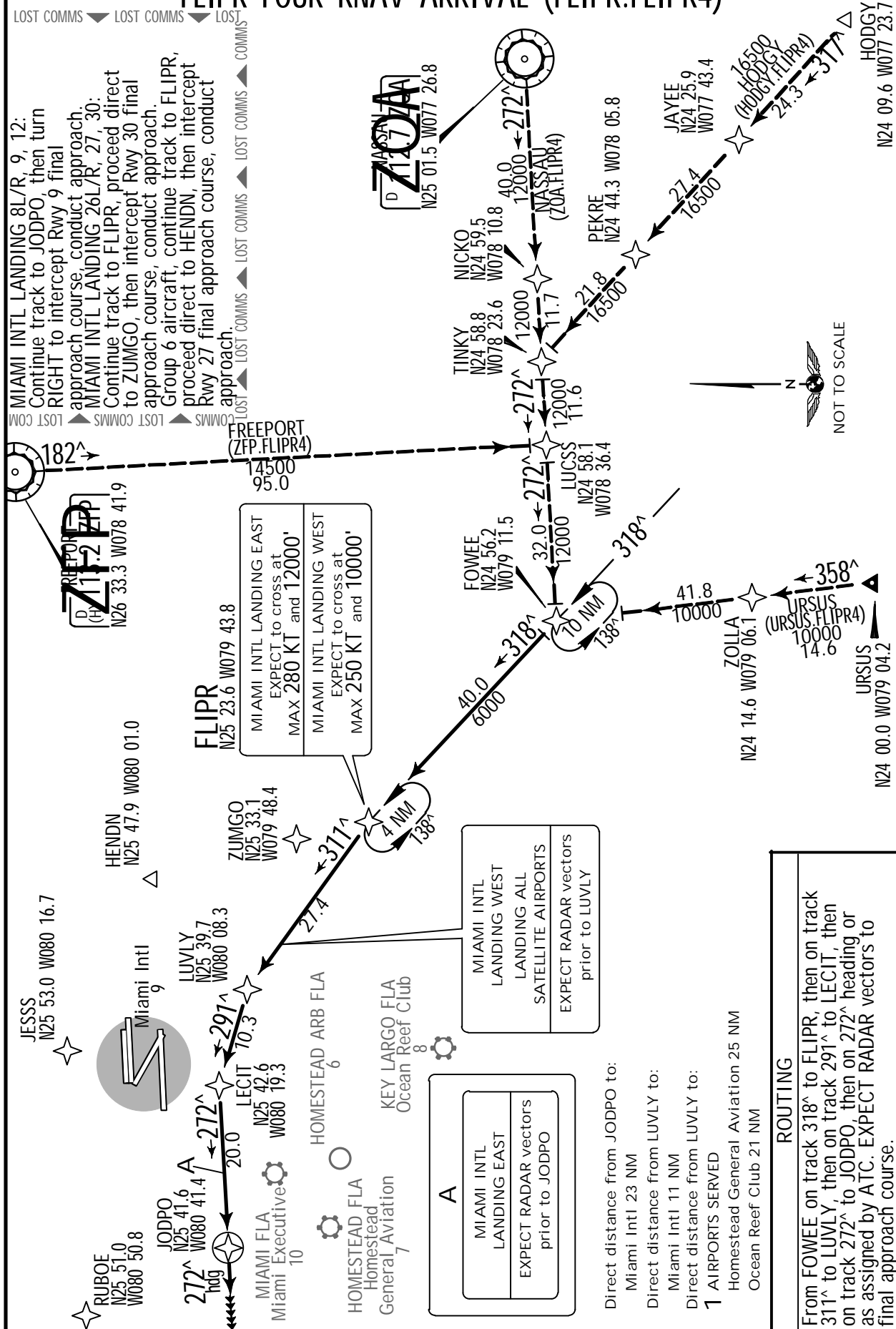
Direct distance from DHP to:
Miami Intl 3 NM
Direct distance from FAMIL to:
Miami Intl 32 NM

ROUTING

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

MIAMI, FLA
.RNAV.STAR.

1



KMIA/MIA
MIAMI INTL

JEPPesen
19 JUN 15 10-2F .Eff.25.Jun.

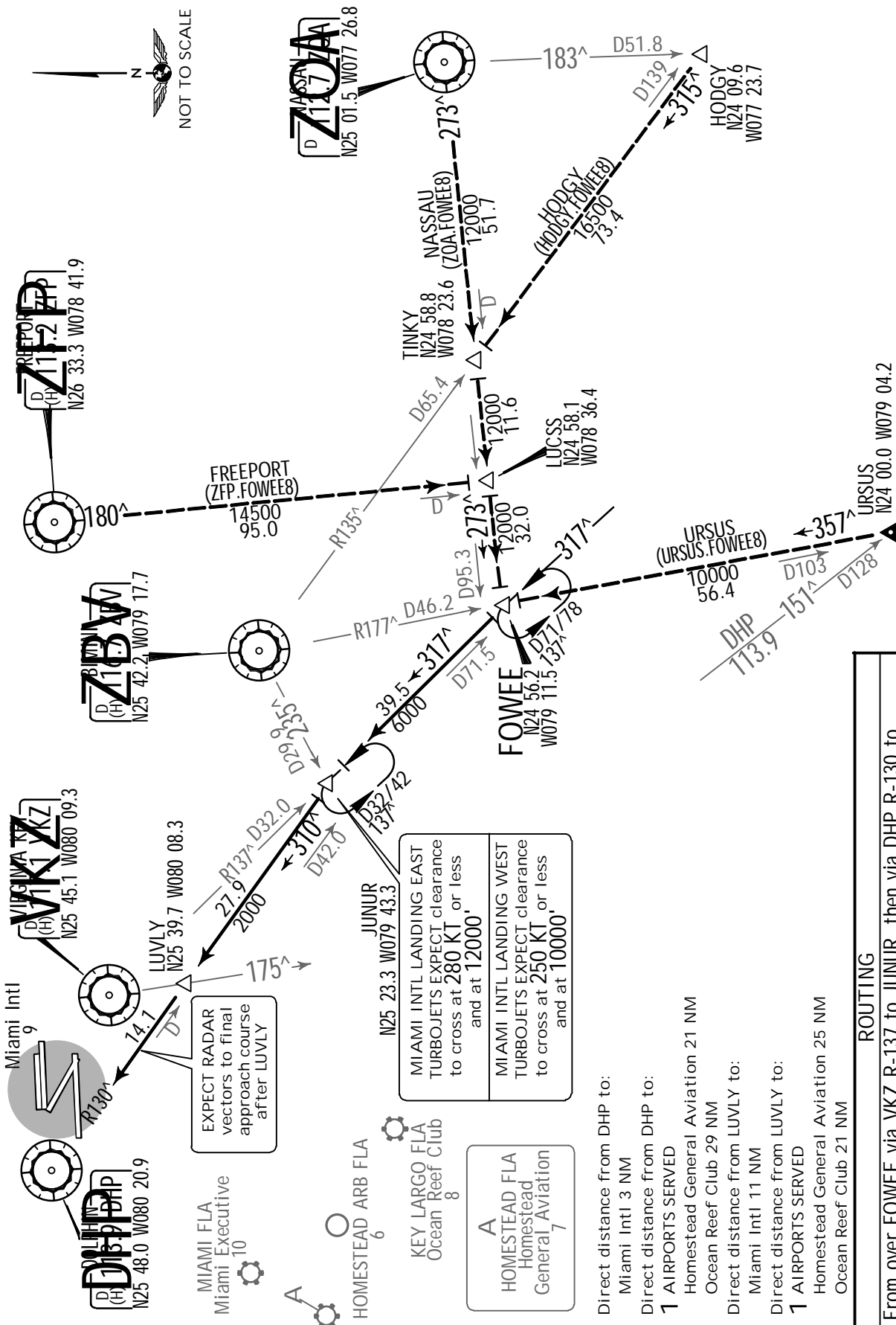
MIAMI, FLA
.STAR.

MIAMI INTL
D-ATIS
119.15

Apt Elev
See
graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required 2. DME required.
3. Aircraft equipped with RNAV or other certified equipment may EXPECT
direct JUNUR. 4. Also Serves 1

FOWEE EIGHT ARRIVAL (FOWEE.FOWEE8)

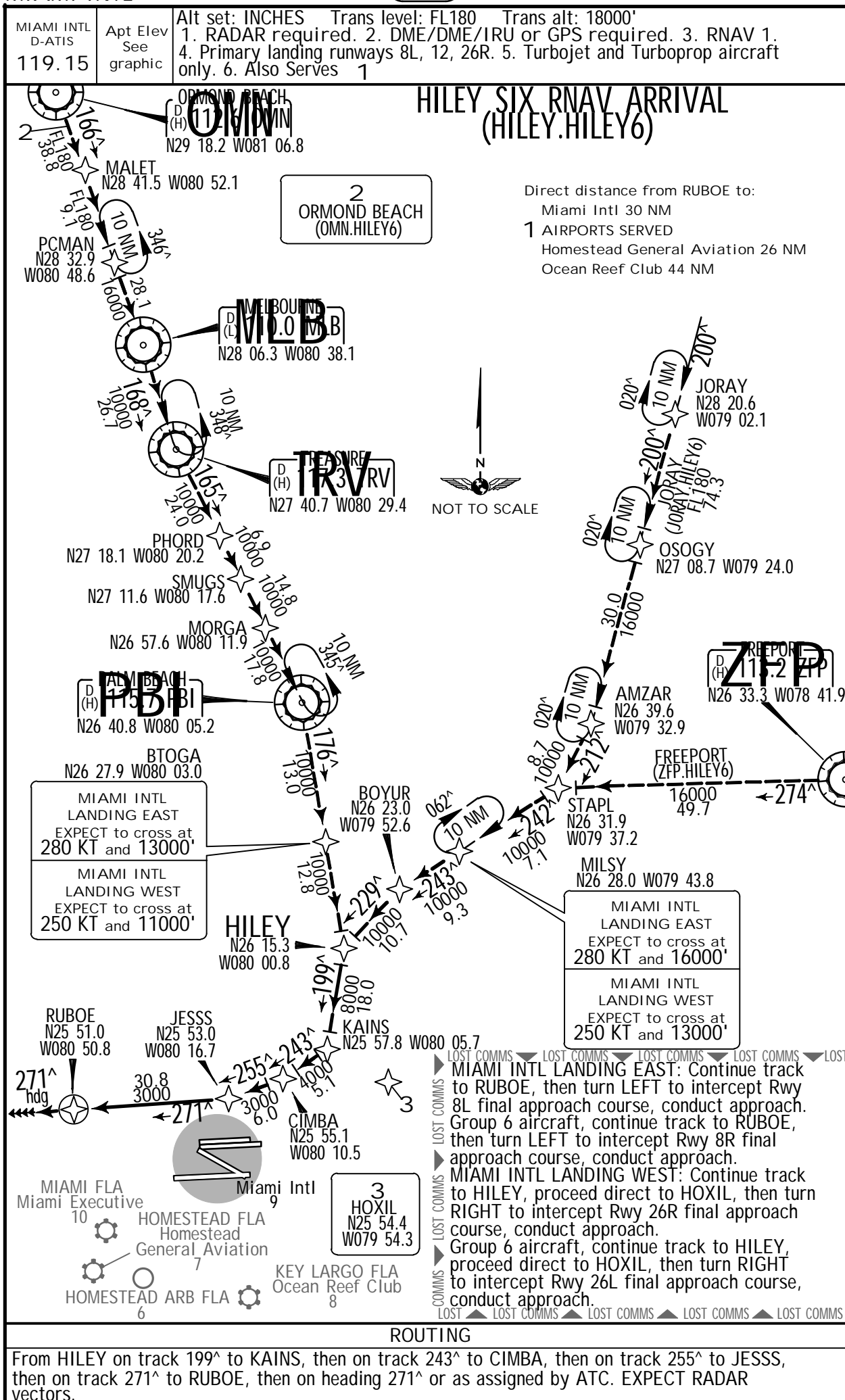


KMIA/MIA
MIAMI INTL

JEPPESSEN

19 JUN 15 **10-2G** .Eff.25.Jun.

MIAMI, FLA
.RNAV.STAR.

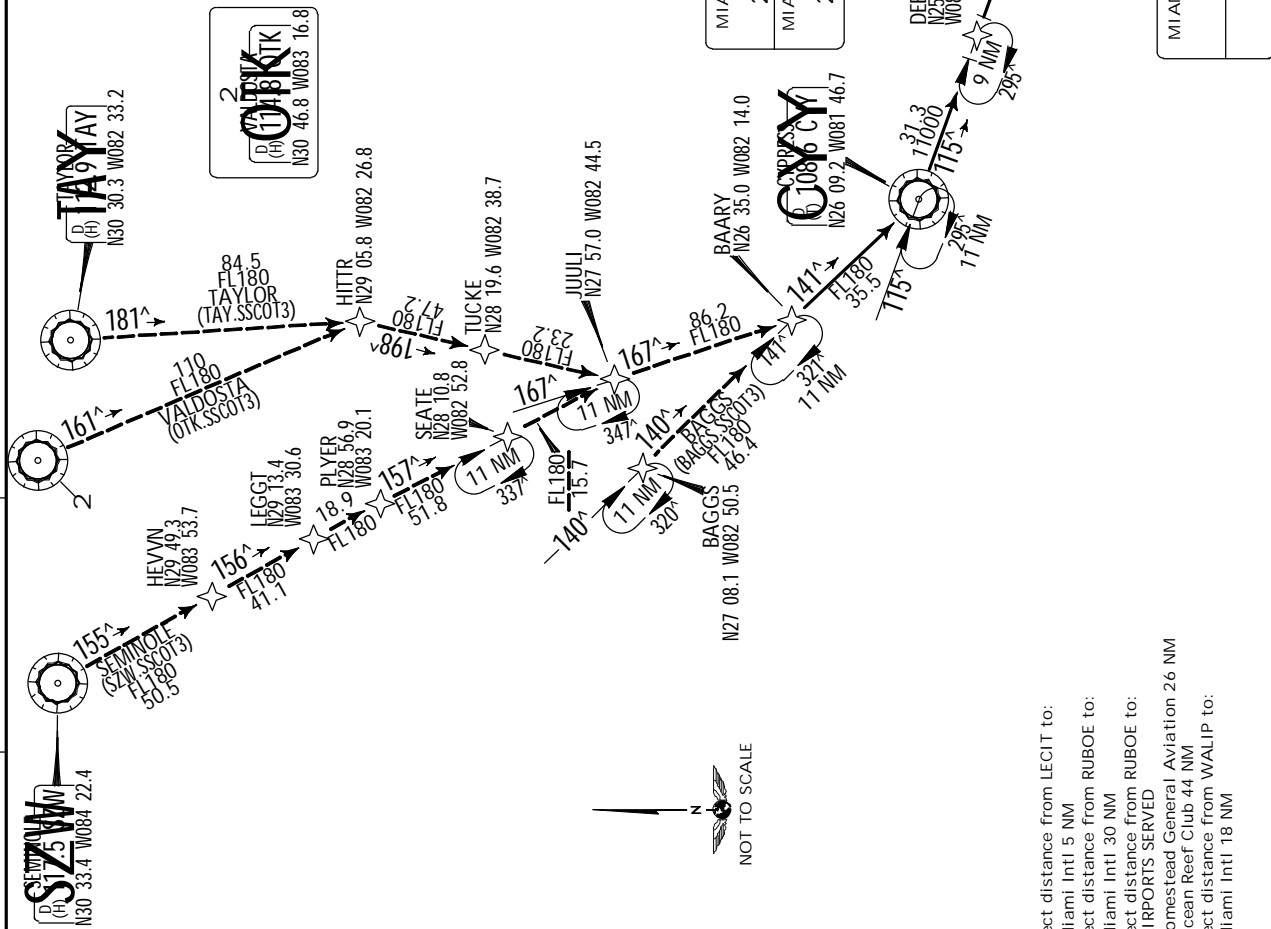


5. For non-GPS equipped aircraft, PHK DME must be operational.
6. Also Serves 1

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.

Apt Elev
See Graphic

MIAMI INTL
D-ATIS
119.15

SSCOT THREE RNAV ARRIVAL
(SSCOT.SSCOT3)

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

ROUTING

From BAARY on track 141° to CVY, then on track 115° to DEEDS, then on track 115° to SSCOT, then on track 116° to RUBOE, then on track 091° to WALIP, then on track 126° to LECIT, then on 126° heading or as assigned by ATC. EXPECT RADAR vectors.

CHANGES: Procedure renumbered

MIAMI INTL LANDING EAST: Continue track to LECIT, intercept the Rwy 8L final approach course, conduct approach.
Group 6 aircraft, continue track to LECIT, intercept the Rwy 8R final approach course, conduct approach.

MIAMI INTL LANDING WEST: Continue track to LECIT, then proceed direct to JUNUR, then turn LEFT to intercept the Rwy 30 final approach course, conduct approach.
Group 6 aircraft, continue track to LECIT, then proceed direct to IBISS, then turn LEFT to intercept the Rwy 27 final approach course, conduct approach.

FLA
KEY LARGO FLA
Ocean Reef Club
JUNIOR
N25 23.3
W079 43.3

JEPPSEN, 2008 2015. ALL RIGHTS RESERVED.

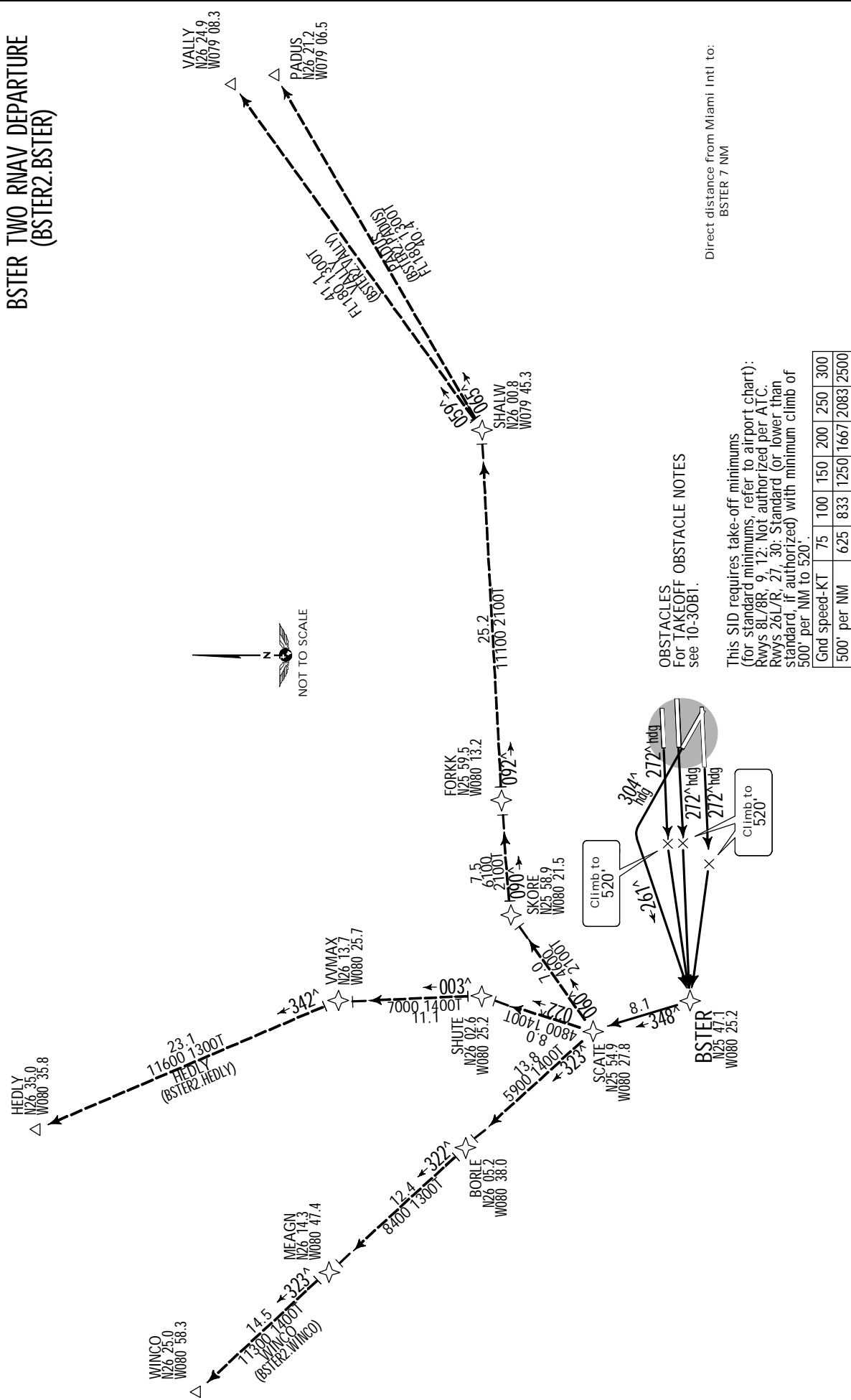
4. Turbojets only, night use for noise abatement (2300LT - 0600LT).
5. Accelerate to 250 KT, if unable, advise ATC.

1. DME/DME/IRU or GPS required.
2. RADAR required.
3. RNAV 1.

Trans level: FL180 Trans alt: 18000'

Apt Elev
9'

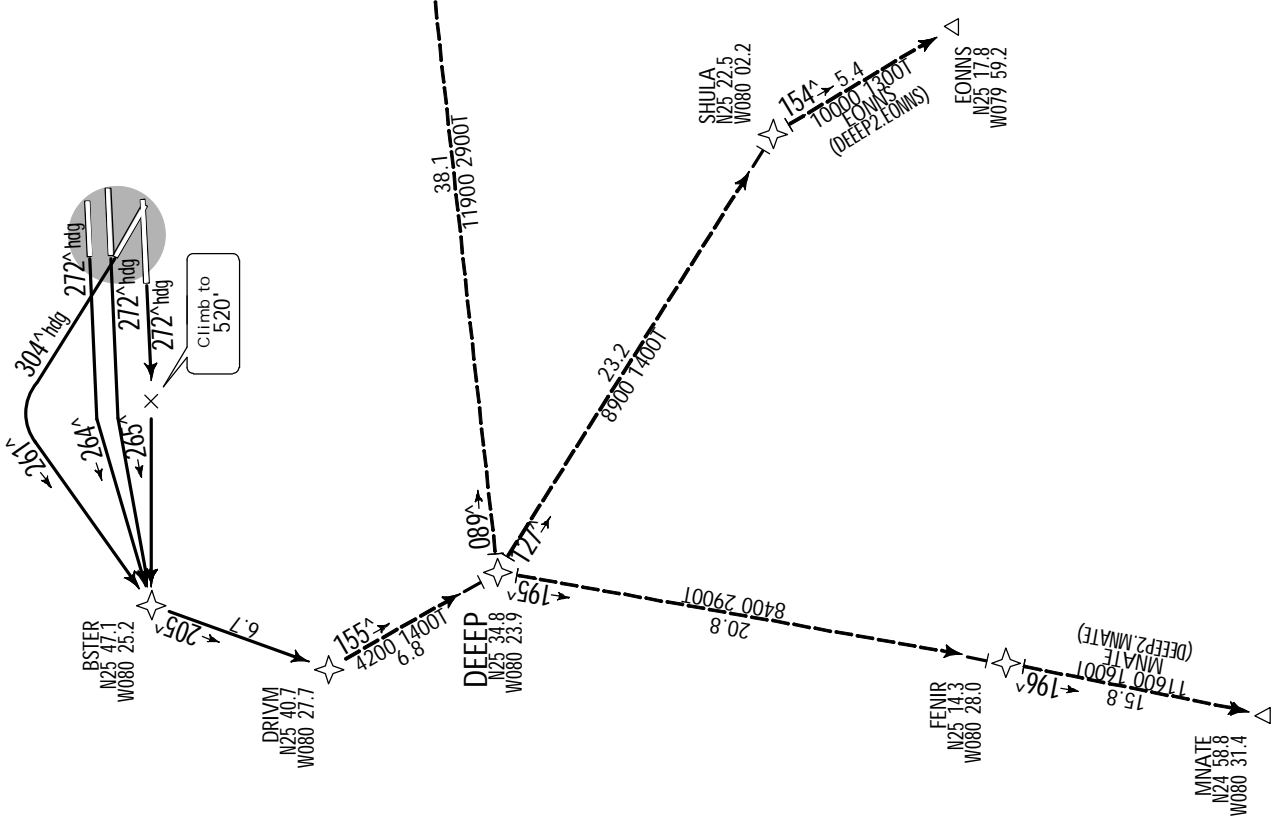
MIAMI Departure (R)
119.45

BSTER TWO RNAV DEPARTURE
(BSTER2.BSTER)

RWY	INITIAL CLIMB	TOP ALTITUDE
26L/R 27	Climb heading 272° to 520', then direct BSTER, then on depicted route to SCATE.	5000'
30	Climb heading 304° to intercept course 261° to BSTER, then on depicted route to SCATE.	

ROUTING
From SCATE, via transition or assigned route, MAINTAIN 5000' or ATC assigned altitude. EXPECT further clearance to filed altitude within 10 minutes after departure.

DEEP TWO RNAV DEPARTURE (DEEP2.DEEP)



OBSTACLES
For TAKEOFF OBSTACLE NOTES
see 10-30B1.

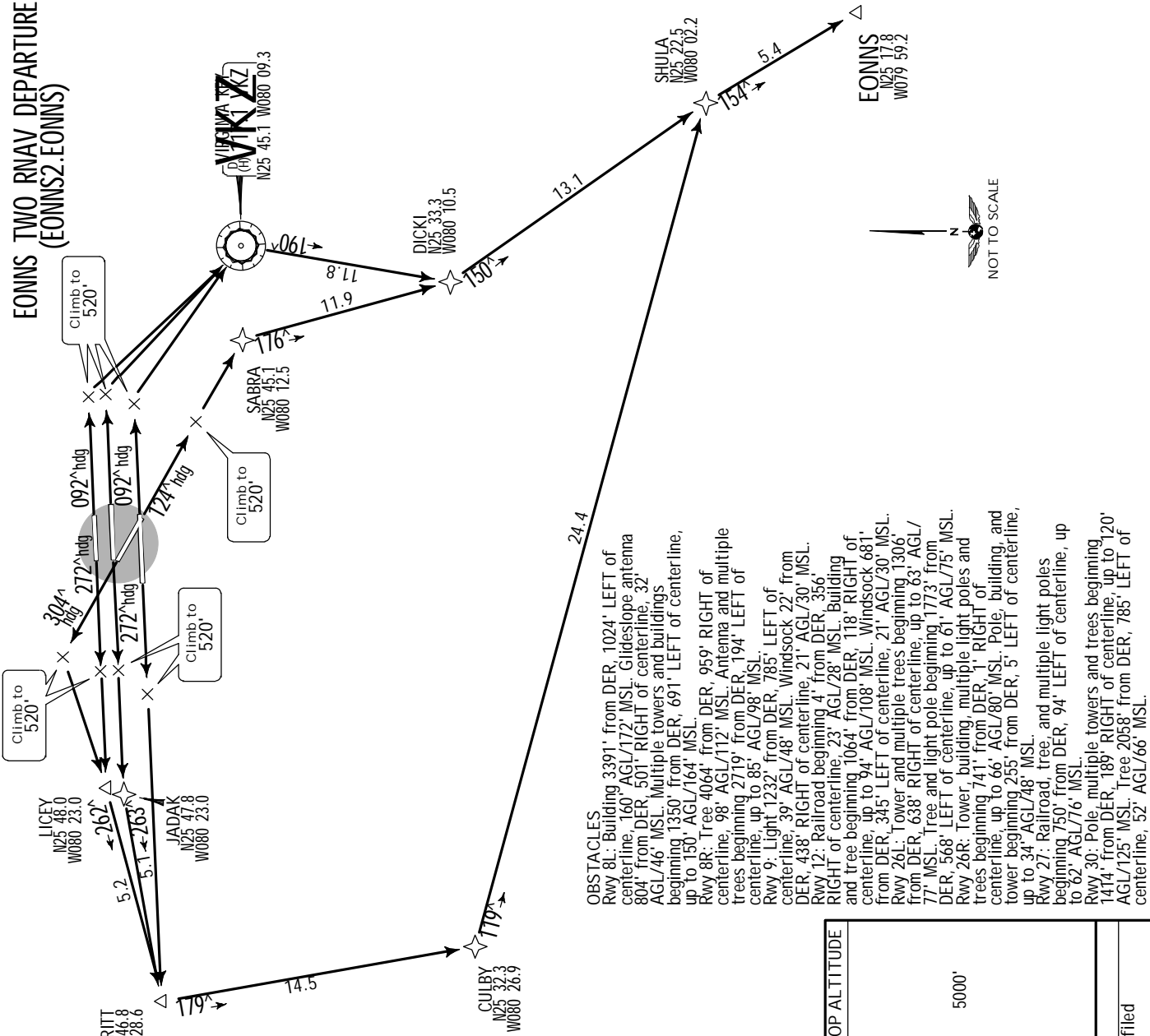
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/8R, 9, 12: Not authorized per ATC.
Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 520'.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
26L	Climb heading 272° to intercept course 265° to BSTER, then on depicted route to DRVM.	
26R	Climb heading 272° to intercept course 264° to BSTER, then on depicted route to DRVM.	
27	Climb heading 272° to 520°, then direct BSTER, then on depicted route to DRVM.	5000'
30	Climb heading 304° to intercept course 261° to BSTER, then on depicted route to DRVM.	
ROUTING		
From DRVM, via transition or assigned route, MAINTAIN 5000' or ATC assigned altitude. EXPECT further clearance to filed altitude within 10 minutes after departure.		

MIAMI Departure (R) 125.5	Apt Elev 9'	Trans level: FL180	Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. For non-GPS equipped aircraft: DHP must be operational for take-off Rwy 8L/R, 9, 12; FLI, 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.
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EONNS TWO RNAV DEPARTURE
(EONNS2.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

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 83' 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
1474' 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	TOP ALTITUDE
		5000'
8L/R, 9	Climb heading 092° to 520', then RIGHT turn direct VKZ, then via depicted route to EONNS.	
12	Climb heading 124° to 520', then RIGHT turn direct SABRA, then via depicted route to EONNS.	
26L	Climb heading 272° to 520', then LEFT turn direct JADAK, then via depicted route to EONNS.	
26R	Climb heading 272° to 520', then LEFT turn direct LICEY, then via depicted route to EONNS.	
27	Climb heading 272° to 520', then LEFT turn direct GRITT, then LEFT turn via track 179° to CULBY, then via depicted route to EONNS.	
30	Climb heading 304° to 520', then LEFT turn direct LICEY, then via depicted route to EONNS.	
ROUTING		
MAINTAIN 5000' or ATC assigned altitude. EXPECT further clearance to filed altitude within 10 minutes after departure.		

OBSTACLES

Rwy 8L: Building 3391¹ from DER, 1024¹ LEFT of centerline, 160¹ AGL/172¹ MSL. Glideslope antenna 1804¹ from DER, 501¹ RIGHT of centerline, 32¹ AGL/46¹ MSL. Multiple towers and buildings beginning 1350¹ from DER, 691¹ LEFT of centerline, up to 150¹ AGL/164¹ MSL.

Rwy 8R: Tree 4064¹ from DER, 959¹ RIGHT of centerline, 98¹ AGL/112¹ MSL. Antenna and multiple trees beginning 2715¹ from DER, 194¹ LEFT of centerline, up to 85¹ AGL/98¹ MSL.

Rwy 9: Light 1232¹ from DER, 785¹ LEFT of centerline, 39¹ AGL/48¹ MSL. Windsock 22¹ from DER, 438¹ RIGHT of centerline, 21¹ AGL/30¹ MSL.

Rwy 12: Railroad beginning 4¹ from DER, 356¹ RIGHT of centerline, 23¹ AGL/28¹ MSL. Building and tree beginning 1064¹ from DER, 118¹ RIGHT of centerline, up to 94¹ AGL/108¹ MSL. Windsock 681¹ from DER, 345¹ LEFT of centerline, 21¹ AGL/30¹ MSL.

Rwy 26L: Tower and multiple trees beginning 1306¹ from DER, 638¹ RIGHT of centerline, up to 63¹ AGL/77¹ MSL. Tree and light pole beginning 1773¹ from DER, 568¹ LEFT of centerline, up to 61¹ AGL/75¹ MSL.

Rwy 26R: Tower, building, multiple light poles and trees beginning 741¹ from DER, 1¹ RIGHT of centerline, up to 66¹ AGL/80¹ MSL. Pole, building, a tower beginning 255¹ from DER, 5¹ LEFT of centerline, up to 34¹ AGL/48¹ MSL.

Rwy 27: Railroad, tree, and multiple light poles beginning 750¹ from DER, 94¹ LEFT of centerline, up to 62¹ AGL/76¹ MSL.

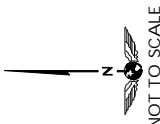
Rwy 30: Pole, multiple towers and trees beginning 1474¹ from DER, 189¹ RIGHT of centerline, up to 121¹ AGL/125¹ MSL. Tree 2058¹ from DER, 785¹ LEFT of centerline, 52¹ AGL/166¹ MSL.

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 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'.
 Rwy 26L/R: 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300' per NM to 520'.
 Rwy 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300' per NM to 520'.

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

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

ROUTING	
MAINTAIN 5000' or ATC assigned altitude. EXPECT further clearance to filed altitude within 10 minutes after departure.	



4. Turbojets only, night use for noise abatement (2300LT-0600LT).
5. Accelerate to 250 KT, if unable, advise ATC.

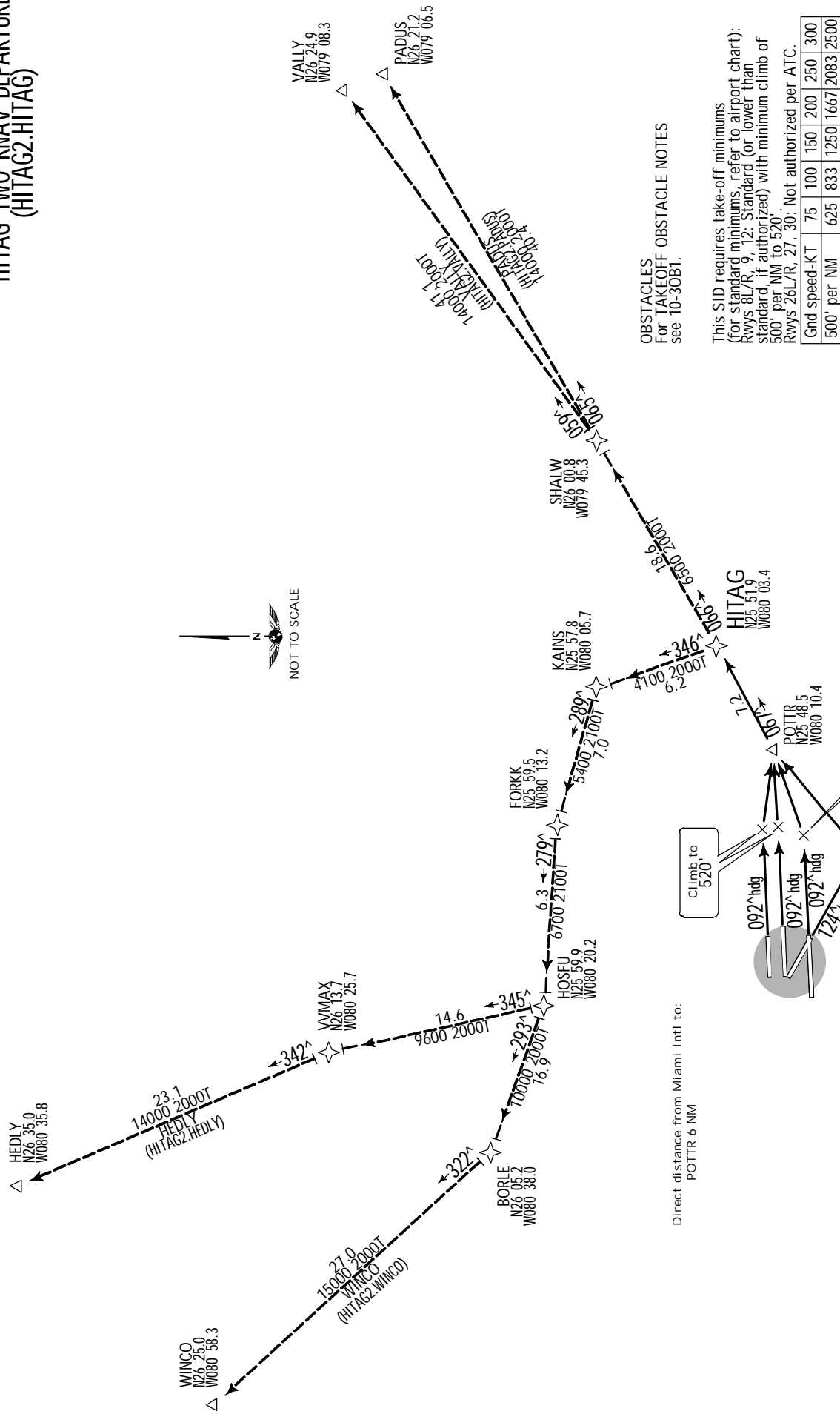
1. DME/DME/IRU or GPS required.
2. RADAR required.
3. RNAV 1.

Trans level: FL180 Trans alt: 18000'

Apt Elev

MIAMI Departure (R)
119.45

HITAG TWO RNAV DEPARTURE (HITAG2.HITAG)

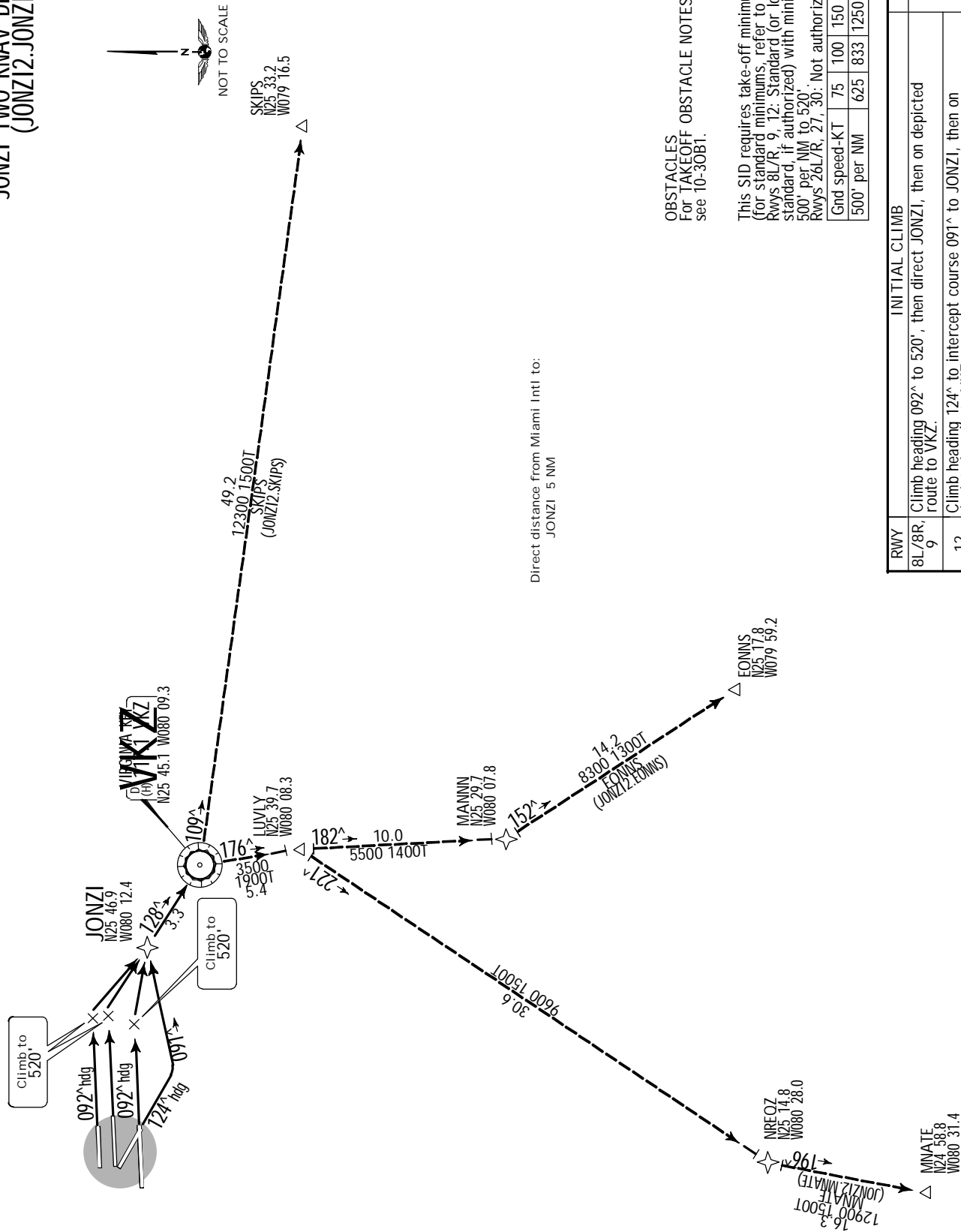


RWY	INITIAL CLIMB	TOP ALTITUDE
8L/8R, 9	Climb heading 092° to 520', then direct POTTR, then on depicted route to HITAG.	
12	Climb heading 124° to 520', then LEFT turn direct POTTR, then on depicted route to HITAG.	5000'
ROUTING		
From HITAG, via transition or assigned route, MAINTAIN 5000' or as assigned by ATC. EXPECT climb to filed altitude/flight level within 10 minutes after departure.		

CHANGES: Procedure notes

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JONZI TWO RNAV DEPARTURE
(JONZI2.JONZI)



OBSTACLES
For TAKEOFF OBSTACLE NOTES
see 10-30B1.

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	TOP ALTITUDE
8L/8R, 9	Climb heading 092° to 520', then direct JONZI, then on depicted route to VKZ.	5000'
12	Climb heading 124° to intercept course 091° to JONZI, then on depicted route to VKZ.	

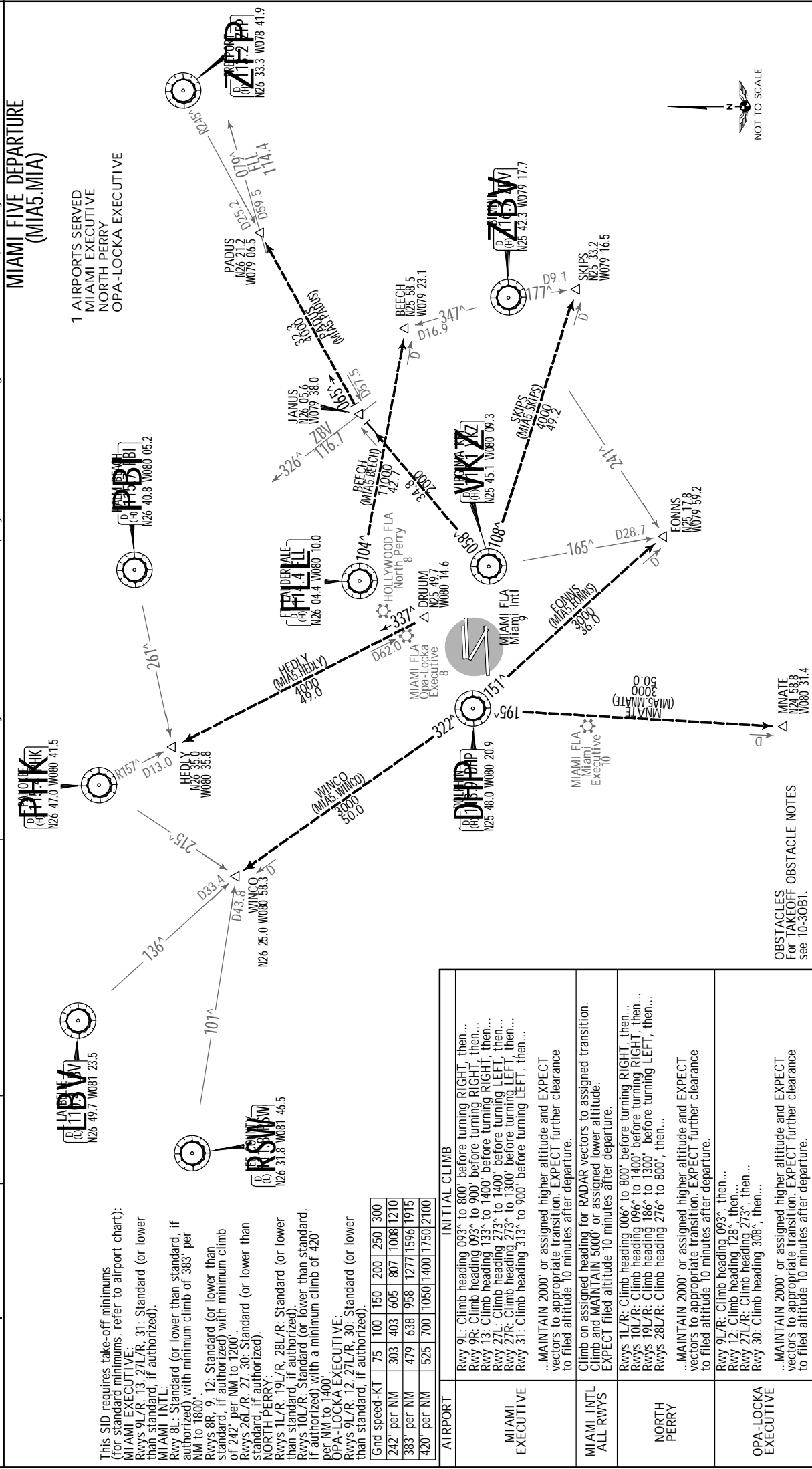
ROUTING

From JONZI, via transition or assigned route, MAINTAIN 5000' or ATC assigned altitude. EXPECT further clearance to filed altitude within 10 minutes after departure.

KMIA/MIA
MIAMI INTL

JEPPESSEN
4 DEC 15 10-3E Eff. 10 Dec.
MIAMI, FLA
.SID.

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



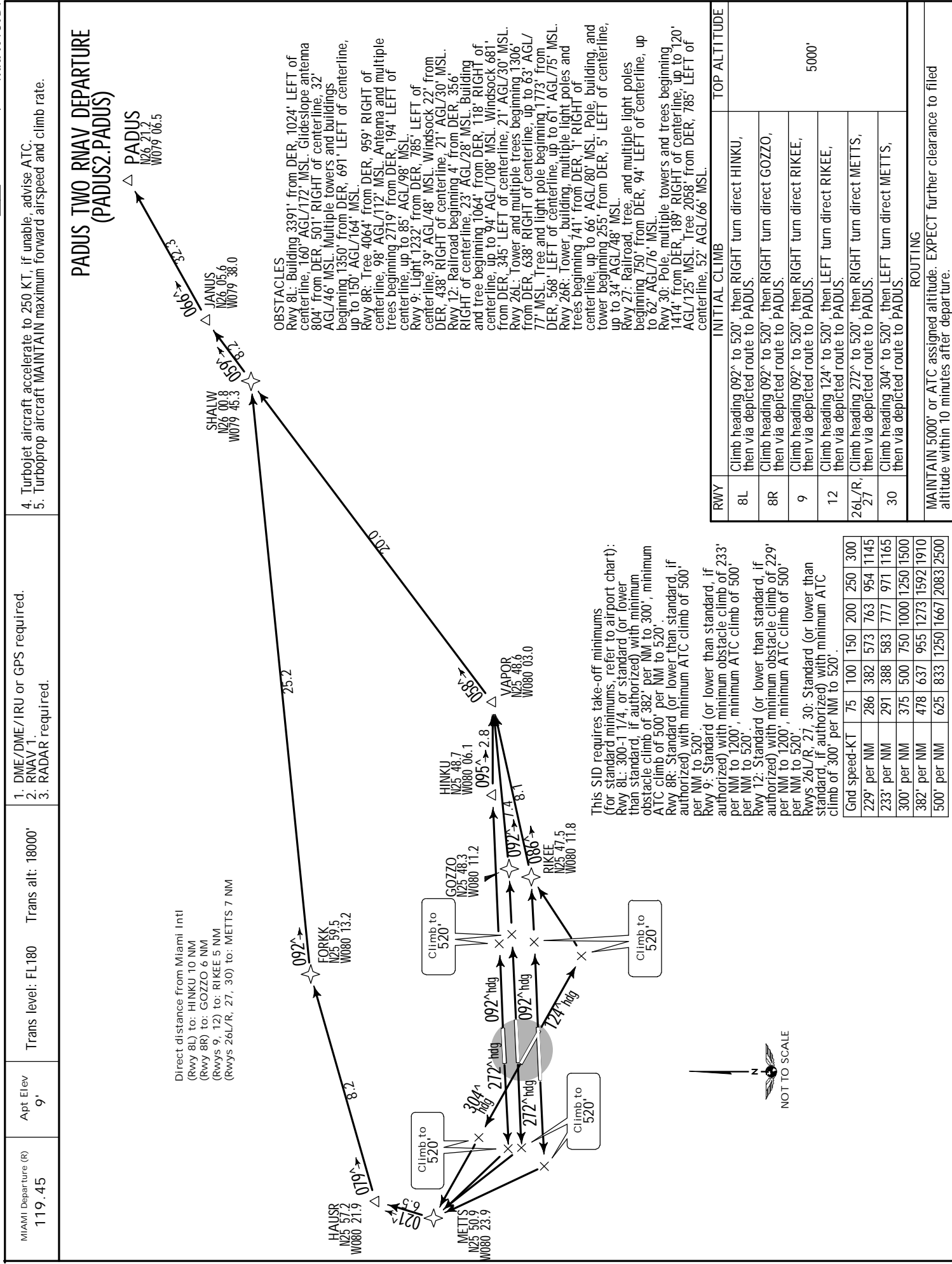
MNATE TWO RNAV DEPARTURE
(MNATE2.MNATE)



RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 092° to 520', then RIGHT turn direct VKZ VOR, then via depicted route to MNATE.	
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.	5000'
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.	

ROI

MAINTAIN 5000' or ATC assigned altitude. EXPECT further clearance to filed altitude within 10 minutes after departure.

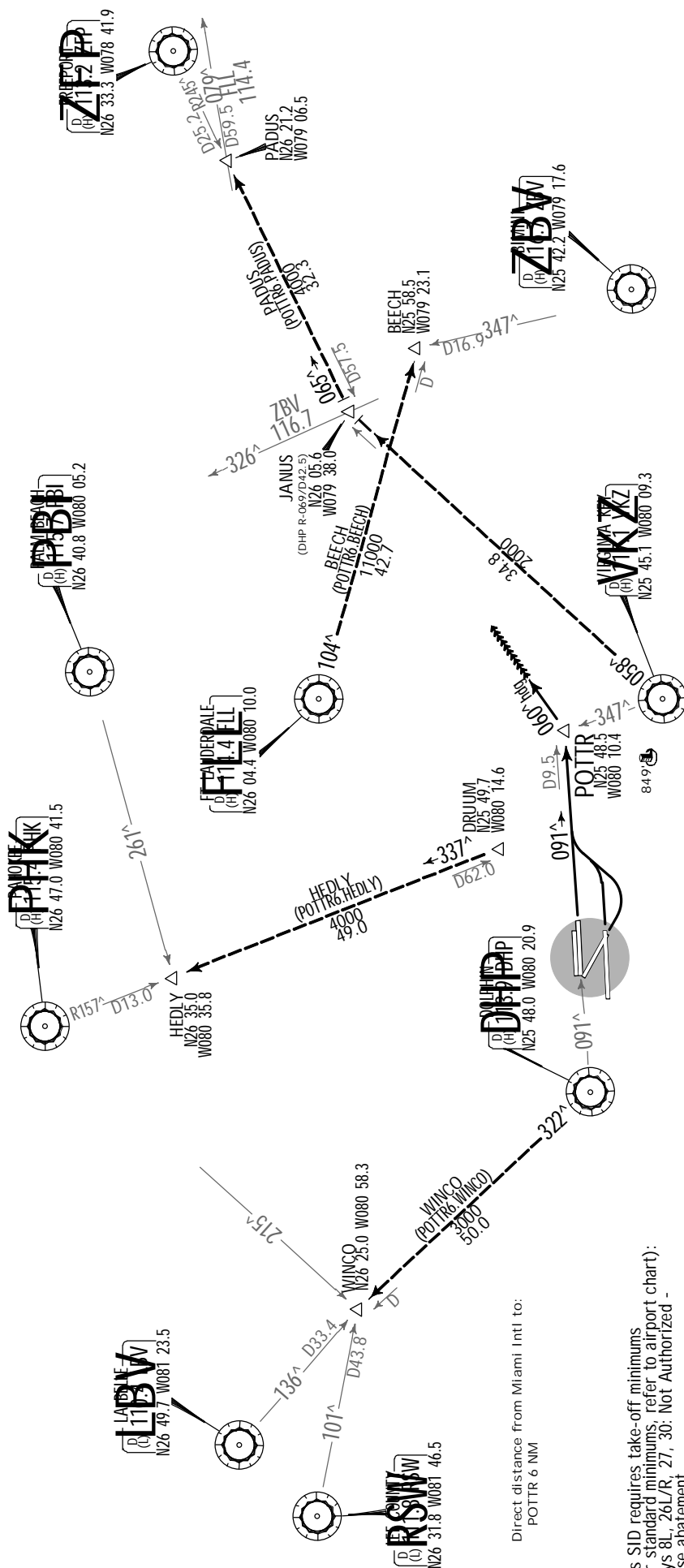


1. DME required.
2. File DP in remarks section of flight plan.
3. Turbojets only: Night use for noise abatement (2300L T-0600L T).
4. Turbojets accelerate to 250 KT as rapidly as feasible until reaching 10000', unless requested by ATC to do otherwise.

Trans level: FL180 Trans alt: 18000'

MIAMI Departure (R)	Apt Elev
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POTTR SIX DEPARTURE
(POTTR6.POTTR)



Direct distance from Miami Intl to:
POTR 6 NM

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

Grnd 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	TOP ALTITUDE
8R	Climb to intercept DHP R-091 to POTTR.	5000'
9, 12	Climbing LEFT turn to intercept DHP R-091 to POTTR.	

ROUTING

OBSTACLES

Rwy 8R: Tree 4064' from DER, 958' RIGHT of centerline, 93' AGL/
111' 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.

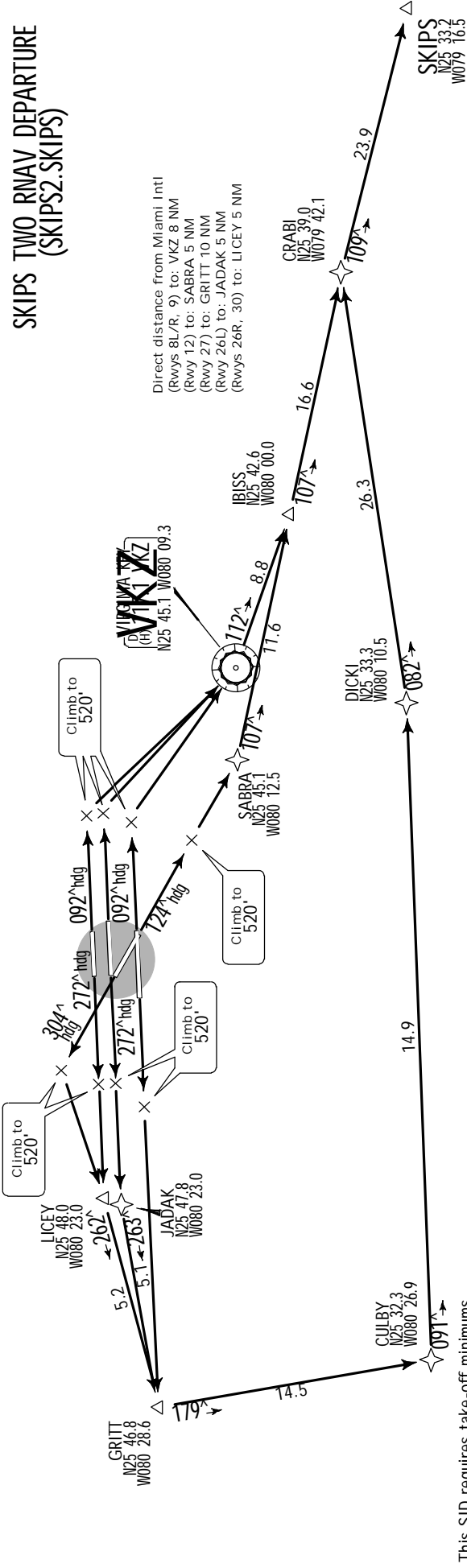
Rwy 9: Light on windsock 21' from DER, 437' RIGHT of centerline, 21'
AGL/30' MSL. Pole 702' from DER, 600' RIGHT of centerline, 21'
AGL/38' MSL. Antenna 4035' from DER, 1528' RIGHT of centerline,
1008' AGL/125' MSL. Electrical system 1231' from DER, 785' LEFT
of centerline, 32' AGL/48' MSL.

Rwy 12: Train 3' from DER, 436' RIGHT of runway 23' AGL/51'
MSL. Antenna 2917' from DER, 1140' RIGHT of centerline, 89' AGL/
1006' MSL. Antenna on building 3164' from DER, 992' RIGHT of
centerline, 91' AGL/108' MSL. Trees beginning 1114' from DER, 117'
RIGHT of centerline, up to 20' AGL/37' MSL. Sign 1191' from DER,
438' RIGHT of centerline, 32' AGL/49' MSL. Windssock 680' from
DER, 345' LEFT of centerline, 16' AGL/30' MSL.

CHANGES: Procedure renumbered to top altitude

MIAMI Departure (R) 125.5	Apt Elev 9'	Trans level: FL180	Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. For non-GPS equipped aircraft: FLL must be operational for take-off Rwy 8L/R, 9, 12; FLL and VKZ must be operational for take-off Rwy 26L/R, 27, 30. 5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.
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SKIPS TWO RNAV DEPARTURE
(SKIPS2.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' AGL/125' MSL. Tree 2058' from DER, 785' LEFT of centerline, 52' AGL/66' MSL.

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

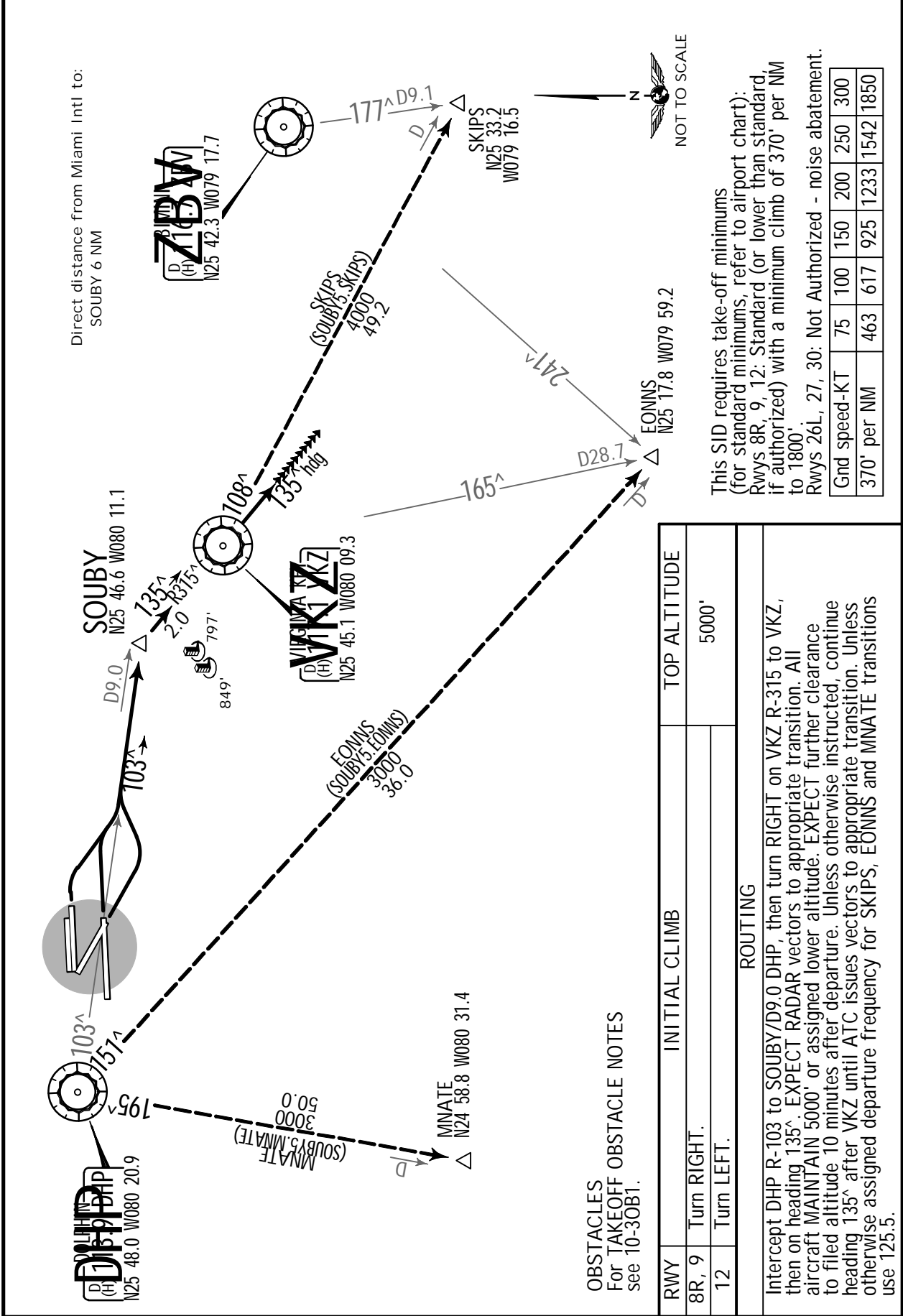
KMIA/MIA
MIAMI INTL

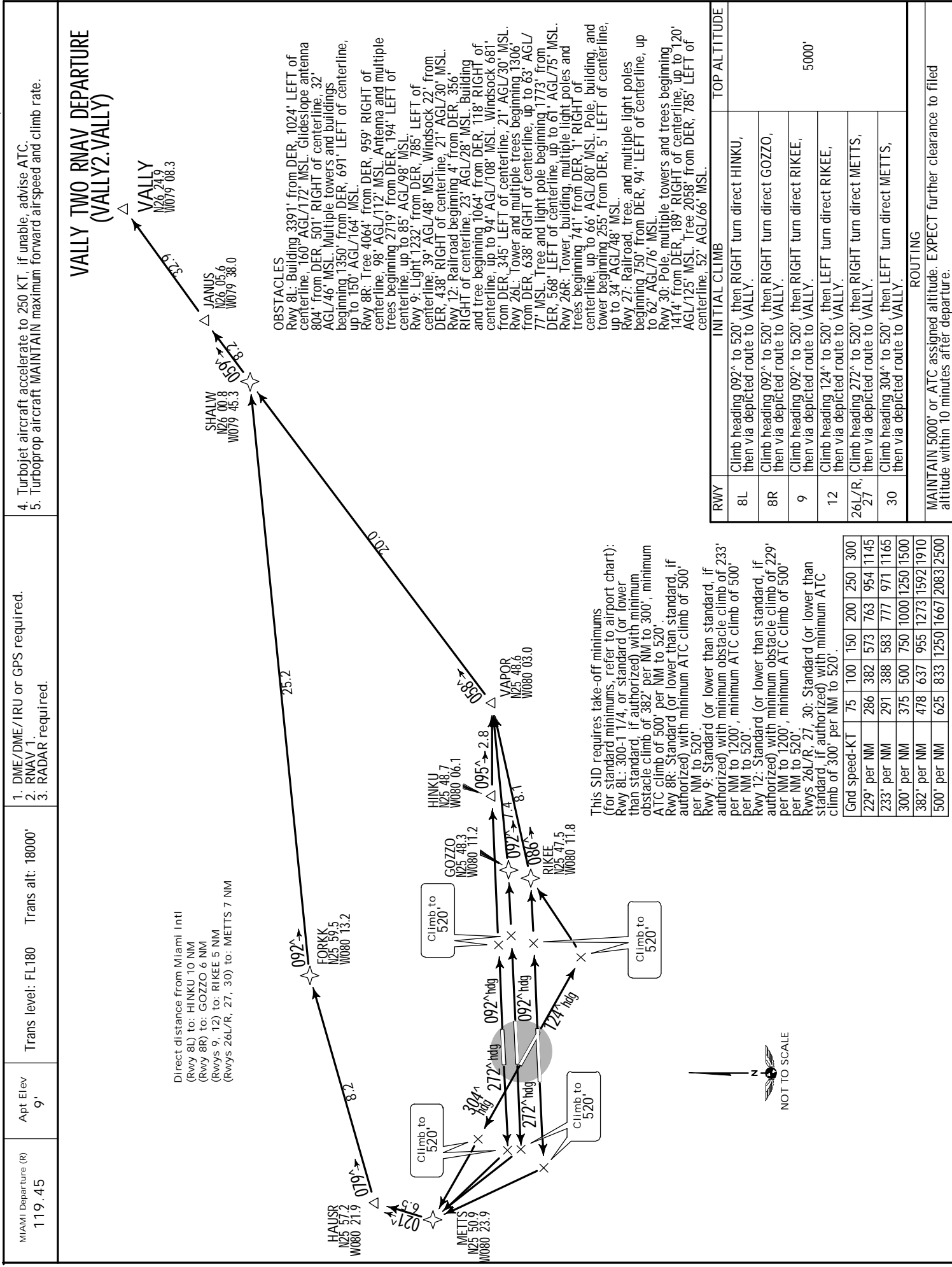
JEPPESSEN
24 APR 15 10-3L .Eff.30.Apr.

MIAMI, FLA
.SID.

MIAMI Departure (R) 125.5	Apt Elev 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.
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SOUBY FIVE DEPARTURE (SOUBY5.SOUBY)





WINCO TWO RNAV DEPARTURE
(WINCO2.WINCO)



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: 300-1 1/4, or 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'.
 Rwy 26L/R: 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300' per NM to 520'.
 Rwy 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	TOP ALTITUDE
8L/R, 9	Climb heading 092° to 520', then LEFT turn direct SENJOY, then via depicted route to WINCO.	5000'
12	Climb heading 124° to 520', then LEFT turn direct SENJOY, then via depicted route to WINCO.	
26L/R, 27	Climb heading 272° to 520', then RIGHT turn direct OHOF0, then via depicted route to WINCO.	
30	Climb heading 304° to 520', then LEFT turn direct OHOF0, then via depicted route to WINCO.	
ROUTING		
MAINTAIN 5000' or ATC assigned altitude. EXPECT further clearance to filed altitude within 10 minutes after departure.		

KMIA/MIA


JEPPesen

MIAMI, FLA

4 DEC 15

(10-3OB1)

.Eff.10.Dec.

MIAMI INTL

TAKEOFF OBSTACLE NOTES

MIAMI 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.

KMIA/MIA



 4 DEC 15 (10-3OB2) .Eff.10.Dec.

MIAMI, FLA

MIAMI INTL

TAKEOFF OBSTACLE NOTES (CONTD)

MIAMI INTL (CONTD)

◦ RWY 26L:

POLE 1080' FROM DER, 680' LEFT OF CENTERLINE, 33' AGL/47' MSL. LIGHT POLE 1773' FROM DER, 825' LEFT OF CENTERLINE, 34' AGL/53' MSL. TREE 1405' FROM DER, 848' LEFT OF CENTERLINE, 30' AGL/44' MSL. ROD ON TOWER 1305' FROM DER, 638' RIGHT OF CENTERLINE, 34' AGL/48' MSL. TREE 2459' FROM DER, 1070' RIGHT OF CENTERLINE, 63' AGL/71' MSL.

◦ RWY 26R:

NUMEROUS POLES BEGINNING 1090' FROM DER, 36' RIGHT OF CENTERLINE, UP TO 44' AGL/59' MSL. BUILDING 740' FROM DER, 511' RIGHT OF CENTERLINE, 14' AGL/28' MSL. TREES BEGINNING 1047' FROM DER, 272' RIGHT OF CENTERLINE, UP TO 66' AGL/80' MSL. TREE 888' FROM DER, ON CENTERLINE, 21' AGL/35' MSL. ROD ON TOWER 1304' FROM DER, 160' LEFT OF CENTERLINE, 34' AGL/48' MSL.

◦ RWY 27:

TRAIN ON TRACKS 750' FROM DER, 576' LEFT OF CENTERLINE, 23' AGL/37' 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 2056' FROM DER, 95' RIGHT OF CENTERLINE, UP TO 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:

VEHICLES ON ROADWAY BEGINNING 45' FROM DER, 322' LEFT OF CENTERLINE, UP TO 15' AGL/22' MSL. MULTIPLE TREES BEGINNING 169' FROM DER, 284' LEFT OF CENTERLINE, UP TO 31' AGL/39' MSL. MULTIPLE POLES BEGINNING 740' FROM DER, 376' LEFT OF CENTERLINE, UP TO 48' AGL/56' MSL. MULTIPLE BUILDINGS BEGINNING 163' FROM DER, 375' RIGHT OF CENTERLINE, UP TO 36' AGL/43' MSL. MULTIPLE POLES BEGINNING 765' FROM DER, 386' RIGHT OF CENTERLINE, UP TO 48' AGL/55' MSL. MULTIPLE TREES BEGINNING 860' FROM DER, 2' LEFT OF CENTERLINE, UP TO 58' AGL/66' MSL. MULTIPLE TREES BEGINNING 886' FROM DER, 46' RIGHT OF CENTERLINE, UP TO 68' AGL/74' MSL. CRANE 3214' FROM DER, 762' LEFT OF CENTERLINE, 111' AGL/117' MSL. TOWER 3233' FROM DER, 1264' LEFT OF CENTERLINE, UP TO 150' AGL/158' MSL.

◦ RWY 1R:

MULTIPLE TREES BEGINNING 54' FROM DER, 215' RIGHT OF CENTERLINE, UP TO 60' AGL/68' MSL. MULTIPLE TREES BEGINNING 1312' FROM DER, 85' LEFT OF CENTERLINE, UP TO 68' AGL/74' MSL. MULTIPLE POLES BEGINNING 50' FROM DER, 341' RIGHT OF CENTERLINE, UP TO 62' AGL/68' MSL. MULTIPLE 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.

KMIA/MIA


JEPPesen
 4 DEC 15 (10-3OB3) .Eff.10.Dec.

MIAMI, FLA

MIAMI INTL

TAKEOFF OBSTACLE NOTES (CONTD 1)

NORTH PERRY (CONTD)

◦ RWY 10L:

FENCE 113' FROM DER, 325' LEFT OF CENTERLINE, 8' AGL/14' MSL. MULTIPLE TREES BEGINNING 272' FROM DER, 359' LEFT OF CENTERLINE, UP TO 39' AGL/46' MSL. MULTIPLE POLES BEGINNING 660' FROM DER, 515' RIGHT OF CENTERLINE, UP TO 61' AGL/69' MSL. MULTIPLE 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. MULTIPLE TREES BEGINNING 1100' FROM DER, 44' LEFT OF CENTERLINE, UP TO 72' AGL/80' MSL. TOWER 1.2 NM FROM DER, 2371' LEFT OF CENTERLINE, 194' AGL/204' MSL.

◦ RWY 10R:

POLE 168' FROM DER, 543' RIGHT OF CENTERLINE, 31' AGL/38' MSL. BUILDINGS BEGINNING 541' FROM DER, 377' RIGHT OF CENTERLINE, UP TO 25' AGL/33' MSL. MULTIPLE TREES BEGINNING 649' FROM DER, 20' RIGHT OF CENTERLINE, UP TO 77' AGL/85' MSL. MULTIPLE POLES BEGINNING 168' FROM DER, 543' LEFT OF CENTERLINE, UP TO 62' AGL/70' MSL. MULTIPLE TREES BEGINNING 847' FROM DER, 152' LEFT OF CENTERLINE, UP TO 76' AGL/84' MSL.

◦ RWY 19L:

VEHICLES ON ROADWAY 174' FROM DER, 222' RIGHT OF CENTERLINE, UP TO 15' AGL/22' MSL. MULTIPLE TREES BEGINNING 217' FROM DER, 35' RIGHT OF CENTERLINE, UP TO 78' AGL/85' MSL. MULTIPLE TREES BEGINNING 369' FROM DER, 20' LEFT OF CENTERLINE, UP TO 75' AGL/82' MSL. BUILDING 288' FROM DER, 448' RIGHT OF CENTERLINE, 15' AGL/23' MSL. MULTIPLE BUILDINGS BEGINNING 459' FROM DER, 478' LEFT OF CENTERLINE, UP TO 25' AGL/32' MSL. MULTIPLE POLES BEGINNING 521' FROM DER, 29' LEFT OF CENTERLINE, UP TO 39' AGL/46' MSL. MULTIPLE POLES BEGINNING 848' FROM DER, 99' RIGHT OF CENTERLINE, UP TO 35' AGL/41' MSL.

◦ RWY 19R:

MULTIPLE POLES BEGINNING 843' FROM DER, 35' RIGHT OF CENTERLINE, UP TO 36' AGL/43' MSL. MULTIPLE POLES BEGINNING 1070' FROM DER, 49' LEFT OF CENTERLINE, UP TO 36' AGL/43' MSL. MULTIPLE TREES BEGINNING 962' FROM DER, 24' RIGHT OF CENTERLINE, UP TO 68' AGL/76' MSL. MULTIPLE TREES BEGINNING 1169' FROM DER, 165' LEFT OF CENTERLINE, UP TO 78' AGL/85' MSL. TOWER 1335' FROM DER, 211' LEFT OF CENTERLINE, 68' AGL/74' MSL.

◦ RWY 28L:

TOWER 911' FROM DER, 605' RIGHT OF CENTERLINE, 55' AGL/61' MSL. MULTIPLE POLES BEGINNING 978' FROM DER, 39' RIGHT OF CENTERLINE, UP TO 72' AGL/80' MSL. MULTIPLE POLES BEGINNING 1115' FROM DER, 49' LEFT OF CENTERLINE, UP TO 39' AGL/48' MSL. MULTIPLE TREES BEGINNING 1259' FROM DER, 309' LEFT OF CENTERLINE, UP TO 82' AGL/90' MSL. MULTIPLE TREES BEGINNING 1309' FROM DER, 391' RIGHT OF CENTERLINE, UP TO 104' AGL/112' MSL. BUILDING 1626' FROM DER, 29' LEFT OF CENTERLINE, 60' AGL/69' MSL. MULTIPLE BUILDINGS BEGINNING 1996' FROM DER, 22' RIGHT OF CENTERLINE, UP TO 60' AGL/67' MSL.

◦ RWY 28R:

MULTIPLE TREES BEGINNING 15' FROM DER, 28' LEFT OF CENTERLINE, UP TO 105' AGL/112' MSL. MULTIPLE TREES BEGINNING 17' FROM DER, 116' RIGHT OF CENTERLINE, UP TO 82' AGL/90' MSL. MULTIPLE POLES BEGINNING 687' FROM DER, 38' LEFT OF CENTERLINE, UP TO 59' AGL/65' MSL. MULTIPLE POLES BEGINNING 965' FROM DER, 65' RIGHT OF CENTERLINE, UP TO 39' AGL/47' MSL. BUILDING 1804' FROM DER, 981' LEFT OF CENTERLINE, 50' AGL/59' MSL.

KMIA/MIA


JEPPesen
 4 DEC 15 (10-3OB4) .Eff.10.Dec.

MIAMI, FLA

MIAMI INTL

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.

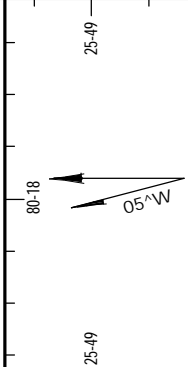
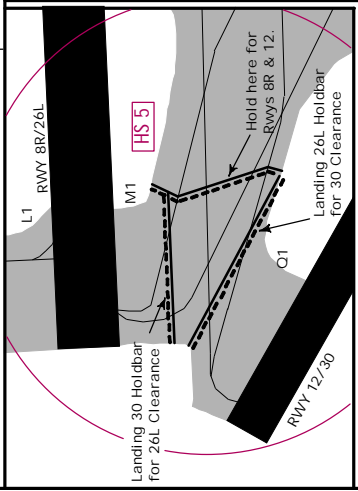
◦ RWY 27R:

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.

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



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:

- All gates located between Concourses H and J
- East gates located on Concourse J
- All gates located between Concourses E and F
- All gates located in Northeast Corner Area
- All gates located on Western U Cargo Area
- All gates located on Eastern U Cargo Area
- All gates located between Concourses G and H
- All gates located between Concourses F and G
- All gates located between Concourses E and F
- All gates located between Concourses D and E
- All gates located between Concourses C and D
- All gates located between Concourses B and C
- All gates located between Concourses A and B
- All gates located between Concourses 26 and 27
- All gates located between Concourses 25 and 26
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- All gates located between Concourses 19 and 20
- All gates located between Concourses 18 and 19
- All gates located between Concourses 17 and 18
- All gates located between Concourses 16 and 17
- All gates located between Concourses 15 and 16
- All gates located between Concourses 14 and 15
- All gates located between Concourses 13 and 14
- All gates located between Concourses 12 and 13
- All gates located between Concourses 11 and 12
- All gates located between Concourses 10 and 11
- All gates located between Concourses 9 and 10
- All gates located between Concourses 8 and 9
- All gates located between Concourses 7 and 8
- All gates located between Concourses 6 and 7
- All gates located between Concourses 5 and 6
- All gates located between Concourses 4 and 5
- All gates located between Concourses 3 and 4
- All gates located between Concourses 2 and 3
- All gates located between Concourses 1 and 2
- All gates located between Concourses 0 and 1
- All gates located between Concourses -1 and 0
- All gates located between Concourses -2 and -1
- All gates located between Concourses -3 and -2
- All gates located between Concourses -4 and -3
- All gates located between Concourses -5 and -4
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- All gates located between Concourses -7 and -6
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- All gates located between Concourses -93 and -92
- All gates located between Concourses -94 and -93
- All gates located between Concourses -95 and -94
- All gates located between Concourses -96 and -95
- All gates located between Concourses -97 and -96
- All gates located between Concourses -98 and -97
- All gates located between Concourses -99 and -98
- All gates located between Concourses -100 and -99

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.

Aircraft with a wingspan greater than 78' (24m) are prohibited from entering the General Aviation Center ramp.

GENERAL AVIATION CENTER FBO AND U.S. CUSTOMS

Aircraft with a wingspan greater than 143' (44m) are prohibited from using Twy AA.

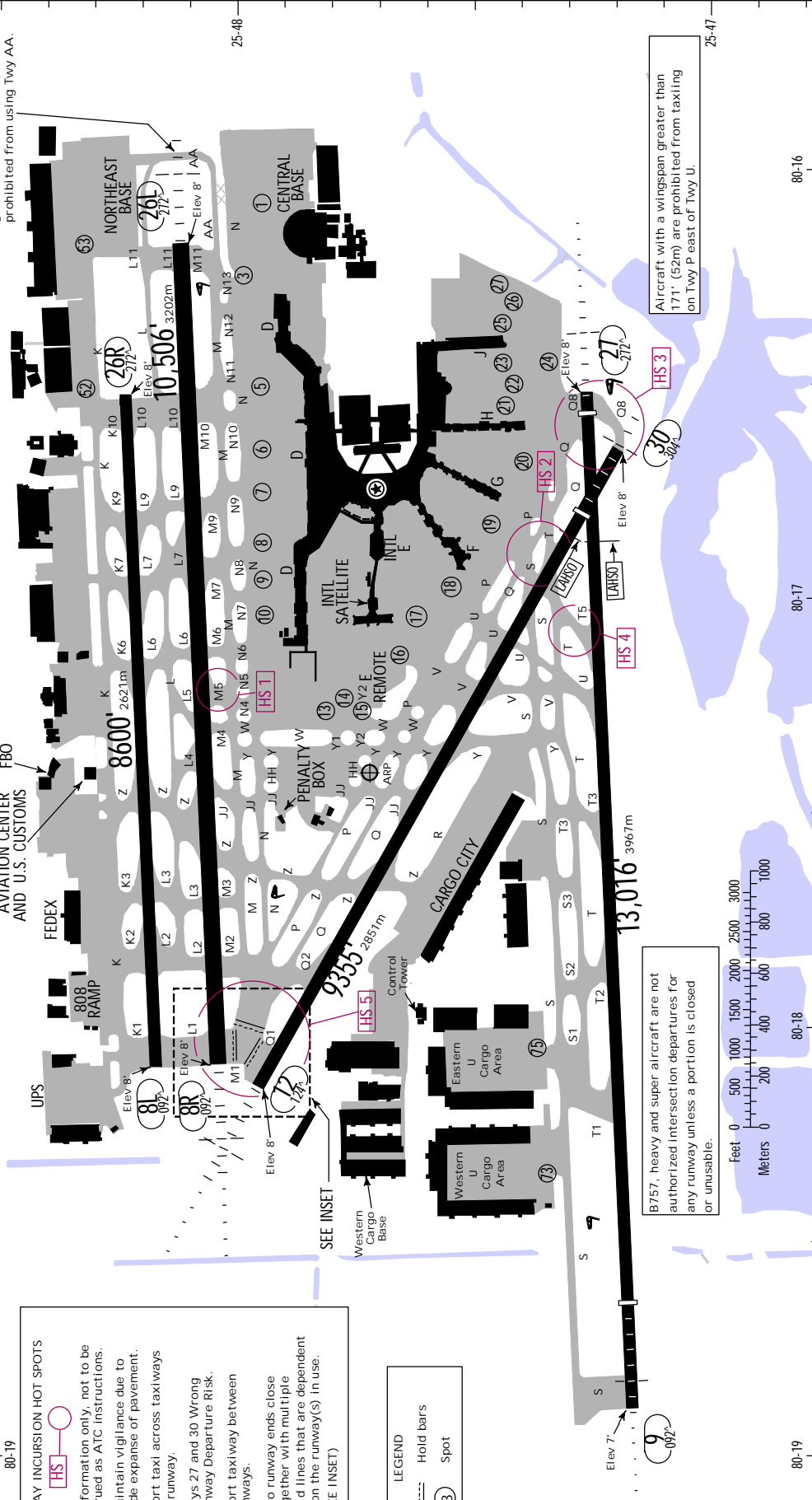
RUNWAY INCURSION HOT SPOTS

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

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

LEGEND

- Hold bars
- ③ Spot



B757, heavy and super aircraft are not authorized intersection departures for any runway unless a portion is closed or unusable.

Aircraft with a wingspan greater than 171' (52m) are prohibited from taxiing on Twy P east of Twy U.



GENERAL									
CAUTION: Be alert to runway crossing clearances. Readback of all runway holding instructions is required.									
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all taxiways and runways.									
Airport closed to non-engine aircraft.									
Birds in vicinity of airport.									
Terminal Doppler Weather Radar.									
ADDITIONAL RUNWAY INFORMATION									
RWY	LANDING BEYOND				USABLE LENGTHS		LAHSO		
	Threshold	Glide Slope	Distance				TAKE - OFF	WIDTH	
8L	HIRL CL REIL	PAPI-L (angle 3.00°)	grooved	RVR					150' 46m
	26R	HIRL CL REIL	PAPI-L (angle 3.00°)	grooved					
1 Closed 2200-0700LT when Rwy 8R-26L and 9-27 are in use.									
8R	HIRL CL MALSR	TDZ	PAPI-L (angle 3.00°)	RVR		9545' 2909m			200' 61m
	26L	HIRL CL MALSF	PAPI-L (angle 3.00°)	RVR		9405' 2867m			
2 Grooved.									
9	HIRL CL MALSR	PAPI-L (angle 3.00°)	grooved	RVR	311,397' 3474m	10,325' 3147m	12/30 9749' 2971m		150' 46m
	27				12,755' 3888m	11,699' 3566m			
3 Last 261' (80m) is unavailable for landing distance computations.									
12	HIRL CL MALSR	PAPI-R (angle 3.00°)	grooved	RVR	58579' 2615m	7513' 2290m	9/27 8100' 2469m		150' 46m
	430	HIRL CL MALS	PAPI-L (angle 3.00°)	grooved	RVR	67913' 2412m	6947' 2117m		
4 Closed 2200-0700LT when Rwy 8R-26L and 9-27 are in use.									
5 Last 776' (237m) is unavailable for landing distance computations.									
6 Last 503' (153m) is unavailable for landing distance computations.									

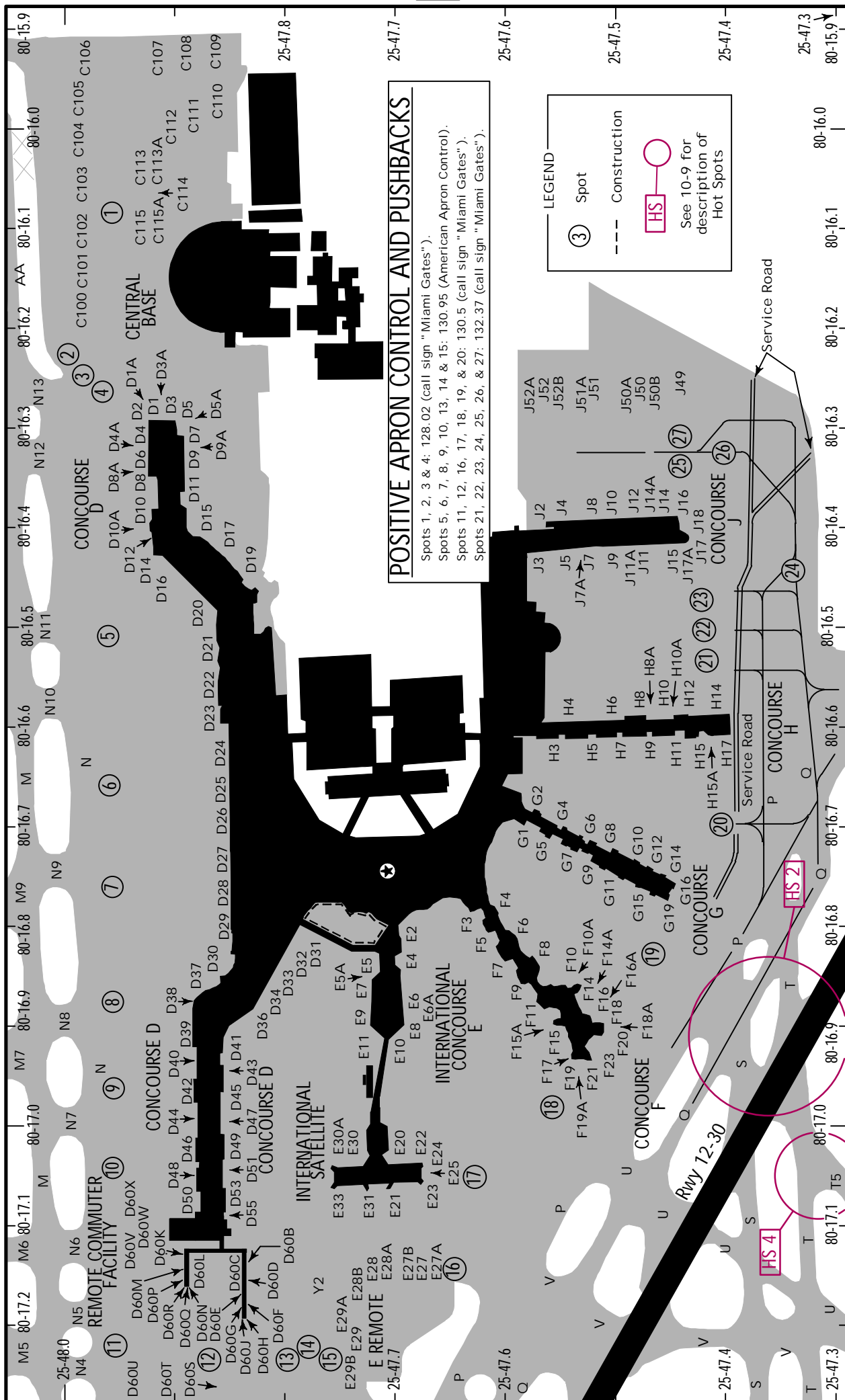
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE									
Rwys 12, 27									
2 operating RVRs are required All operating RVRs are controlling			Adequate Vis Ref		STD				
					3 & 4 Eng		1 & 2 Eng		
CL & HIRL	CL, or RCLM & HIRL	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1		
Rwys 8R, 26L, 30									
Both RVRs are required and controlling			Adequate Vis Ref		STD				
					3 & 4 Eng		1 & 2 Eng		
CL & HIRL	CL, or RCLM & HIRL	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1		
Rwy 9									
With Mlm climb of 240' /NM to 1200'									
2 operating RVRs are required All operating RVRs are controlling			Adequate Vis Ref		STD				
					3 & 4 Eng		1 & 2 Eng		
CL & HIRL	CL, or RCLM & HIRL	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1		
Rwy 26R			Rwy 8L						
Adequate Vis Ref	STD		With Mlm climb of 382' /NM to 300'					Other	
			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 12 ILS Rwy 26L ILS Rwy 27 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) Rwy 8R RNAV (RNP) Y Rwy 27 RNAV (RNP) Z Rwy 30	RNAV (GPS) Rwy 9 RNAV (GPS) Z Rwy 12 RNAV (GPS) Z Rwy 26L RNAV (RNP) Y Rwy 26L RNAV (GPS) Rwy 26R RNAV (GPS) Rwy 26L RNAV (GPS) Rwy 27 RNAV (GPS) Z Rwy 30							
A			LOC Rwy 30	LOC Rwy 26L	LOC Rwy 30	LOC Rwy 27	RNAV (RNP) Y Rwy 12 RNAV (RNP) Y Rwy 30		
B	600-2	800-2	900-2		900-2	1300-2	NA		
C			900-2 1/2		900-2 1/2	1300-3			
D			900-2 3/4		900-2 3/4	1300-3			

KMIA/MIA

1 JUL 16 10-9B

MIAMI, FLA
MIAMI INTL



KMIA/MIA



1 JUL 16

10-9C

MIAMI, FLA

MIAMI INTL

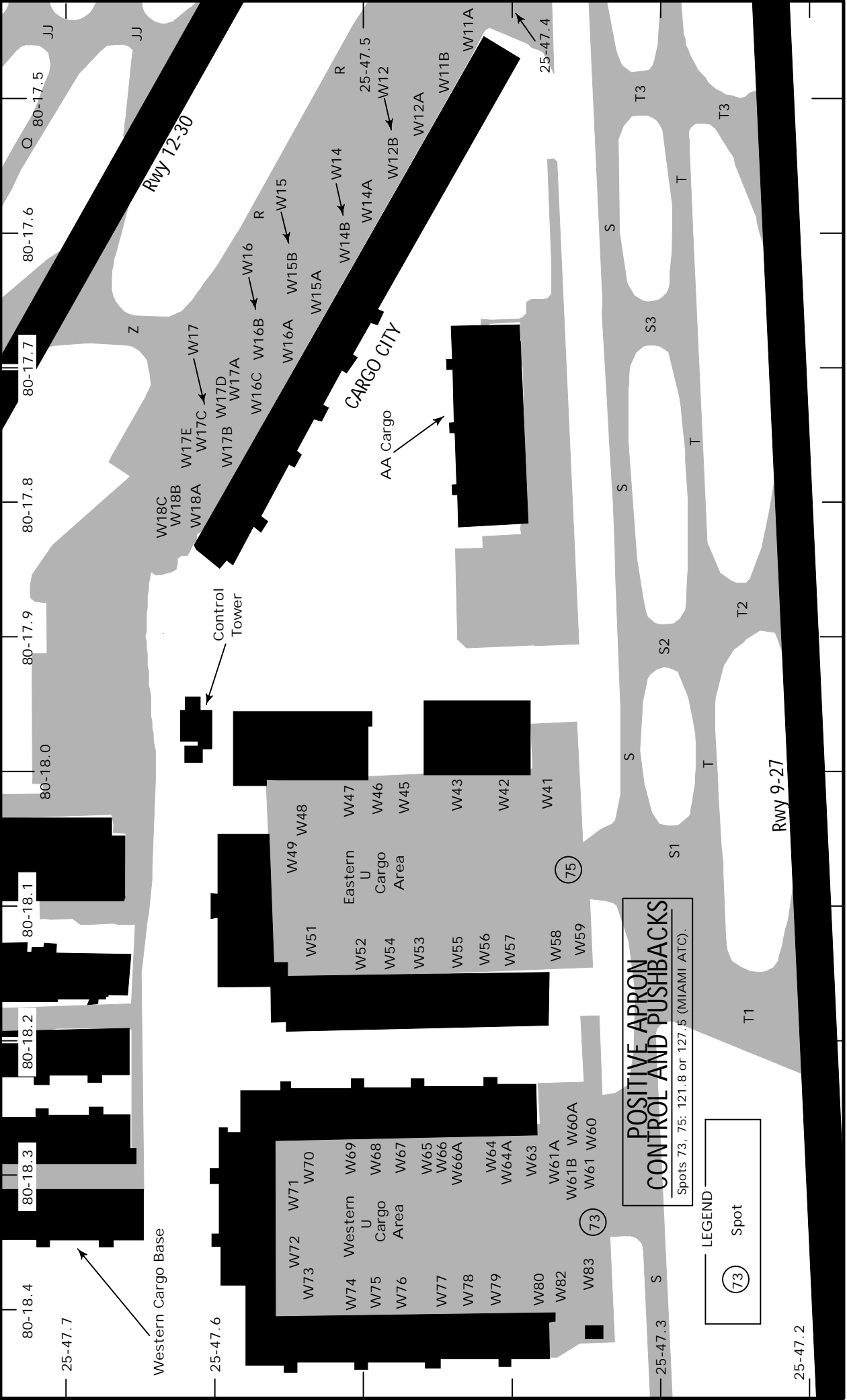
PARKING BAY COORDINATES

BAY No.	COORDINATES	BAY No.	COORDINATES
CENTRAL BASE		CONCOURSE F	
C100	N25 48.0 W080 16.2	F3 thru F8	N25 47.6 W080 16.8
C101 thru C103	N25 48.0 W080 16.1	F9	N25 47.6 W080 16.9
C104, C105	N25 48.0 W080 16.0	F10, F10A	N25 47.5 W080 16.8
C106	N25 48.0 W080 15.9	F11	N25 47.6 W080 16.9
C107 thru C109	N25 47.9 W080 15.9	F14, F14A	N25 47.5 W080 16.9
C110 thru C113A	N25 47.9 W080 16.0	F15, F15A	N25 47.6 W080 16.9
C114 thru C115A	N25 47.9 W080 16.1	F16 thru F21, F23	N25 47.5 W080 16.9
CONCOURSE D		CONCOURSE G	
D1 thru D7	N25 47.9 W080 16.3	G1, G2, G4, G5	N25 47.6 W080 16.7
D8	N25 47.9 W080 16.4	G6 thru G10	N25 47.5 W080 16.7
D8A thru D9A	N25 47.9 W080 16.3	G11	N25 47.5 W080 16.8
D10 thru D19	N25 47.9 W080 16.4	G12	N25 47.5 W080 16.7
D20, D21	N25 47.9 W080 16.5	G14	N25 47.4 W080 16.7
D22 thru D24	N25 47.9 W080 16.6	G15	N25 47.5 W080 16.8
D25 thru D27	N25 47.9 W080 16.7	G16	N25 47.4 W080 16.8
D28 thru D33	N25 47.9 W080 16.8	G19	N25 47.5 W080 16.8
D34, D36	N25 47.8 W080 16.9	CONCOURSE H	
D37 thru D41	N25 47.9 W080 16.9	H3	N25 47.6 W080 16.6
D42	N25 47.9 W080 17.0	H4 thru H10	N25 47.5 W080 16.6
D43	N25 47.9 W080 16.9	H10A thru H15	N25 47.4 W080 16.6
D44 thru D47	N25 47.9 W080 17.0	H17	N25 47.4 W080 16.6
D48	N25 47.9 W080 17.1	CONCOURSE J	
D49	N25 47.9 W080 17.0	J2, J3	N25 47.6 W080 16.4
D50	N25 47.9 W080 17.1	J4, J5	N25 47.5 W080 16.4
D51	N25 47.9 W080 17.0	J7 thru J12	N25 47.5 W080 16.4
D53, D55	N25 47.9 W080 17.1	J14, J14A	N25 47.5 W080 16.4
D60B, D60C	N25 47.8 W080 17.1	J BAYS	
D60D thru D60J	N25 47.8 W080 17.2	J49	N25 47.4 W080 16.3
D60K thru D60M	N25 47.9 W080 17.1	J50 thru J51A	N25 47.5 W080 16.3
D60N thru D60R	N25 47.9 W080 17.2	J52 thru J52B	N25 47.6 W080 16.3
D60S thru D60U	N25 47.9 W080 17.3		
D60V thru D60X	N25 47.9 W080 17.1		
INTL CONCOURSE E			
E2, E4, E5	N25 47.7 W080 16.8		
E5A thru E11	N25 47.7 W080 16.9		
E REMOTE			
E27 thru E29B	N25 47.7 W080 17.2		
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, E25, E30, E30A	N25 47.7 W080 17.0		
E31	N25 47.8 W080 17.1		
E33	N25 47.7 W080 17.1		

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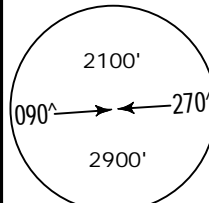
WEST CARGO PARKING BAY COORDINATES			
BAY No.	COORDINATES	BAY No.	COORDINATES
CARGO CITY		EASTERN U CARGO AREA	
W11A, W11B	N25 47.4 W080 17.5	W41 thru W43	N25 47.4 W080 18.0
W12 thru W12B	N25 47.5 W080 17.5	W45 thru W49	N25 47.5 W080 18.0
W14 thru W15B	N25 47.5 W080 17.6	W51 thru W54	N25 47.5 W080 18.1
W16 thru W17A	N25 47.6 W080 17.7	W55 thru W59	N25 47.4 W080 18.1
W17B	N25 47.6 W080 17.8		
W17C thru W17E	N25 47.6 W080 17.7		
W18A thru W18C	N25 47.6 W080 17.8		
		WESTERN U CARGO AREA	
		W60 thru W64A	N25 47.4 W080 18.3
		W65	N25 47.5 W080 18.3
		W66 thru W66A	N25 47.4 W080 18.3
		W67 thru W71	N25 47.5 W080 18.3
		W72 thru W76	N25 47.5 W080 18.4
		W77 thru W80	N25 47.4 W080 18.4
		W82, W83	N25 47.4 W080 18.4

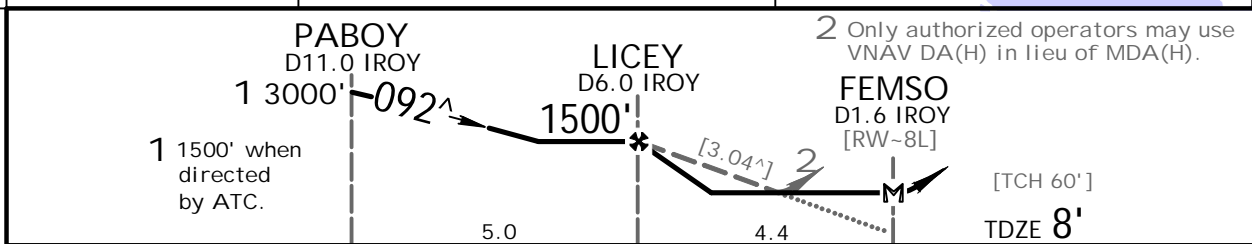
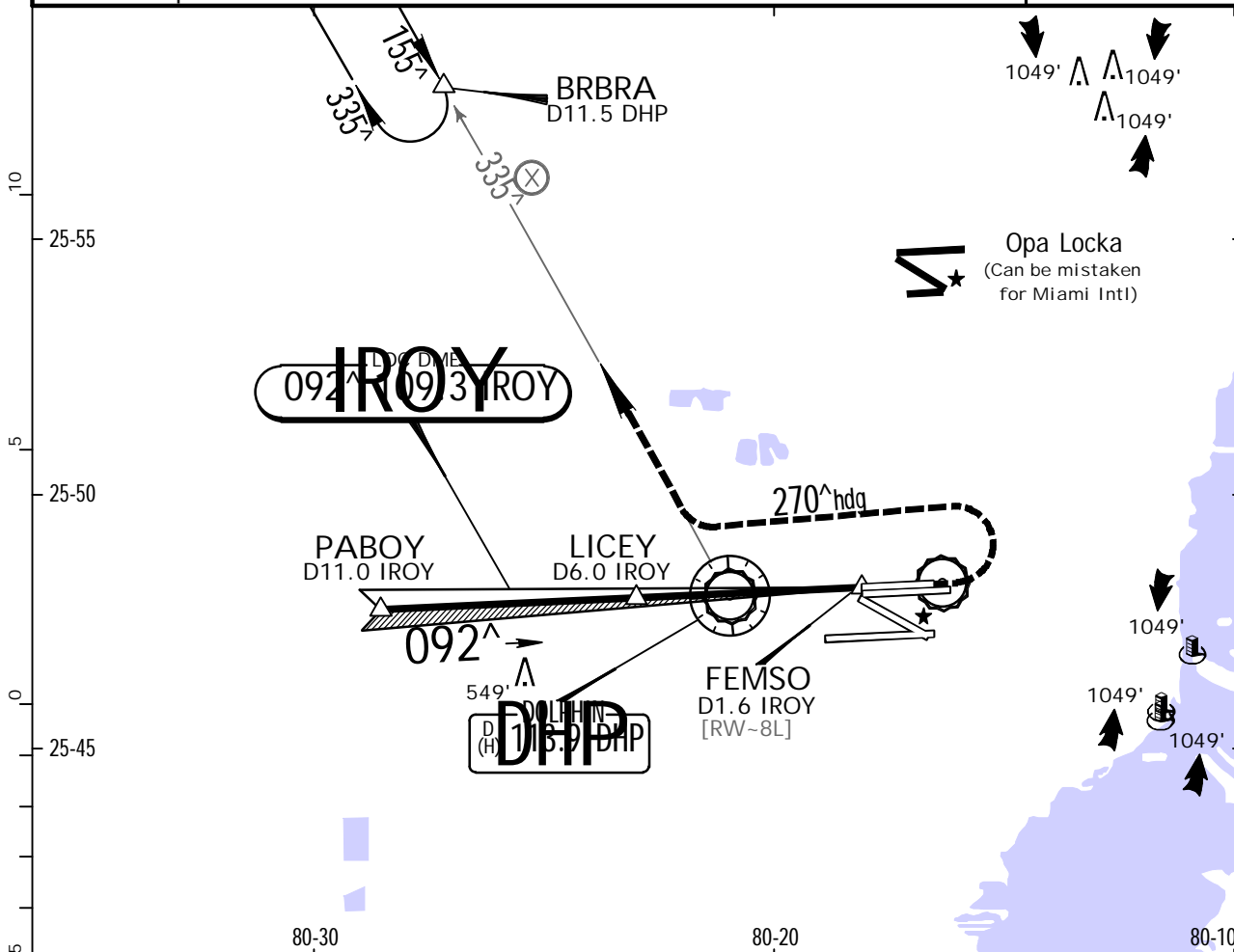
KMIA/MIA
MIAMI INTL

JEPPESSEN
5 DEC 14 (11-1)

MIAMI, FLA
LOC DME Rwy 8L

BRIEFING STRIP ^{nm}

D-ATIS Arrival	MIAMI Approach (R)		MIAMI Tower 270°-089° 090°-269°		Ground Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30
119.15	124.85		118.3	123.9	121.8	127.5
LOC IROY 109.3	Final Apch Crs 092°	Minimum Alt LICEY 1500' (1492')	MDA(H) 440' (432')	Apt Elev 9' 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 1. Radar required.		Trans level: FL 180		Trans alt: 18000'		
						MSA DHP VOR



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

STRAIGHT-IN LANDING RWY 8L				CIRCLE-TO-LAND			
MDA(H) 440' (432')							

A	RVR 50 or 1				A	NA			
B					B				
C	RVR 60 or 1¼				C				
D					D				
	1½								

CHANGES: None.

JEPPESSEN, 2003, 2012. ALL RIGHTS RESERVED.

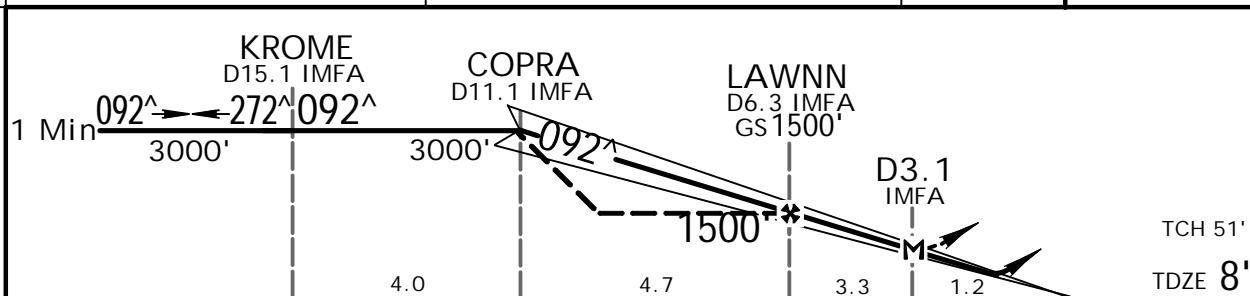
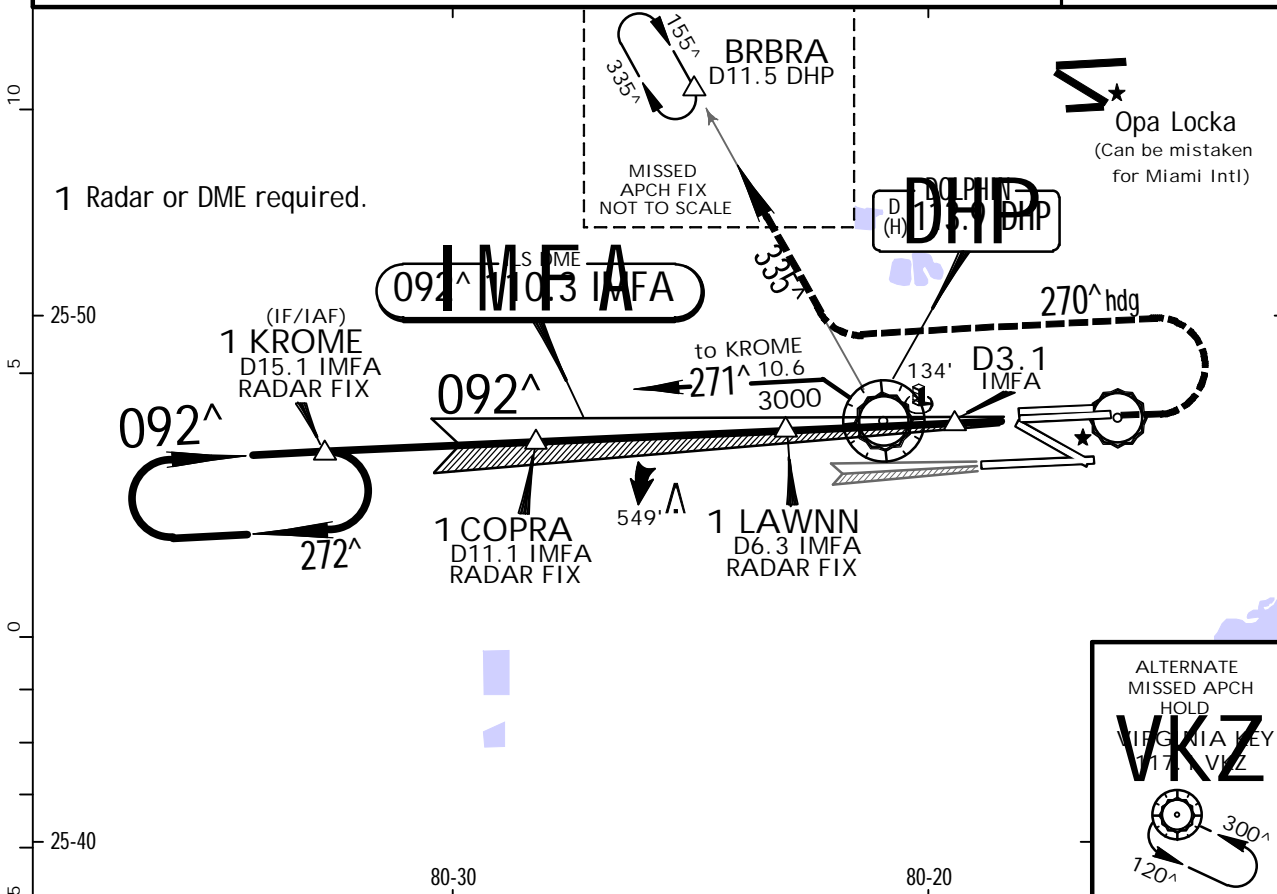
KMIA/MIA
MIAMI INTL

JEPPESSEN
5 DEC 14 (11-2)

MIAMI, FLA
ILS or LOC Rwy 8R

BRIEFING STRIP™

D-ATIS Arrival		MIAMI Approach (R)		MIAMI Tower		Ground	
119.15		124.85		270°-089°	090°-269°	Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30
				118.3	123.9	121.8	127.5
LOC IMFA 110.3	Final Apch Crs 092°	GS LAWNN 1500' (1492')	ILS DA(H) 450' (442')	Apt Elev 9' TDZE 8'		<div><div>2100'</div><div>090°→←270°</div><div>2900'</div></div> <div>MSA DHP VOR</div>	
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 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.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	800'	3000'	270^	DHP
GS	3.00^	372	478	531	637	743	PAPI	↑	←	on	113.9
MAP at 3.1 IMFA or LAWNN to MAP	3.3	2:50	2:12	1:59	1:39	1:25	1:14			hdg	R-335

STRAIGHT-IN LANDING RWY 8R						LOC (GS out)	
ILS DA(H) 450' (442')			MDA(H) 560' (552')				
FULL		TDZ or CL out	RAIL or ALS out		RAIL out		ALS out
A					RVR 50 or 1		
B							
C	RVR 50 or 1		1 1/2		RVR 50 or 1	1 1/2	
D					RVR 60 or 1 1/4	1 3/4	

TERPS AMEND 30D 11 DEC 2014

KMIA/MIA

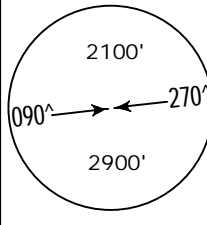
MIAMI INTL

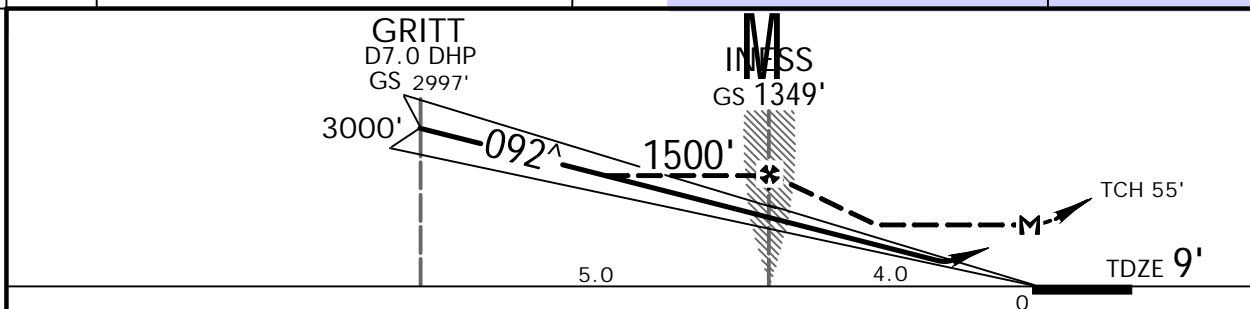
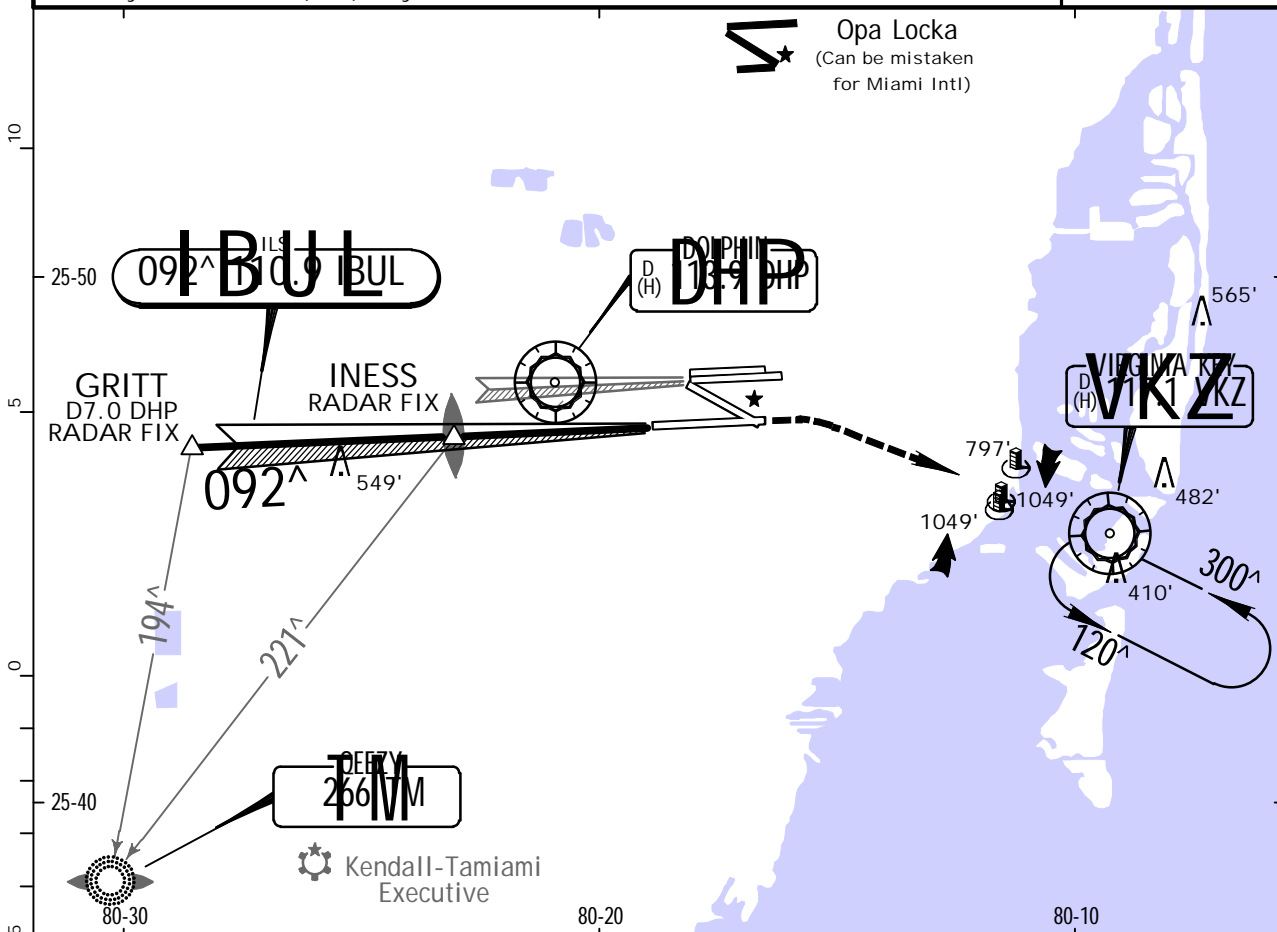
JEPPESSEN
5 DEC 14 (11-3)

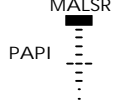

MIAMI, FLA

ILS or LOC Rwy 9

BRIEFING STRIP™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower		Ground	
119.15	124.85	270°-089^	090°-269^	Rwys 9, 27, 30	Rwys 8L/R, 12, 26L/R
		118.3	123.9	127.5	121.8
LOC IBUL 110.9	Final Apch Crs 092^	GS INESS 1349' (1340')	ILS DA(H) 209' (200')	Apt Elev 9' TDZE 9'	
MISSED APCH: Climb to 800' then climbing RIGHT turn to 3000' direct VKZ VOR and hold.					
Alt Set: INCHES 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 and RNAV (GPS) Rwy 8L.					
Trans level: FL 180					Trans alt: 18000'



Gnd speed-Kts	70	90	100	120	140	160		800'	3000'		VKZ 117.1
GS	3.00^	372	478	531	637	743		↑	↗ RT		
INESS to MAP	4.0	3:26	2:40	2:24	2:00	1:43					

STRAIGHT-IN LANDING RWY ⁹			CIRCLE-TO-LAND		
ILS DA(H) 209' (200')		LOC (GS out) MDA(H) 440' (431')			
FULL	RAIL or ALS out	RAIL out		ALS out	
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	
B					
C			RVR 40 or 3/4	RVR 60 or 1 1/4	
D			RVR 50 or 1	1 1/2	
NA					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

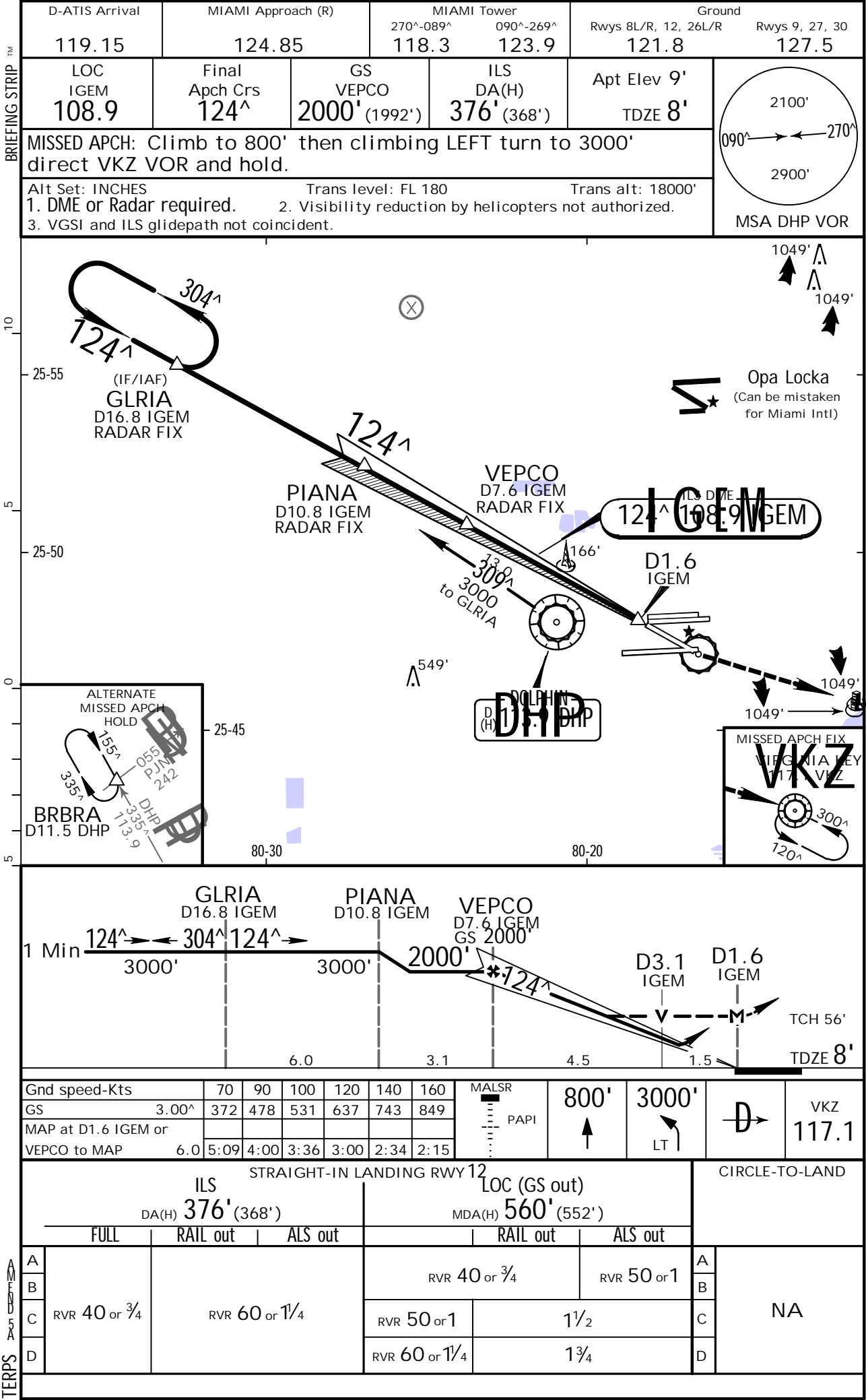
CHANGES: MM decommissioned, note.

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KMIA/MIA
MIAMI INTL

JEPPESSEN
5 DEC 14 11-4

MIAMI, FLA
ILS or LOC Rwy 12



KMIA/MIA

MIAMI INTL

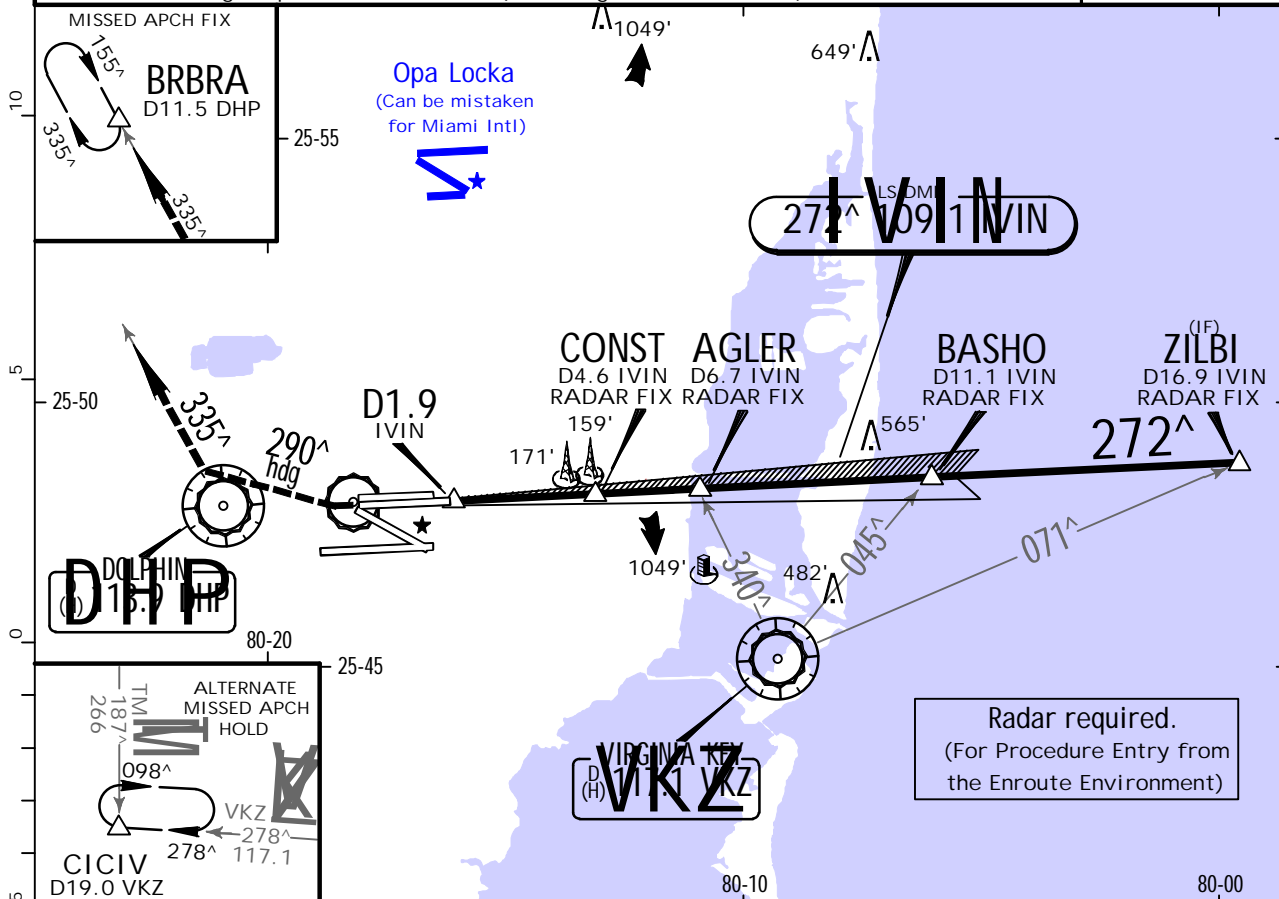
JEPPESSEN
15 JUL 16
Eff. 21 Jul. (11-5)

MIAMI, FLA

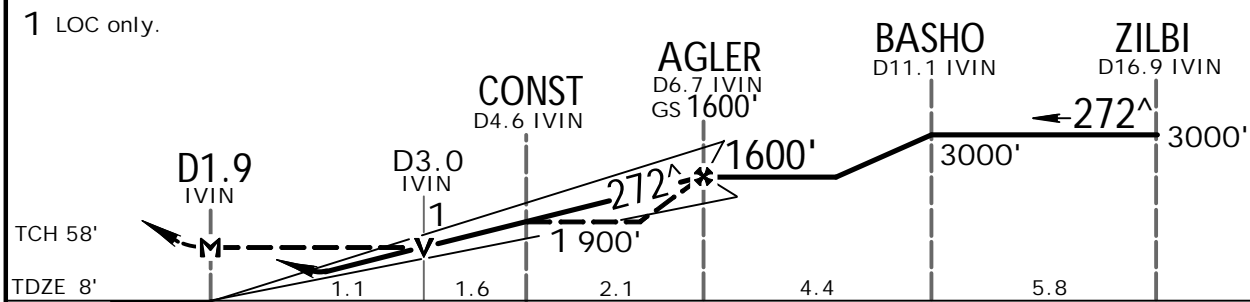
ILS or LOC Rwy 26L

BRIEFING STRIP™

D-ATIS Arrivals	MIAMI Approach (R)		MIAMI Tower		Ground	
119.15	124.85		270°-089^	090°-269^	Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30
LOC IVIN 109.1	Final Apch Crs 272^	GS AGLER 1600' (1592')	ILS DA(H) 208' (200')	Apt Elev 9'		<div><div>2100'</div><div>090°→←270°</div><div>2900'</div></div> <div>MSA DHP VOR</div>
					TDZE 8'	
MISSED APCH: Climb to 800' then climbing RIGHT turn to 2000' on heading 290^ and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold; or when 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 27. 3. Autopilot coupled approach not authorized below 480'. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00^/TCH 73').						



1 LOC only.



Gnd speed-Kts	70	90	100	120	140	160	MALSF		800'	2000'	290 [^]	DHP
GS	3.00 [^]	372	478	531	637	743	PAPI		↑	↖	via	113.9
MAP at D1.9 IVIN or											hdg	R-335
AGLER to MAP	4.8	4:07	3:12	2:53	2:24	1:48						

ILS		STRAIGHT-IN LANDING		LOC (GS out)	
DA(H) 208' (200')		MDA(H) 420' (412') with CONST		MDA(H) 900' (892') without CONST	
FULL	ALS out	ALS out		ALS out	
A		RVR 40 or 3/4	RVR 50 or 1	RVR 55 or 1 1/4	1 1/2
B					
C	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/4	2 1/2	
D					

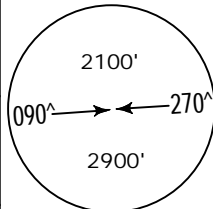
TERPS AMEND 16 21 JUL 2016

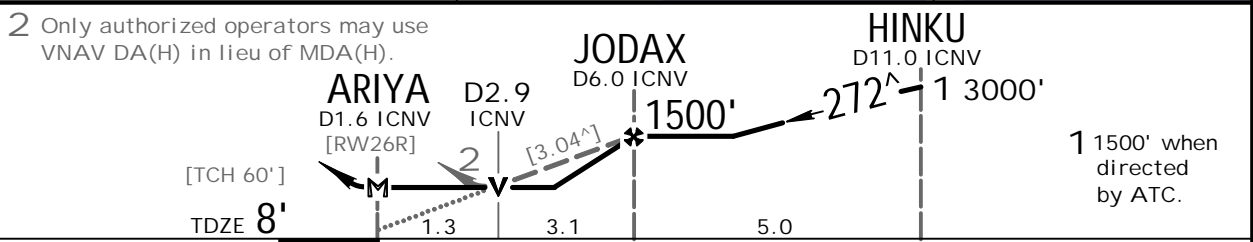
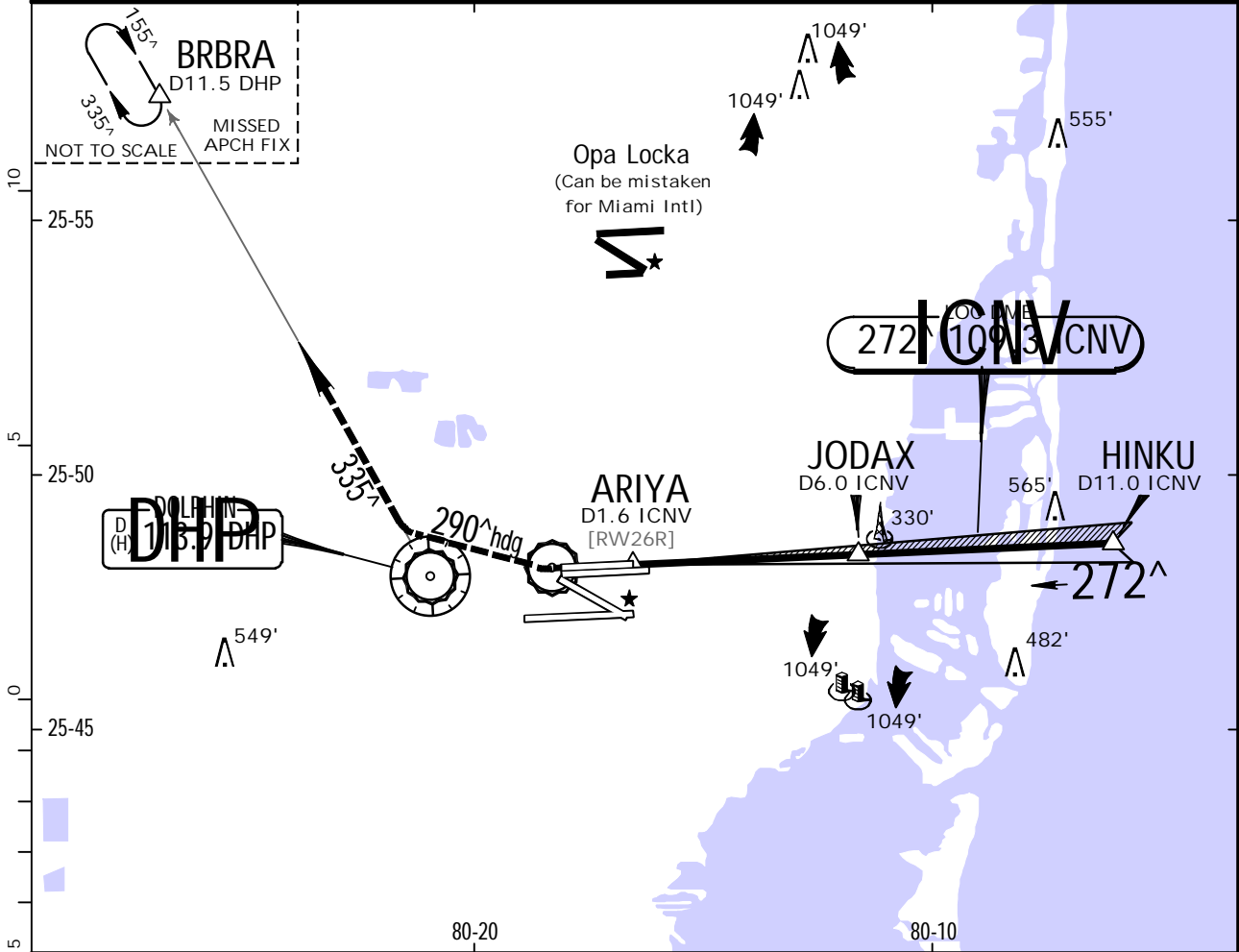
KMIA/MIA
MIAMI INTL

15 JUL 16 (11-6).Eff.21.Jul.

MIAMI, FLA
LOC DME Rwy 26R

BRIEFING STRIP™

D-ATIS Arrival	MIAMI Approach (R)		MIAMI Tower		Ground	
119.15	124.85		270°-089°	090°-269°	Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30
LOC ICNV 109.3	Final Apch Crs 272°	Minimum Alt JODAX 1500' (1492')	MDA(H) 480' (472')	Apt Elev 9' 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.						MSA DHP VOR
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Radar required.						



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

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

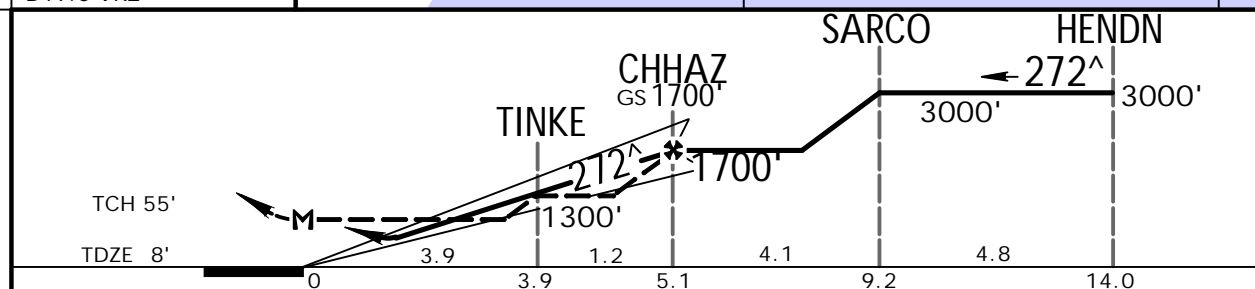
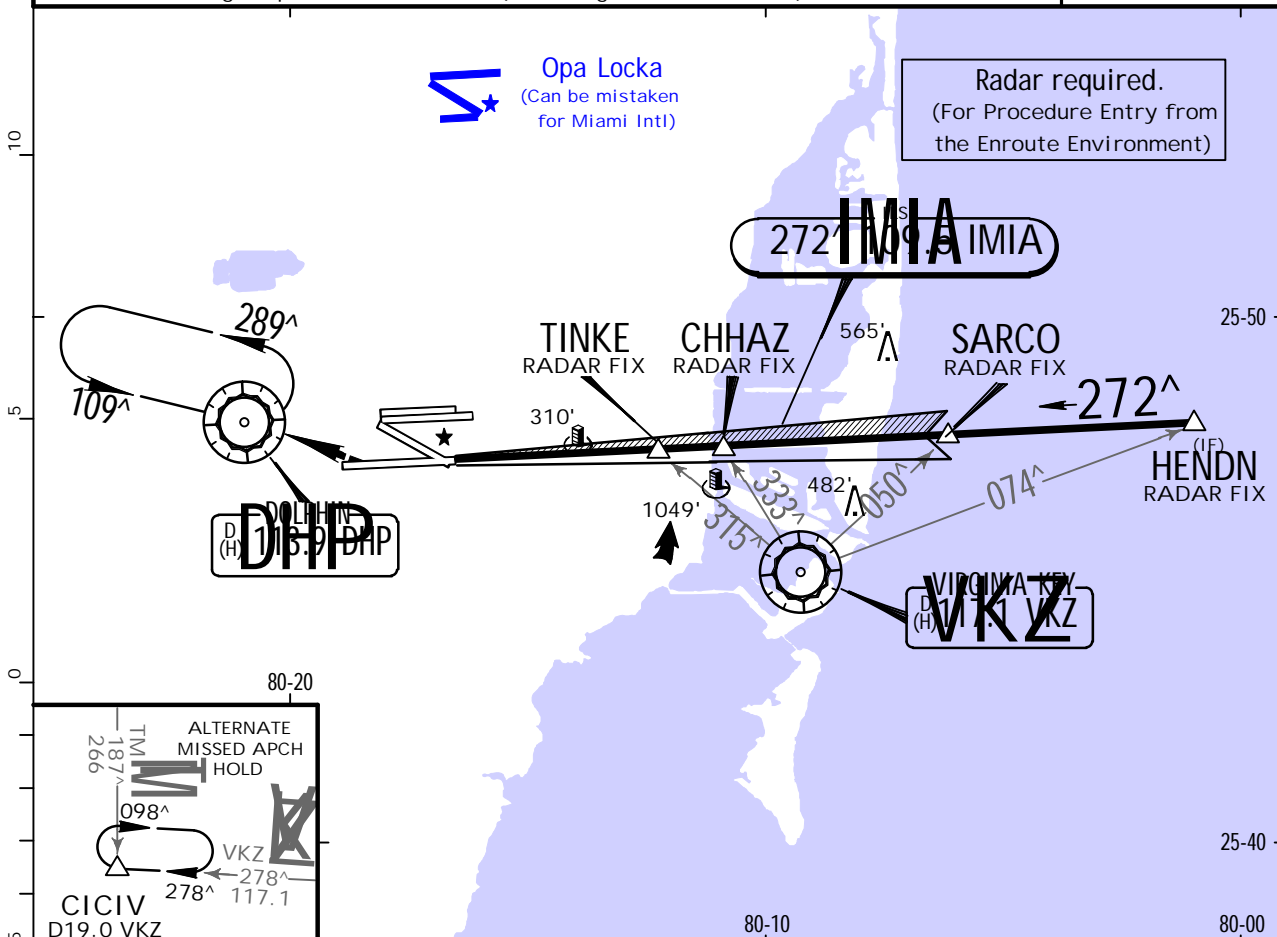
A	1						A	NA					
B							B						
C	1¼						C						
D	1½						D						

KMIA/MIA
MIAMI INTL

JEPPESSEN
15 JUL 16
.Eff. 21 Jul. (11-7)

MIAMI, FLA
ILS or LOC Rwy 27

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower	Ground
119.15	124.85	270°-089° 118.3 123.9	Rwys 9, 27, 30 127.5 Rwys 8L/R, 12, 26L/R 121.8
LOC IMIA 109.5	Final Apch Crs 272°	GS CHHAZ 1700' (1692')	ILS DA(H) 208' (200')
			Apt Elev 9' TDZE 8'
MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' direct DHP VOR and hold, continue climb-in-hold to 3000'; or when directed by ATC.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with ILS or LOC Rwy 26L and RNAV (GPS) Rwy 26R. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').			
			2100' 090° → ← 270° 2900' MSA DHP VOR



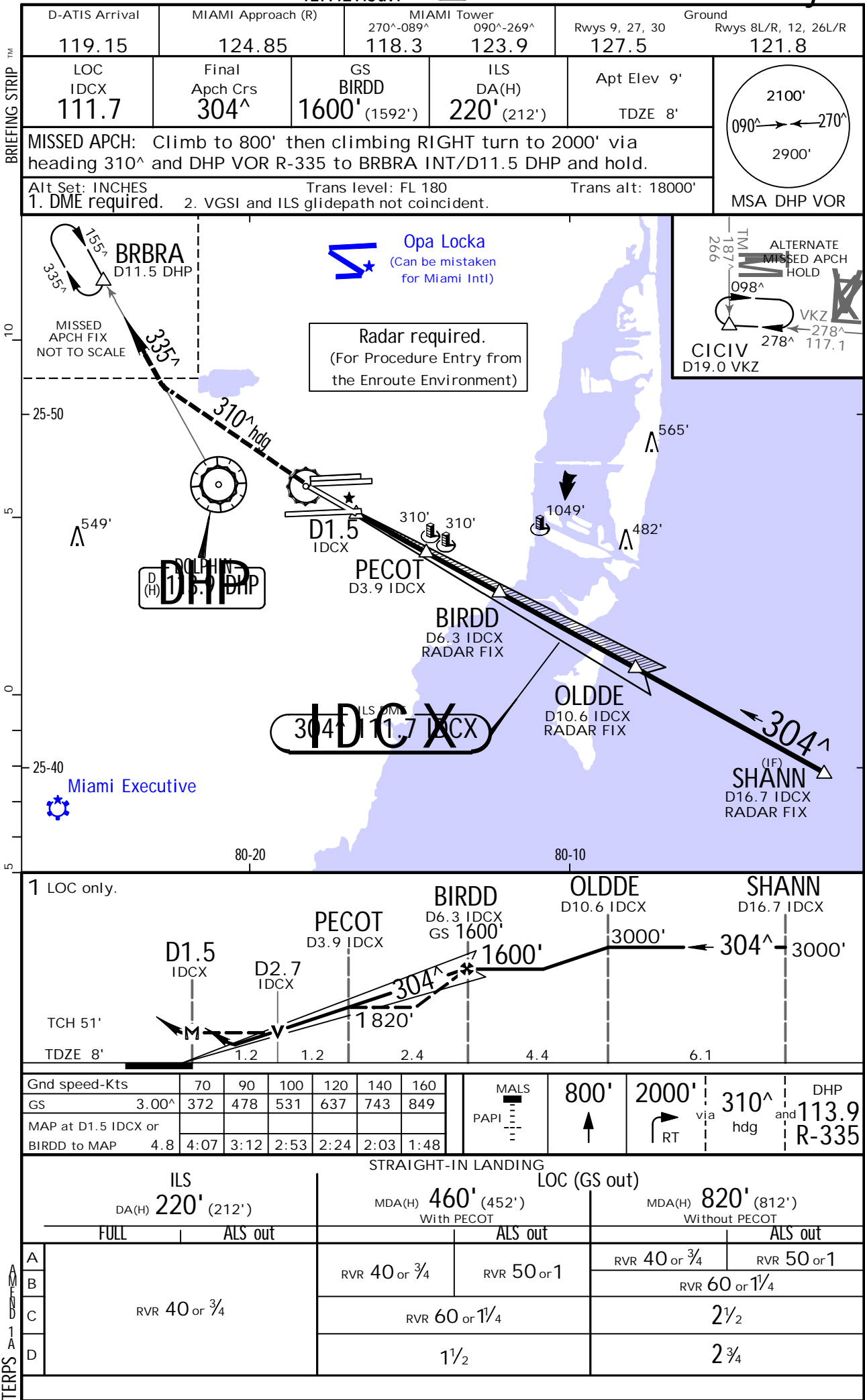
Gnd speed-Kts	70	90	100	120	140	160	MALSR	600'	3000'	DHP
GS	3.00°	372	478	531	637	849	PAPI	↑	RT	113.9
CHHAZ to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55			

TERPS.		STRAIGHT-IN LANDING		LOC (GS out)	
ILS		RAIL/ALS out		RAIL/ALS out	
DA(H) 208' (200')		MDA(H) 560' (552') with TINKE		MDA(H) 1300' (1292') without TINKE	
FULL		RAIL/ALS out		RAIL/ALS out	
A		RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1/4
B					
C	RVR 24 or 1/2	RVR 40 or 3/4			
D		RVR 60 or 1/4	1 3/4	3	

KMIA/MIA
MIAMI INTL

JEPPESSEN
15 JUL 16
Eff. 21 Jul. (11-8)

MIAMI, FLA
ILS or LOC Rwy 30

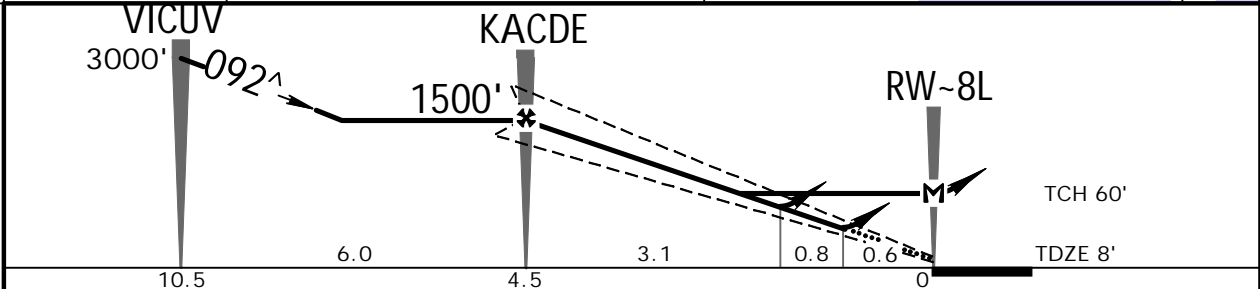
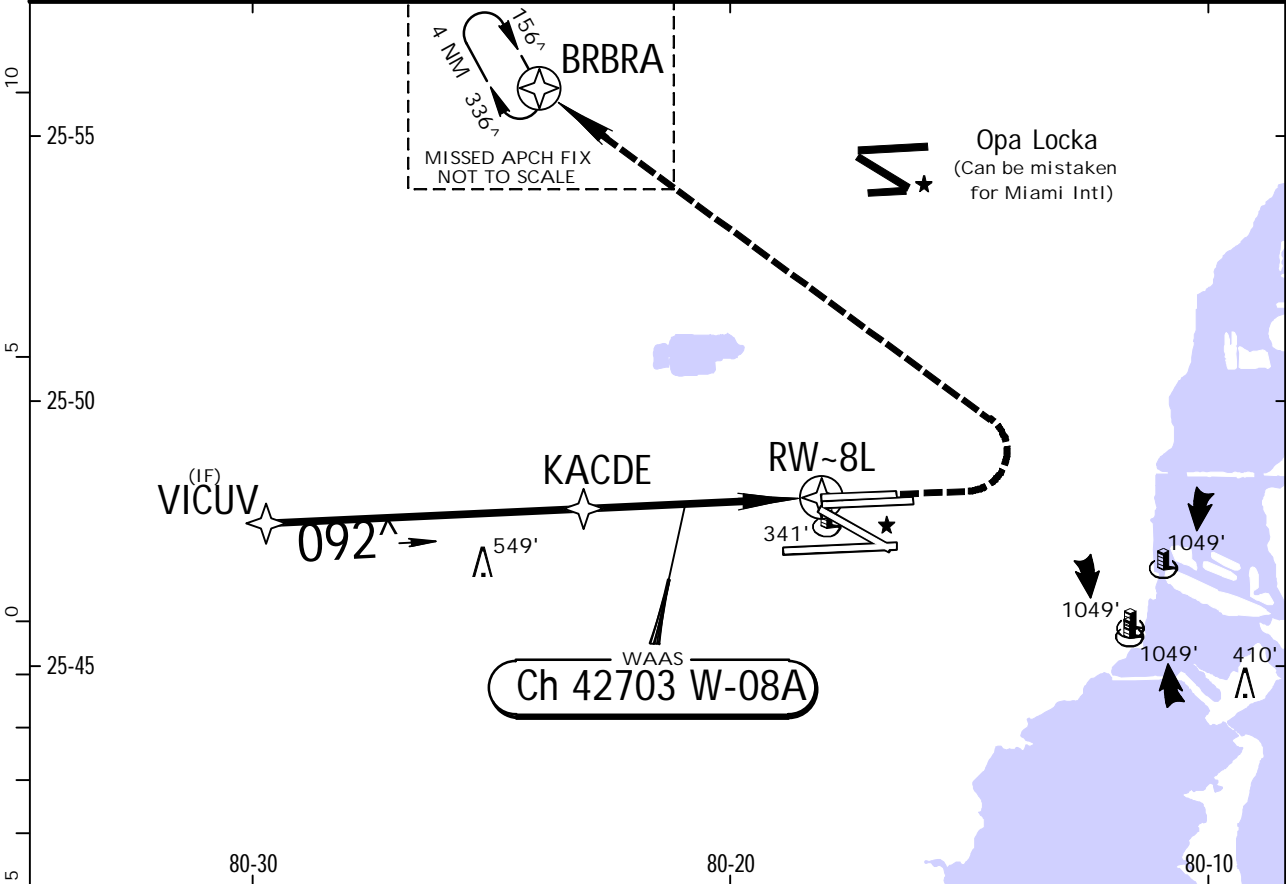


KMIA/MIA
MIAMI INTL

9 OCT 15 **12-1**

MIAMI, FLA
RNAV (GPS) Rwy 8L

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower		Ground	
		270°-089°	090°-269°	Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5
WAAS Ch 42703 W-08A	Final Apch Crs 092°	Minimum Alt KACDE 1500' (1492')	LPV DA(H) 258' (250')	Apt Elev 9' TDZE 8'	<div>2900'</div> <div>MSA RW-8L</div>
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' direct BRBRA and hold.					
Alt Set: INCHES					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	800' ↑	3000' ← LT	→	BRBRA
Glide Path Angle 3.00^	372	478	531	637	743	849					
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW-8L											

TERPS.		STRAIGHT-IN LANDING RWY 8L		1 LNAV	
LPV DA(H) 258' (250')		LNAV/VNAV DA(H) 512' (504')		MDA(H) 600' (592')	
A	RVR 50 or 1		1 ⁵ / ₈	RVR 55 or 1	
B					
C				1 ³ / ₄	
D					

1 LNAV procedure not authorized during simultaneous operations.

KMIA/MIA

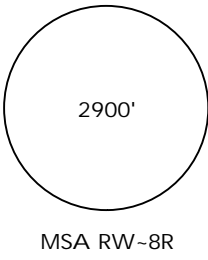
MIAMI INTL

9 OCT 15 (12-2)

MIAMI, FLA

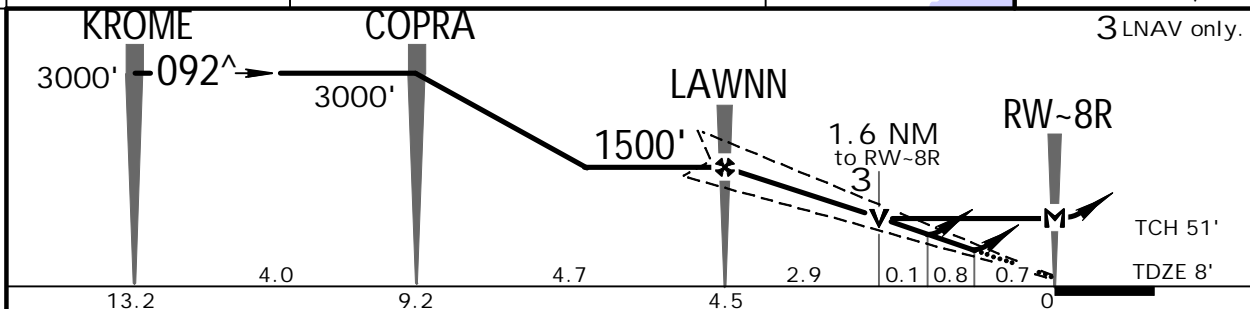
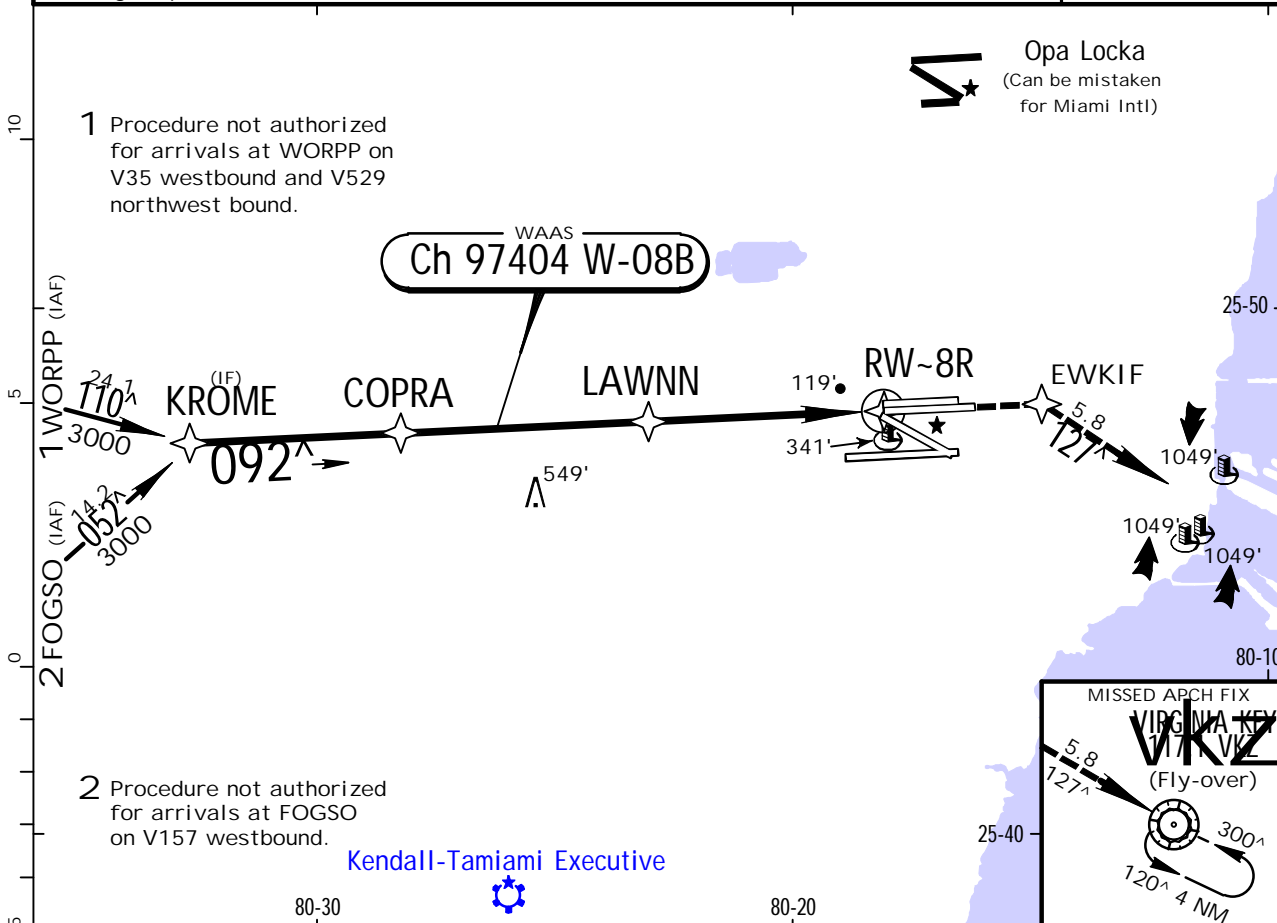
RNAV (GPS) Z Rwy 8R



BRIEFING STRIP™

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower		Ground	
119.15	124.85	270°-089° 118.3	090°-269° 123.9	Rwys 8L/R, 12, 26L/R 121.8	Rwys 9, 27, 30 127.5
WAAS Ch 97404 W-08B	Final Appch Crs 092°	Minimum Alt LAWNN 1500' (1492')	LPV DA(H) 273' (265')	Apt Elev 9' TDZE 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.					

2900'

MSA RW-8R



Gnd speed-Kts	70	90	100	120	140	160		3000'		EWKIF
Glide Path Angle 3.00°	372	478	531	637	743	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW-8R										

STRAIGHT-IN LANDING RWY 8R				LNAV		
LPV		LNAV/VNAV		MDA(H)		
DA(H) 273' (265')		DA(H) 530' (522')		600' (592')		
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B						
C	RVR 24 or 1/2	RVR 50 or 1	RVR 60 or 1/4	1 3/4		
D						

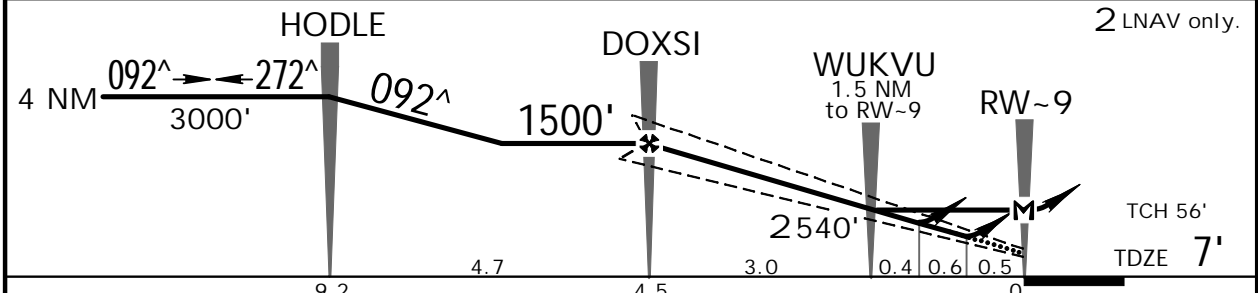
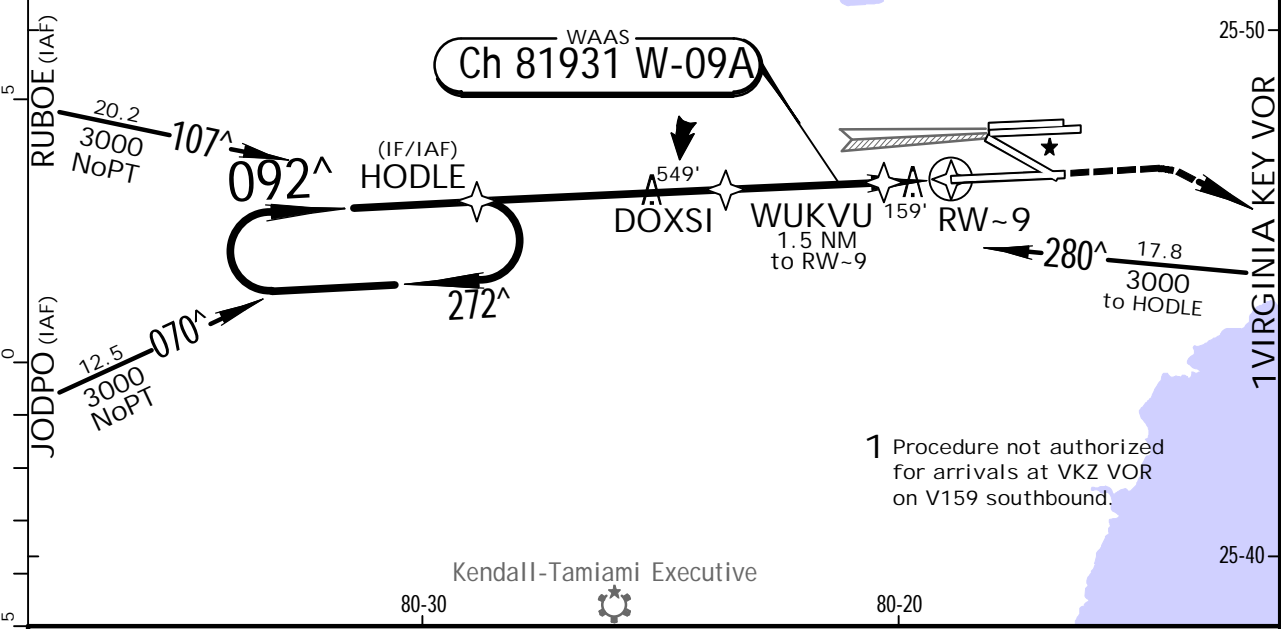
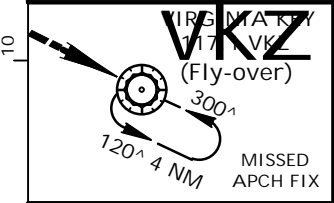
KMIA/MIA
MIAMI INTL

JEPPESSEN
5 DEC 14 (12-3)

MIAMI, FLA
RNAV (GPS) Rwy 9

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower	Ground
119.15	124.85	270°-089° 118.3 090°-269° 123.9	Rwys 9, 27, 30 127.5 Rwys 8L/R, 12, 26L/R 121.8
WAAS Ch 81931 W-09A	Final Apch Crs 092°	Minimum Alt DOXSI 1500' (1493')	LPV DA(H) 207' (200') Apt Elev 9' TDZE 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 and RNAV (GPS) Rwy 8L. 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.			

BRIEFING STRIP™



Gnd speed-Kts	70	90	100	120	140	160	MALSR	800'	3000'	RT	VKZ 117.1
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI				
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW-9											

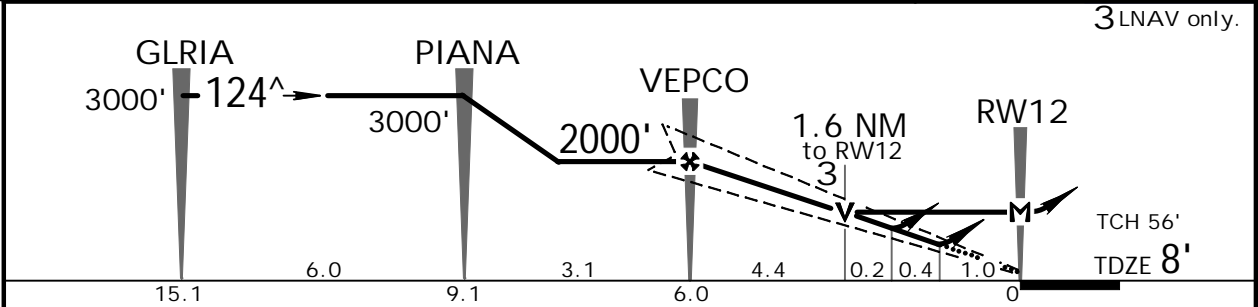
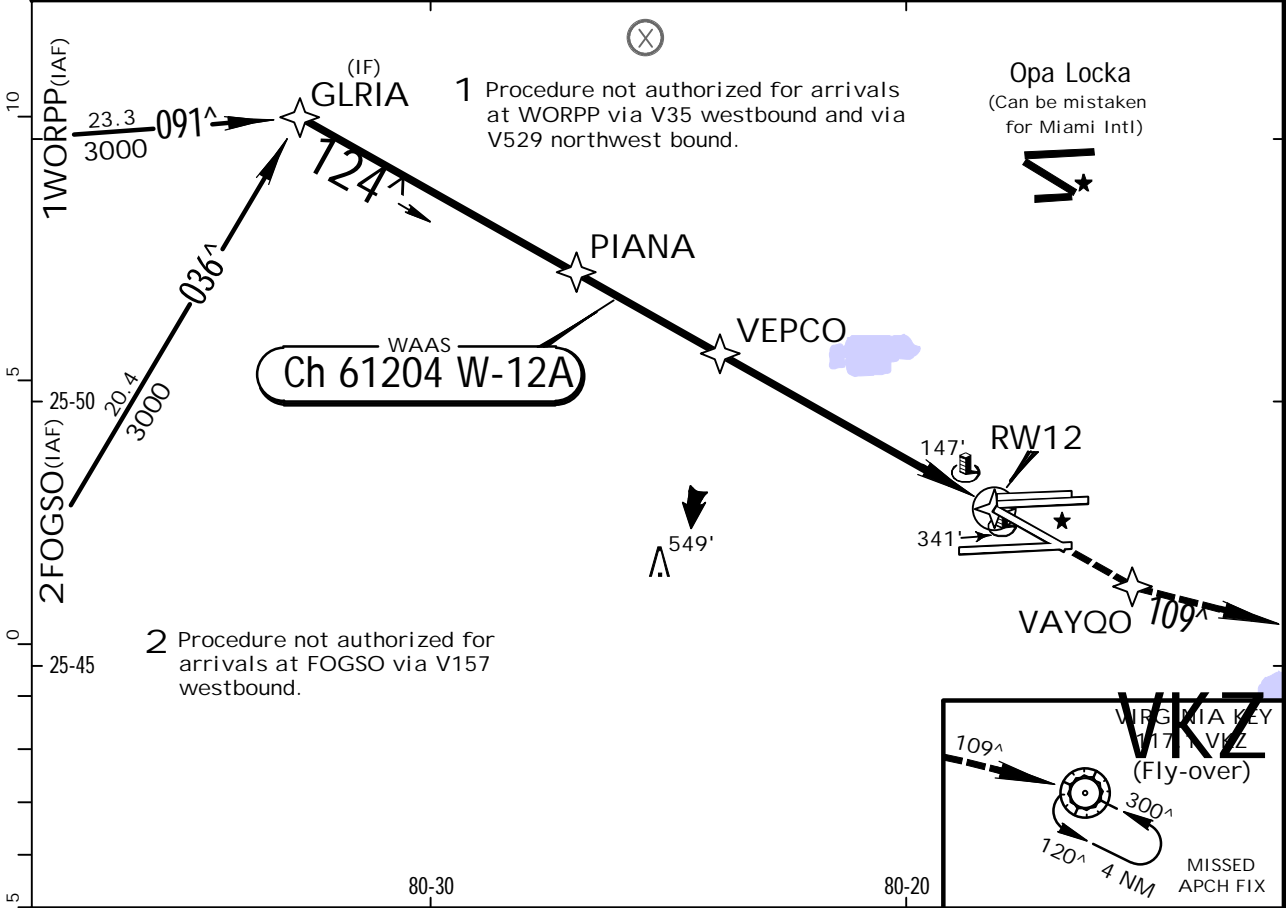
TERPS			STRAIGHT-IN LANDING RWY 9			LNAV		
LPV			LNAV/VNAV			LNAV		
DA(H) 207' (200')			DA(H) 428' (421')			MDA(H) 460' (453')		
RAIL or ALS out			RAIL out			RAIL out		
A						RVR 40 or 3/4	RVR 40 or 3/4	RVR 55 or 1
B								
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 46 or 7/8	RVR 50 or 1	1 3/8	RVR 45 or 7/8	RVR 55 or 1	1 3/8
D								

KMIA/MIA
MIAMI INTL

JEPPESSEN
5 DEC 14 (12-4)

MIAMI, FLA
RNAV (GPS) Z Rwy 12

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower		Ground	
119.15	124.85	270^-089^	090^-269^	Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30
Ch 61204 W-12A	Final Appch Crs 124^	Minimum Alt VEPCO 2000' (1992')	LPV DA(H) 390' (382')	Apt Elev 9' TDZE 8'	<div>2900'</div> <div>MSA RW12</div>
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					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	→	VAYQO
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑		
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW12										

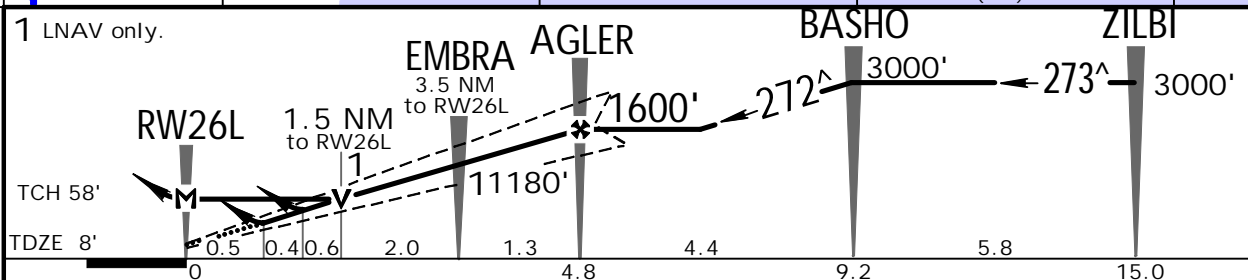
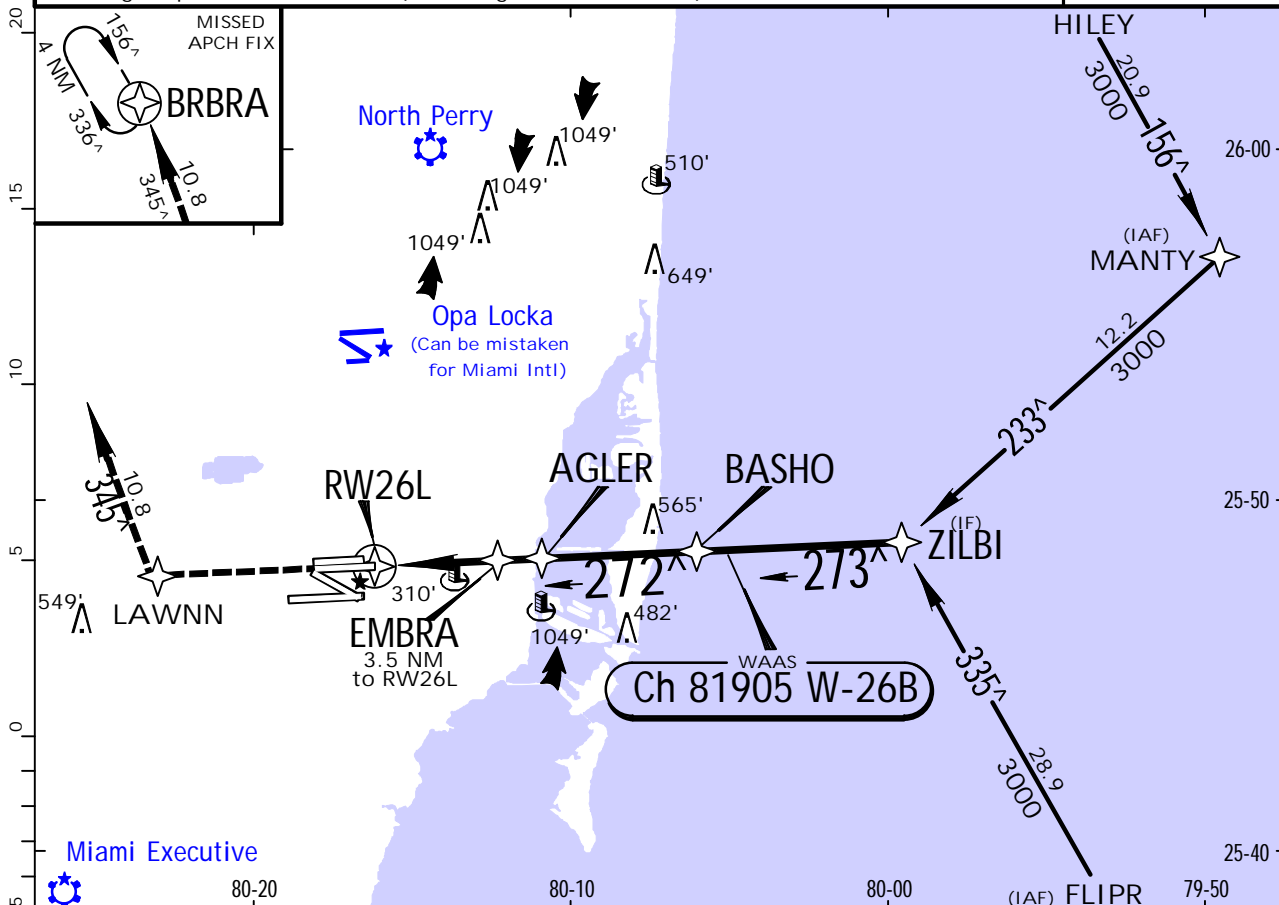
LPV DA(H) 390' (382')		STRAIGHT-IN LANDING RWY 12 LNAV/VNAV DA(H) 506' (498')		LNAV MDA(H) 600' (592')	
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A				RVR 40 or 3/4	RVR 50 or 1
B					
C	RVR 40 or 3/4	RVR 60 or 1/4	RVR 60 or 1/4	1 3/4	
D				RVR 50 or 1	1 1/2
				RVR 60 or 1/4	1 3/4

KMIA/MIA
MIAMI INTL

JEPPESSEN
15 JUL 16
Eff. 21 Jul. (12-5)

RNAV (GPS) Z RWY 26L
MIAMI, FLA
Z RWY 26L

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower	Ground
119.15	124.85	270°-089° 118.3 090°-269° 123.9	Rwys 8L/R, 12, 26L/R 121.8 Rwys 9, 27, 30 127.5
WAAS Ch 81905 W-26B	Final Apch Crs 272°	Minimum Alt AGLER 1600' (1592')	LPV DA(H) 208' (200') Apt Elev 9' TDZE 8'
MISSED APCH: Climb to 2000' direct LAWNN and on track 345° to BRBRA and hold.			
Alt Set: INCHES 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 6°C (43°F) or above 54°C (130°F). 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 73').			
2900'			
MSA RW26L			



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI 2000' LAWNN
Glide Path Angle	3.00°	372	478	531	637	743	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW26L							

TERPS.		STRAIGHT-IN LANDING		LNAV	
LPV DA(H) 208' (200')		LNAV/VNAV DA(H) 348' (340')		LNAV MDA(H) 560' (552')	
ALS out		ALS out		ALS out	
A				RVR 40 or 3/4	RVR 50 or 1
B			RVR 60 or 1 1/8		
C	RVR 40 or 3/4	RVR 45 or 7/8		1 3/8	1 5/8
D			RVR 60 or 1 1/4		

KMIA/MIA
MIAMI INTL



15 JUL 16

(12-6)

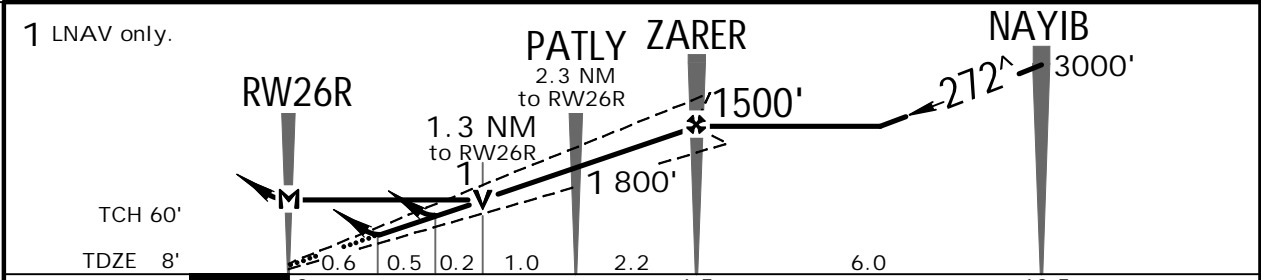
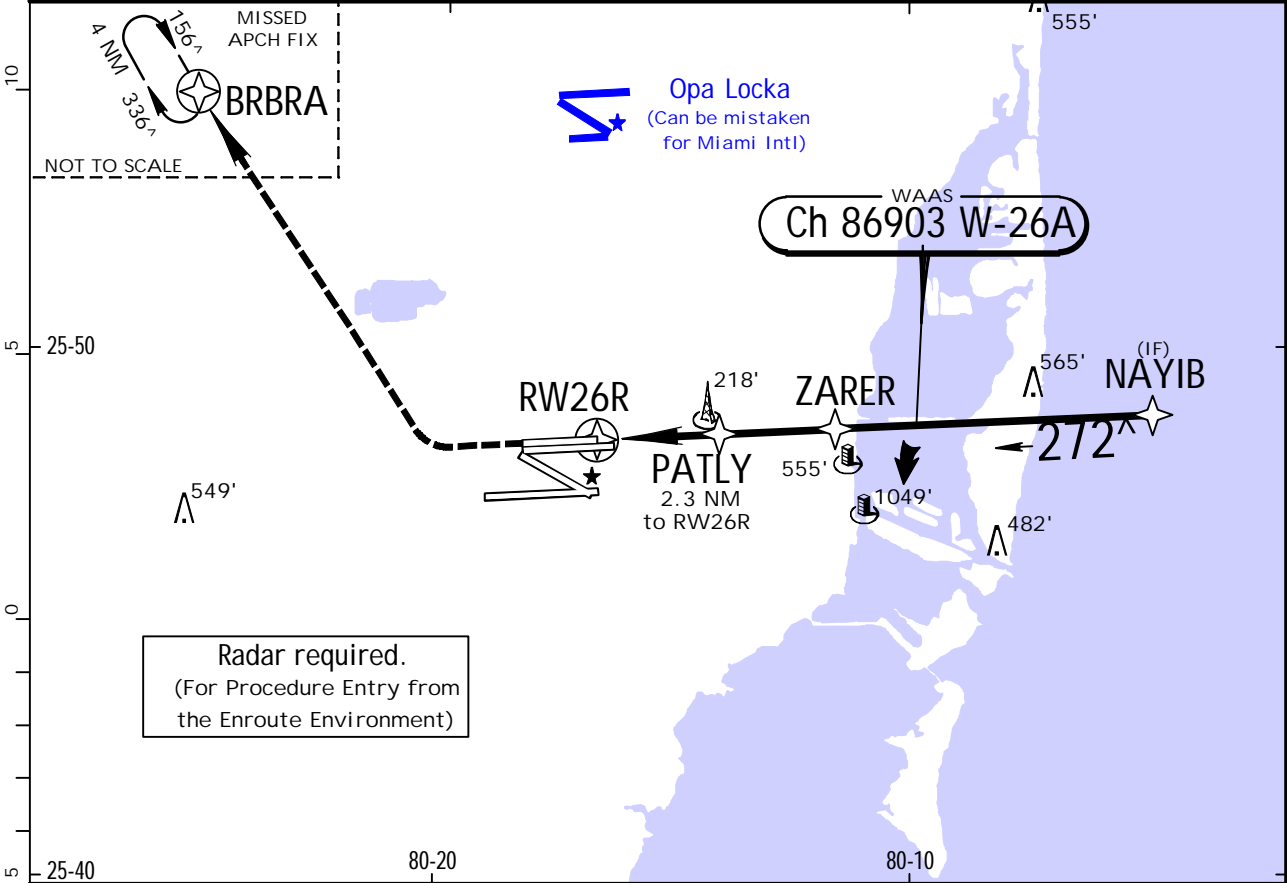
.Eff.21.Jul.

RNAV (GPS) Rwy 26R

MIAMI, FLA

BRIEFING STRIP™

D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 270°-089^ 090°-269^ 118.3 123.9		Ground Rwys 8L/R, 12, 26L/R 121.8	Rwys 9, 27, 30 127.5
WAAS Ch 86903 W-26A	Final Apch Crs 272^	Minimum Alt ZARER 1500' (1492')	LPV DA(H) 265' (257')	Apt Elev 9' TDZE 8'	<div>2900'</div> <div>MSA RW26R</div>
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. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 6°C (43°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 27. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	800' ↑	3000' RT		BRBRA
Glide Path Angle	3.00°	372	478	531	637	743					
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW26R											

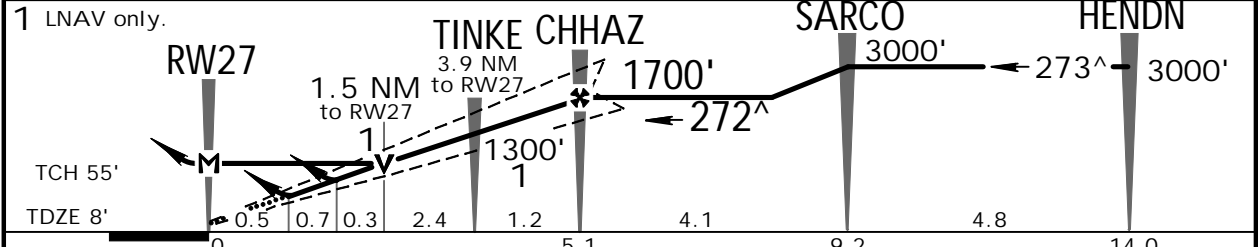
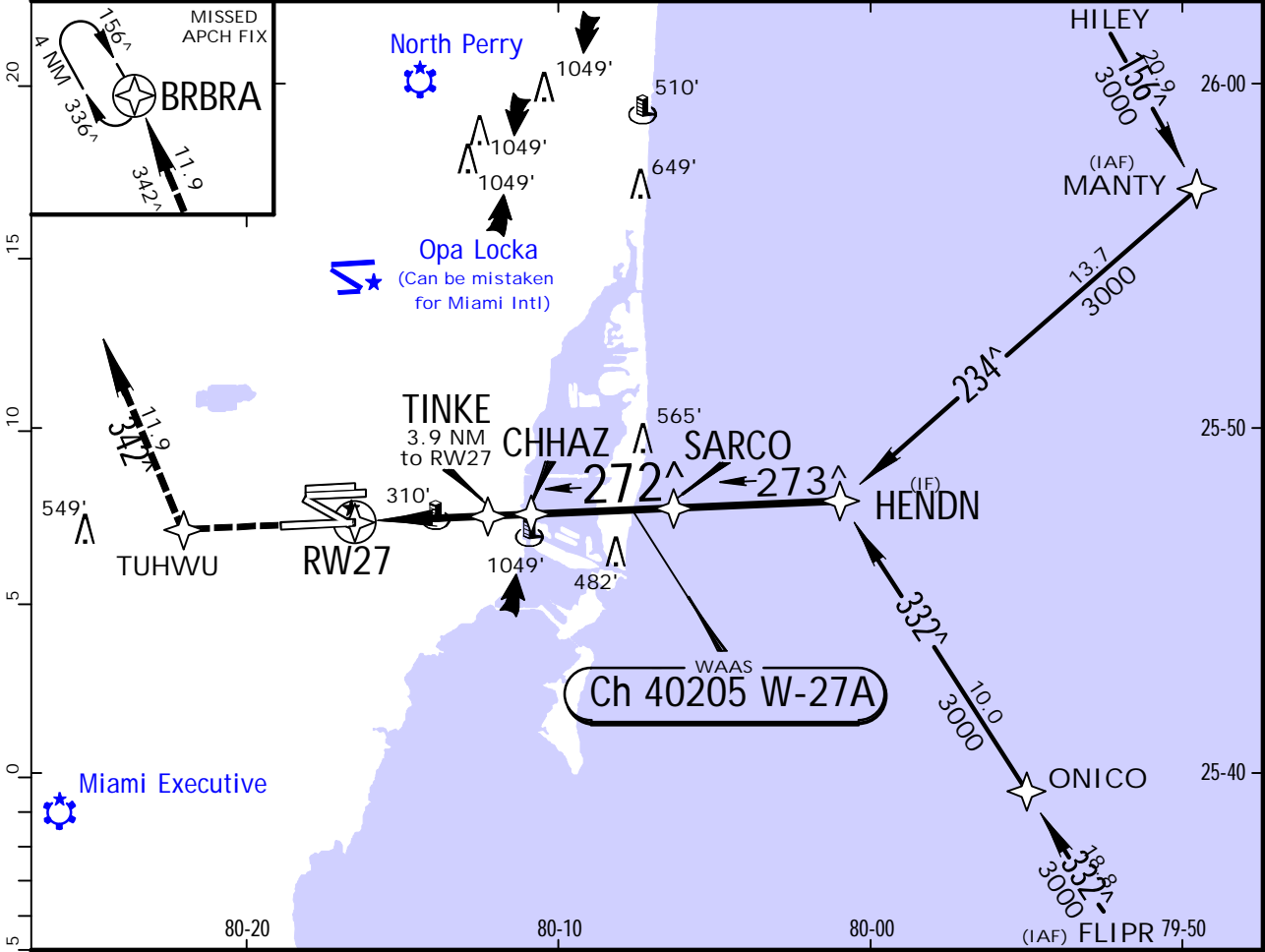
TERPS.		STRAIGHT-IN LANDING		1 LNAV	
LPV DA(H) 265' (257')		LNAV/VNAV DA(H) 433' (425')		MDA(H) 480' (472')	
A	3/4	1 3/8	1		
B					
C			1 3/8		
D					
1 LNAV procedure not authorized during simultaneous operations.					

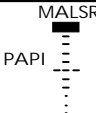

KMIA/MIA
MIAMI INTL

15 JUL 16
Eff. 21 Jul. 12-7

MIAMI, FLA
RNAV (GPS) Z Rwy 27

D-ATIS Arrival	MIAMI Approach (R)		MIAMI Tower		Ground	
119.15	124.85		270°-089^ 118.3	090°-269^ 123.9	Rwys 9, 27, 30 127.5	Rwys 8L/R, 12, 26L/R 121.8
WAAS Ch 40205 W-27A	Final Apch Crs 272^	Minimum Alt CHHAZ 1700' (1692')	LPV DA(H) 208' (200')	Apt Elev 9' TDZE 8'	<div>2900'</div> <div>MSA RW27</div>	
MISSED APCH: Climb to 2000' direct TUHWU and on 342^ track to BRBRA and hold.						
Alt Set: INCHES 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 6^C (43^F) or above 54^C (130^F). 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00^/TCH 71').						
		Trans level: FL 180		Trans alt: 18000'		



Gnd speed-Kts	70	90	100	120	140	160		2000'		TUHWU
Glide Path Angle	3.00°	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW27										

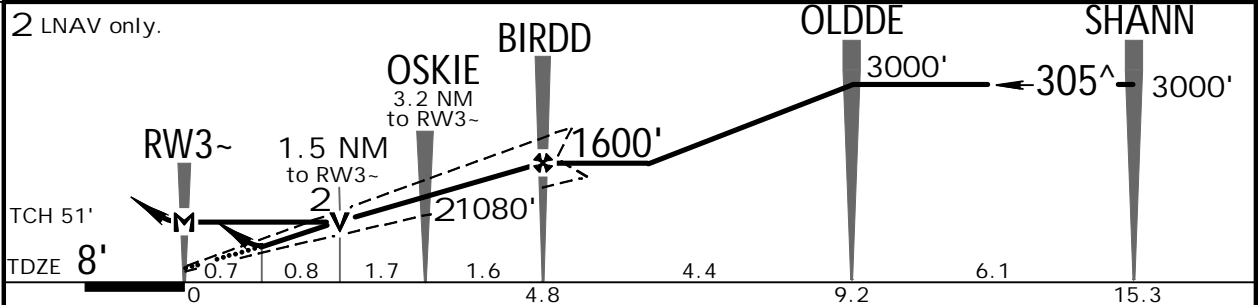
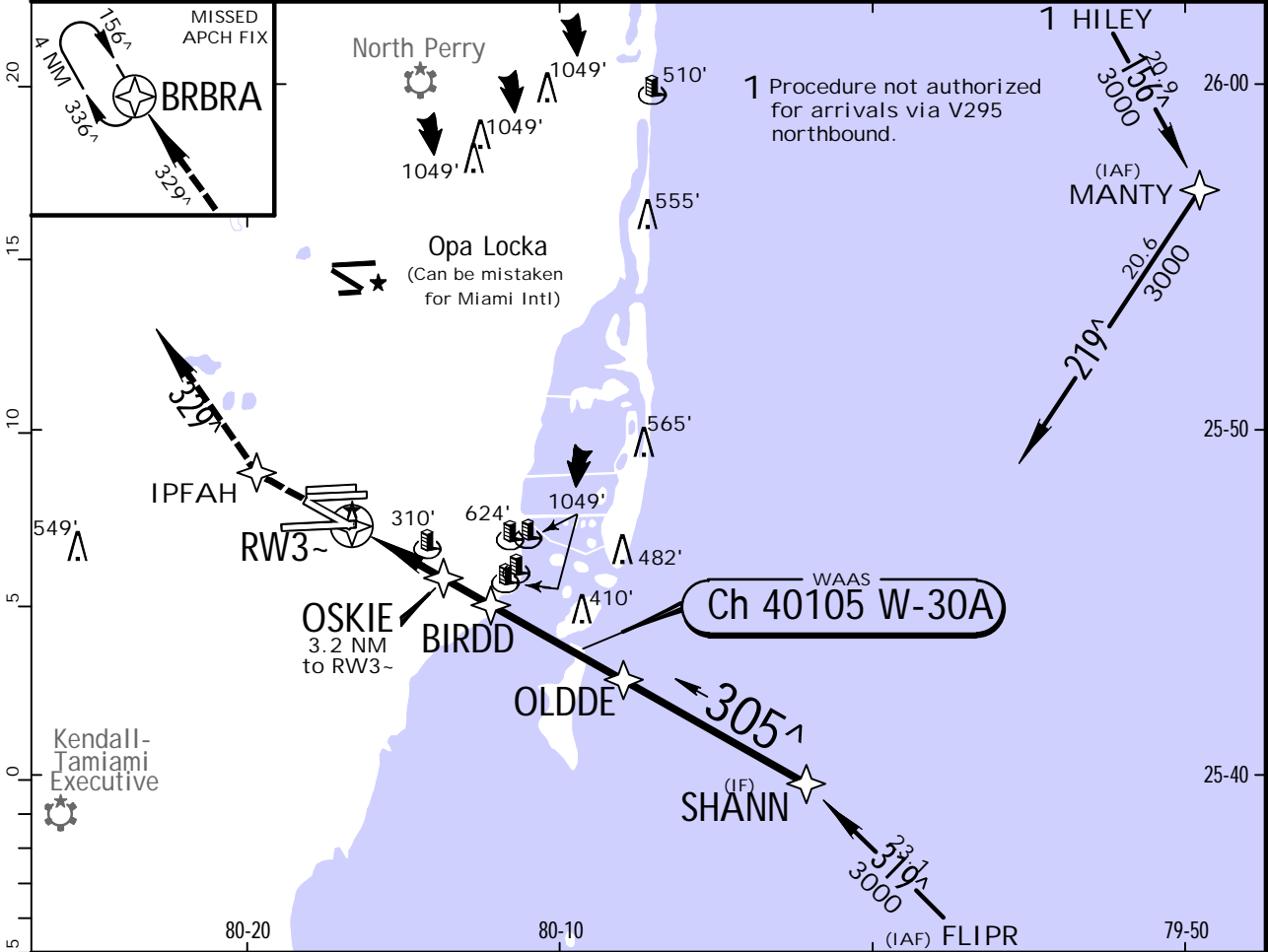
TERPS.		STRAIGHT-IN LANDING		LNAV	
LPV DA(H) 208' (200')		LNAV/VNAV DA(H) 440' (432')		LNAV MDA(H) 560' (552')	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A				RVR 24 or 1/2	RVR 50 or 1
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 3/8	
D				RVR 60 or 1/4	1 3/4

KMIA/MIA
MIAMI INTL

JEPPESSEN
15 JUL 16
Eff. 21 Jul. (12-8)

MIAMI, FLA
RNAV (GPS) Z Rwy 30

D-ATIS Arrival	MIAMI Approach (R)		MIAMI Tower		Ground	
119.15	124.85		270^-089^ 118.3	090^-269^ 123.9	Rwys 9, 27, 30 127.5	Rwys 8L/R, 12, 26L/R 121.8
WAAS Ch 40105 W-30A	Final Apch Crs 305^	Minimum Alt BIRDD 1600' (1592')	LPV DA(H) 285' (277')	Apt Elev 8' TDZE 8'	<div>2900'</div> <div>MSA RW3~</div>	
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.						



Gnd speed-Kts	70	90	100	120	140	160	<div><div>MALS</div><div>PAPI</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div>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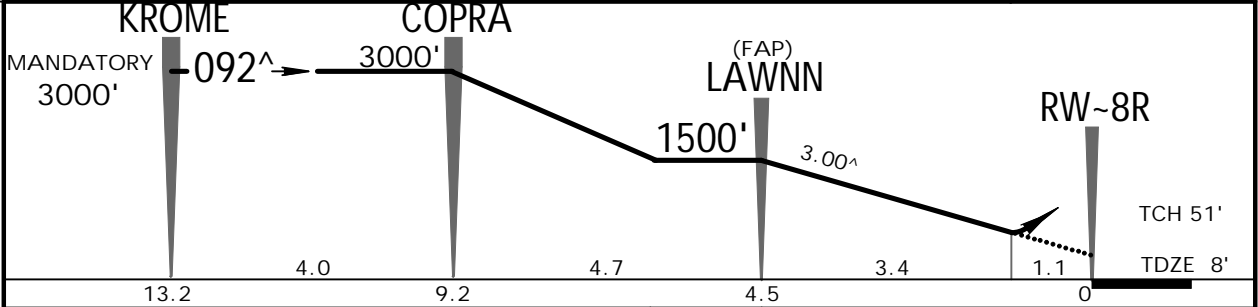
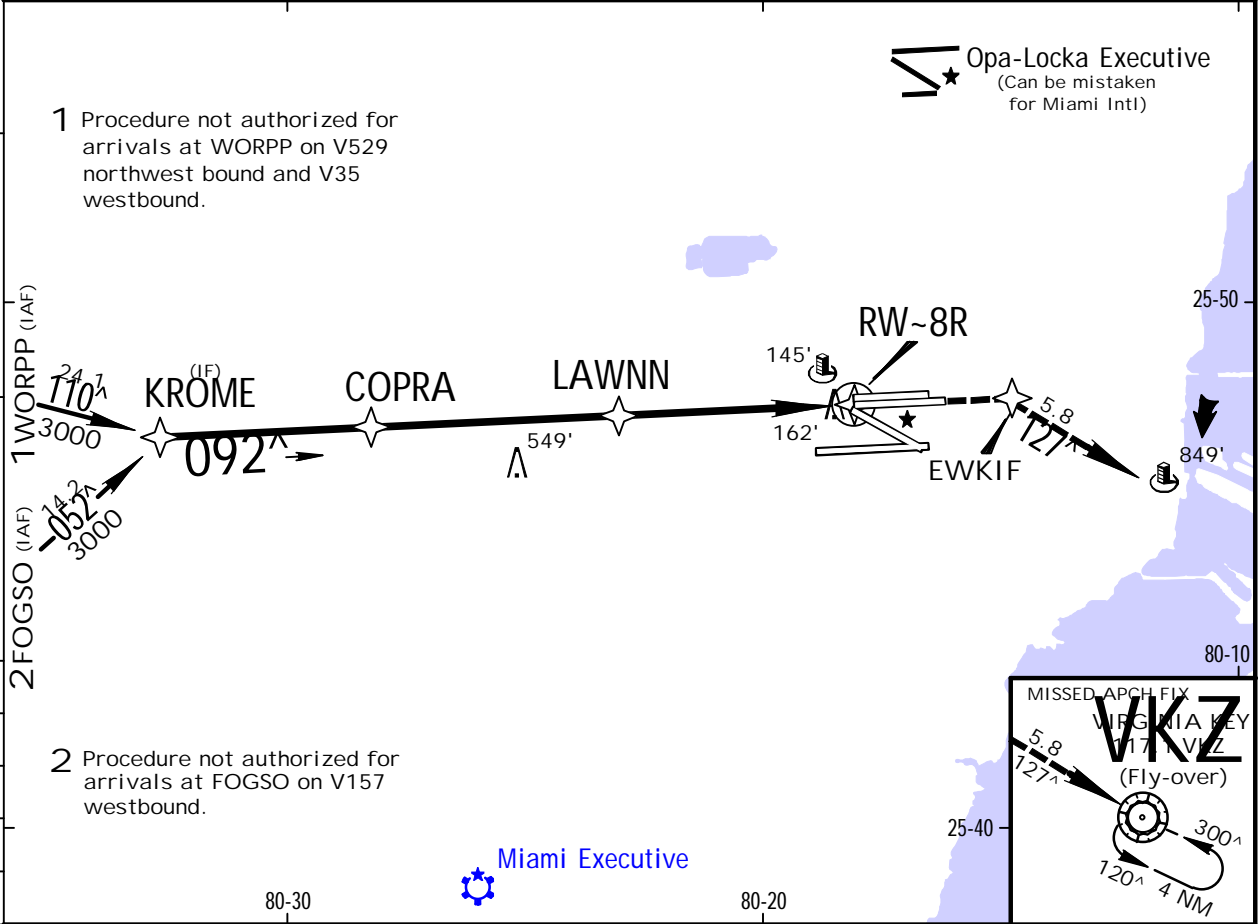
STRAIGHT-IN LANDING RWY 30			
LPV DA(H) 285' (277')		LNAV MDA(H) 560' (552')	
ALS out		ALS out	
A	RVR 50 or 1		RVR 40 or ¾
B			RVR 50 or 1
C			1½
D			1¾

KMIA/MIA
MIAMI INTL

JEPPESEN
9 OCT 15
Eff. 15 Oct. (12-20)

MIAMI, FLA
RNAV (RNP) Y Rwy 8R

D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 270°-089° 118.3	090°-269° 123.9	Ground Rwys 8L/R, 12, 26L/R 121.8	Rwys 9, 27, 30 127.5
RNAV	Final Apch Crs 092°	Minimum Alt LAWNN 1500' (1492')	RNP 0.11 DA(H) 397' (389')	Apt Elev 9' TDZE 8'	<div>2900'</div> <div>MSA RW-8R</div>
MISSED APCH: Climb to 3000' direct EWKIF and on track 127° 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 (43°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 77').					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	EWKIF
Descent angle	3.00°	372	478	531	637	743	PAPI	↑	
MAP at DA									

TERPS.					STRAIGHT-IN LANDING RWY 8R				
1 RNP 0.11 DA(H) 397' (389')					RNP 0.30 DA(H) 458' (450')				
RAIL out		ALS out			RAIL out		ALS out		

A	RVR 45 or 7/8		1 1/4			RVR 50 or 1		RVR 55 or 1		
B										
C										
D										

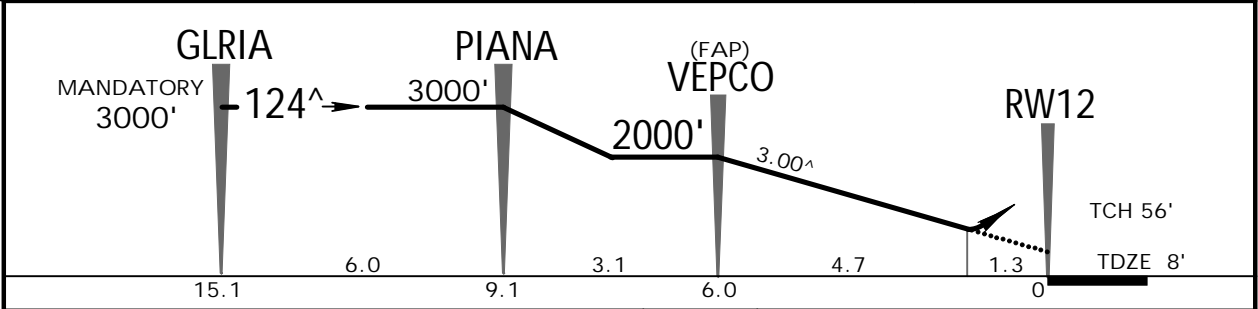
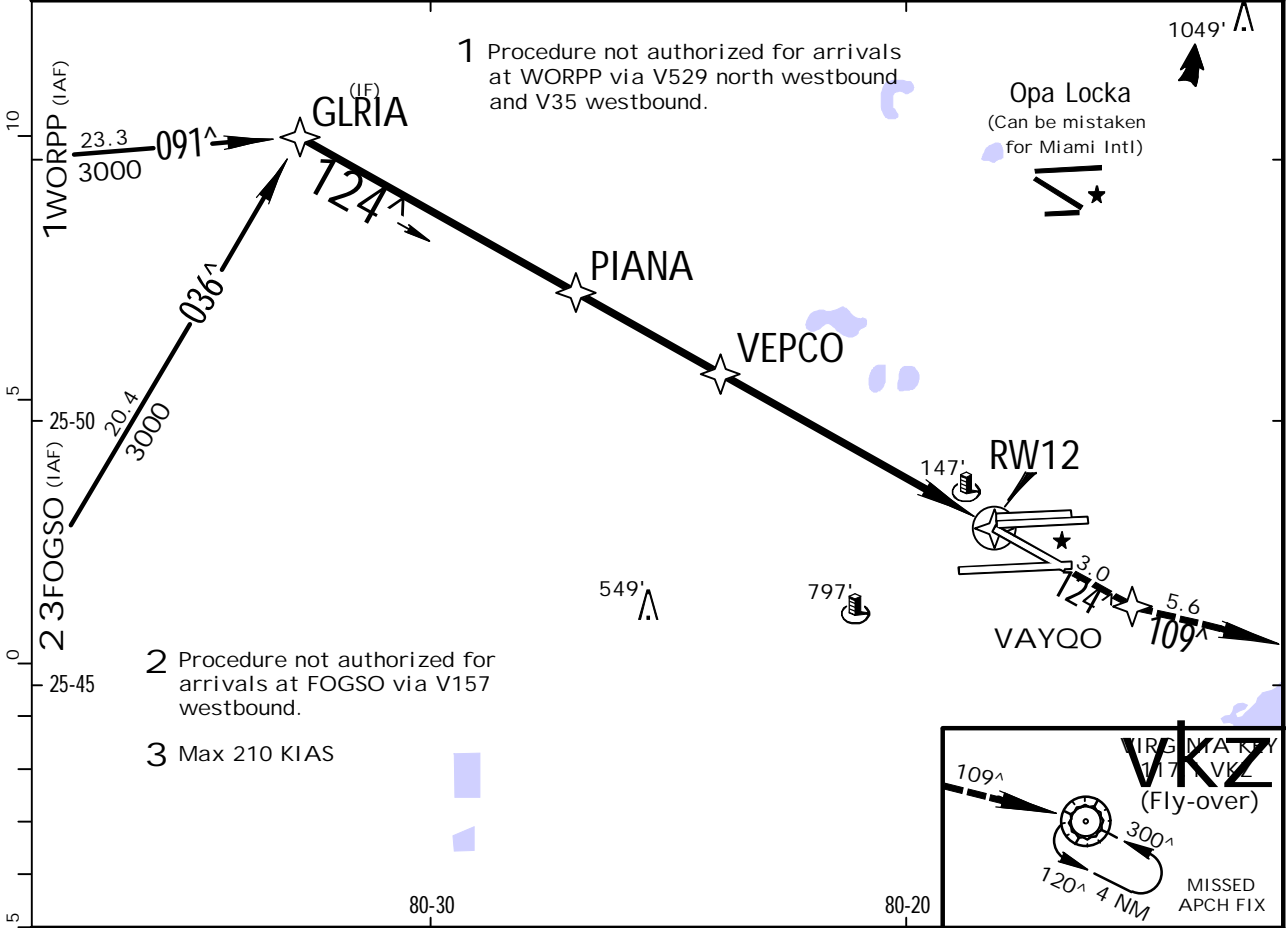
1 Missed approach requires minimum climb of 330'/NM to 600'.

KMIA/MIA
MIAMI INTL

JEPPesen
9 OCT 15
Eff. 15 Oct. (12-21)

MIAMI, FLA
RNAV (RNP) Y Rwy 12

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower	Ground
119.15	124.85	270°-089° 118.3	090°-269° 123.9
RNAV	Final Apch Crs 124°	Minimum Alt VEPCO 2000' (1992')	RNP 0.30 DA(H) 461' (453')
MISSED APCH: Climb to 3000' direct VAYQO and via 109° track to VKZ VOR and hold, continue climb-in-hold to 3000'.			Apt Elev 9' TDZE 8'
Alt Set: INCHES 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'
Trans level: FL 180 Trans alt: 18000'			MSA RW12



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	→	VAYQO
Descent angle	3.00°	372	478	531	637	743	PAPI	↑		
MAP at DA										

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

RAIL or ALS out

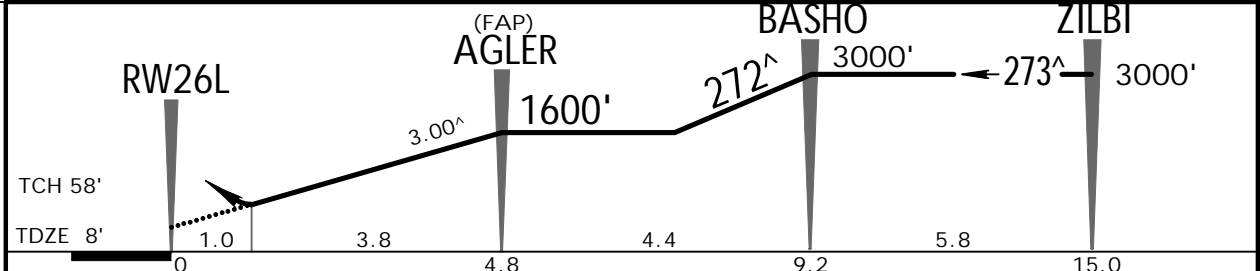
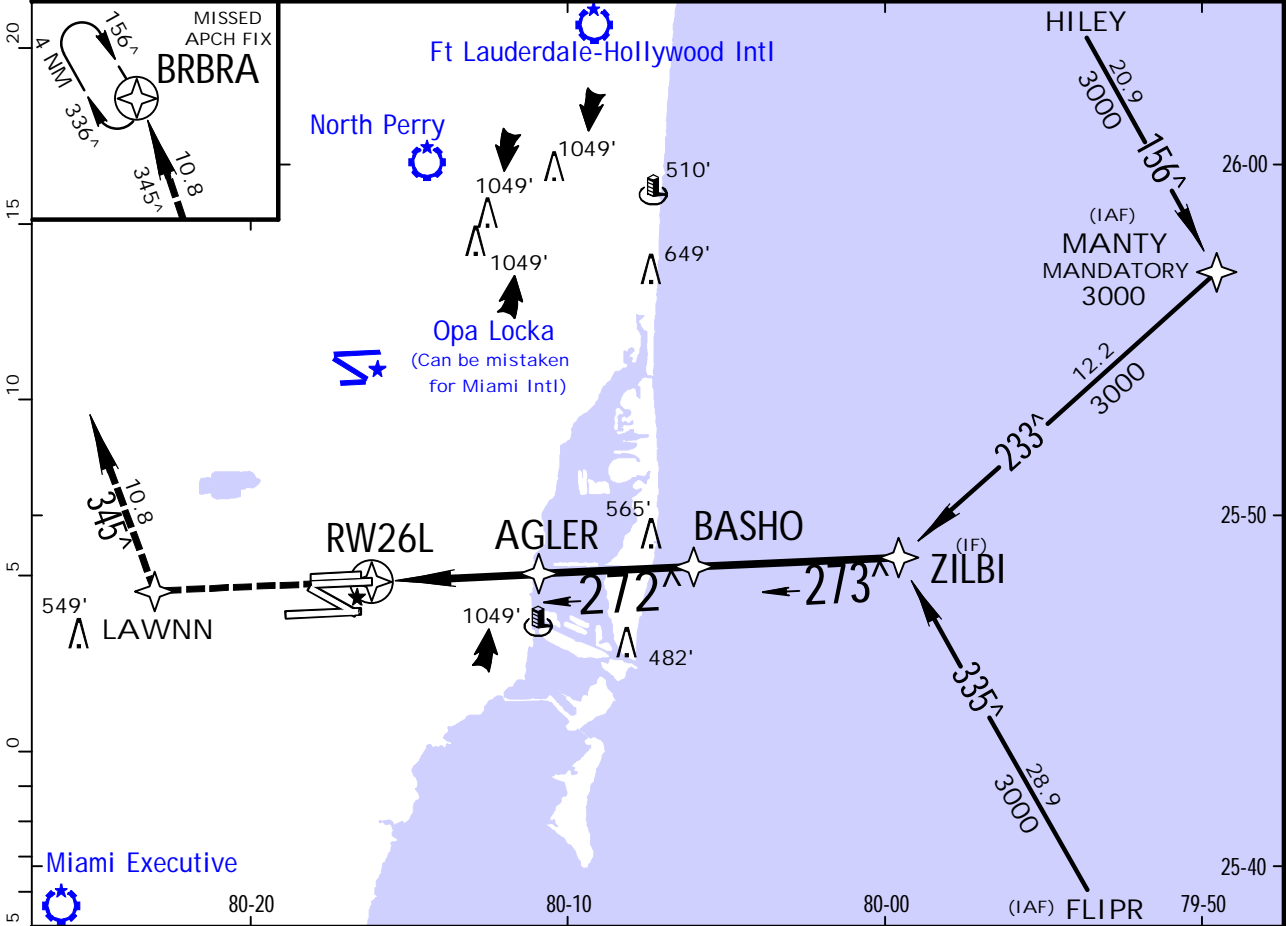
A		
B		
C	RVR 50 or 1	1½
D		

KMIA/MIA
MIAMI INTL

JEPPESSEN
15 JUL 16
Eff. 21 Jul. (12-22)

RNAV (RNP) Y Miami, FLA
Rwy 26L

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower	Ground
119.15	124.85	270°-089° 118.3 090°-269° 123.9	Rwys 8L/R, 12, 26L/R 121.8 Rwys 9, 27, 30 127.5
RNAV	Final Apch Crs 272°	Minimum Alt AGLER 1600' (1592')	RNP 0.20 DA(H) 370' (362')
MISSED APCH: Climb to 2000' direct LAWNN and on 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 (43°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 73').			
2900'			
MSA RW26L			



Gnd speed-Kts	70	90	100	120	140	160	MALS F	2000'	↻	LAWNN
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↑	
MAP at DA										

TERPS.		STRAIGHT-IN LANDING	
RNP 0.20 DA(H) 370'(362')		RNP 0.30 DA(H) 420'(412')	
ALS out		ALS out	
A	RVR 45 or 7/8	RVR 60 or 1/4	1 1/2
B			
C			
D			
RVR 60 or 1 1/4		1 3/8	

KMIA/MIA

MIAMI INTL

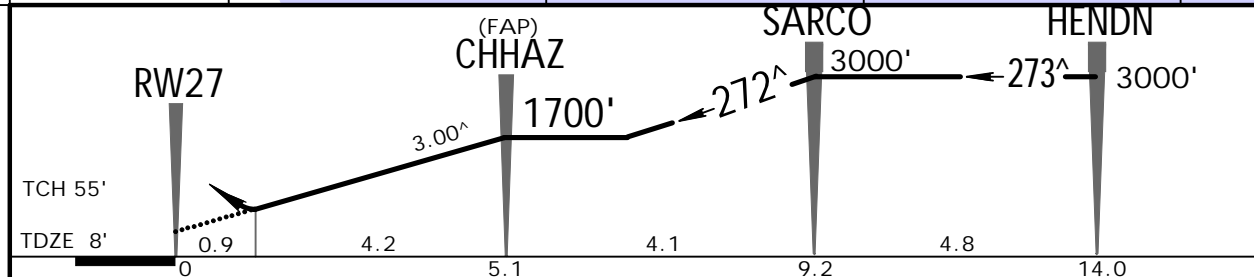
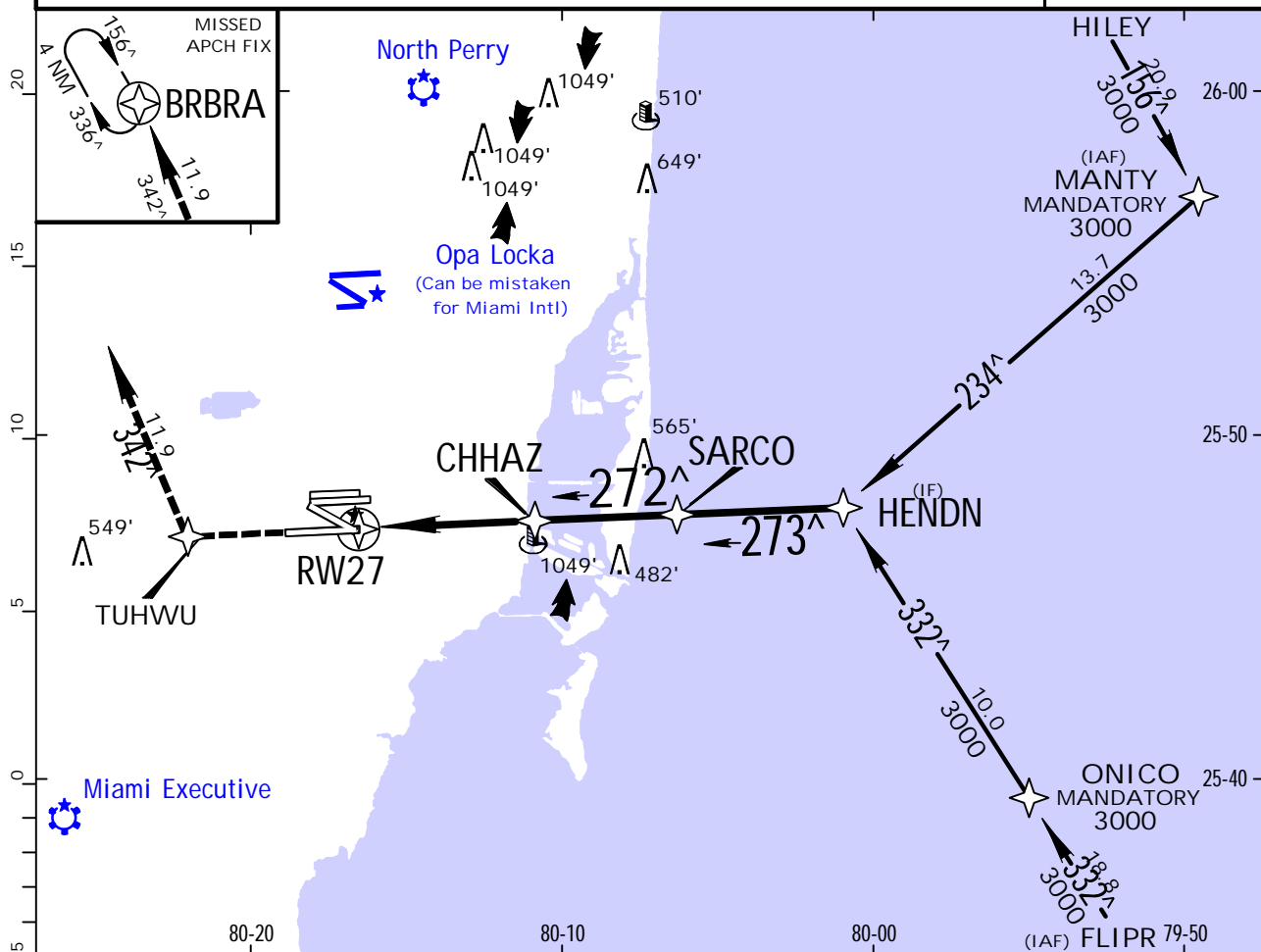
JEPPESSEN
15 JUL 16
Eff. 21 Jul. (12-23)


MIAMI, FLA

RNAV (RNP) Y Rwy 27

BRIEFING STRIP™

D-ATIS Arrival	MIAMI Approach (R)		MIAMI Tower		Ground	
119.15	124.85	270°-089° 118.3	090°-269° 123.9	Rwys 9, 27, 30 127.5	Rwys 8L/R, 12, 26L/R 121.8	
RNAV	Final Apch Crs 272^	Minimum Alt CHHAZ 1700' (1692')	RNP 0.11 DA(H) 336' (328')	Apt Elev 9' TDZE 8'	<div>2900'</div> <div>MSA RW27</div>	
MISSED APCH: Climb to 2000' direct TUHWU and on 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 (43^F) or above 54^C (130^F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00^/TCH 71').						



Gnd speed-Kts	70	90	100	120	140	160	MALSR		2000'		TUHWU
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI				
MAP at DA											

TERPS.		STRAIGHT-IN LANDING	
RNP 0.11 DA(H) 336' (328')		RNP 0.30 DA(H) 408' (400')	
RAIL/ALS out		RAIL/ALS out	
A			
B			
C	RVR 30 or 5/8	RVR 50 or 1	RVR 45 or 7/8
D			1 1/4

TERPS AMEND 2 21 JUL 2016

KMIA/MIA

MIAMI INTL

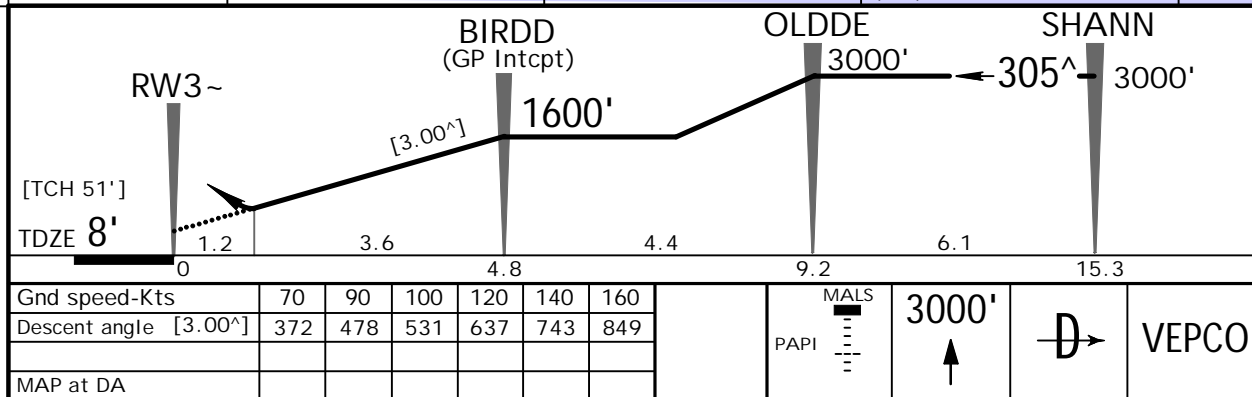
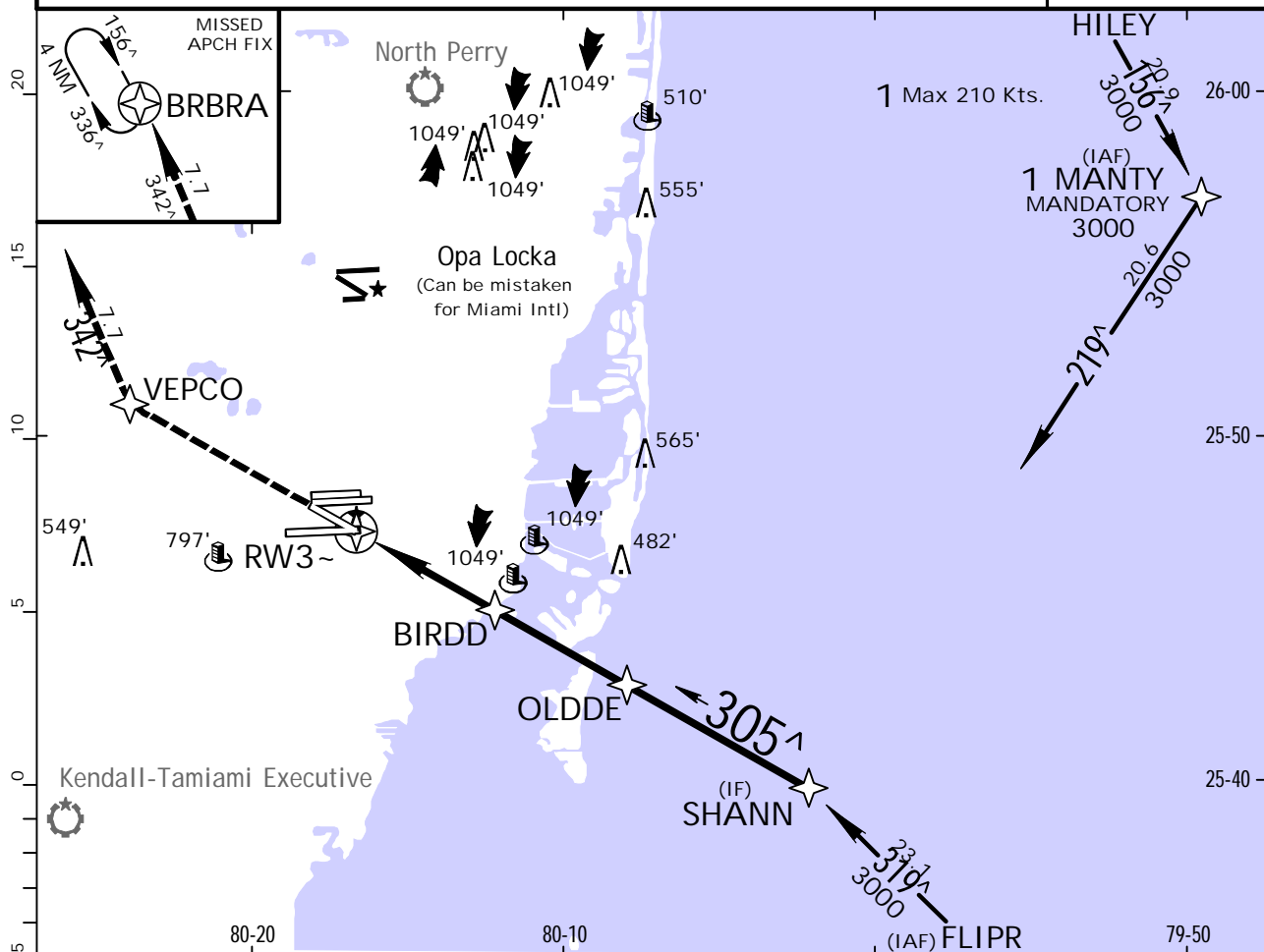
24 JUN 11 12-24

MIAMI, FLA

RNAV (RNP) Y Rwy 30

BRIEFING STRIP™

D-ATIS Arrival	MIAMI Approach (R)		MIAMI Tower		Ground	
119.15	124.85	270°-089^	090°-269^	Rwys 9, 27, 30	Rwys 8L/R, 12, 26L/R	
		118.3	123.9	127.5	121.8	
RNAV	Final Apch Crs 305^	Minimum Alt BIRDD 1600' (1592')	RNP 0.23 DA(H) 426' (418')	Apt Elev 9' TDZE 8'	<div>2900'</div> <div>MSA RW3~</div>	
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.						



TERPS AMEND OA 30 JUN 2011

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

General Information

Location: SANTO DOMINGO DOM
ICAO/IATA: MDSD / SDQ
Lat/Long: N18° 25.78', W069° 40.14'
Elevation: 58 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +4:00 = UTC
Magnetic Variation: 11.0° W

Fuel Types: 100-130 Octane, Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1029 Z
Sunset: 2227 Z

Runway Information

Runway: 17
Length x Width: 11004 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 54 ft
Lighting: Edge, ALS, REIL

Runway: 35
Length x Width: 11004 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 58 ft
Lighting: Edge, ALS, REIL

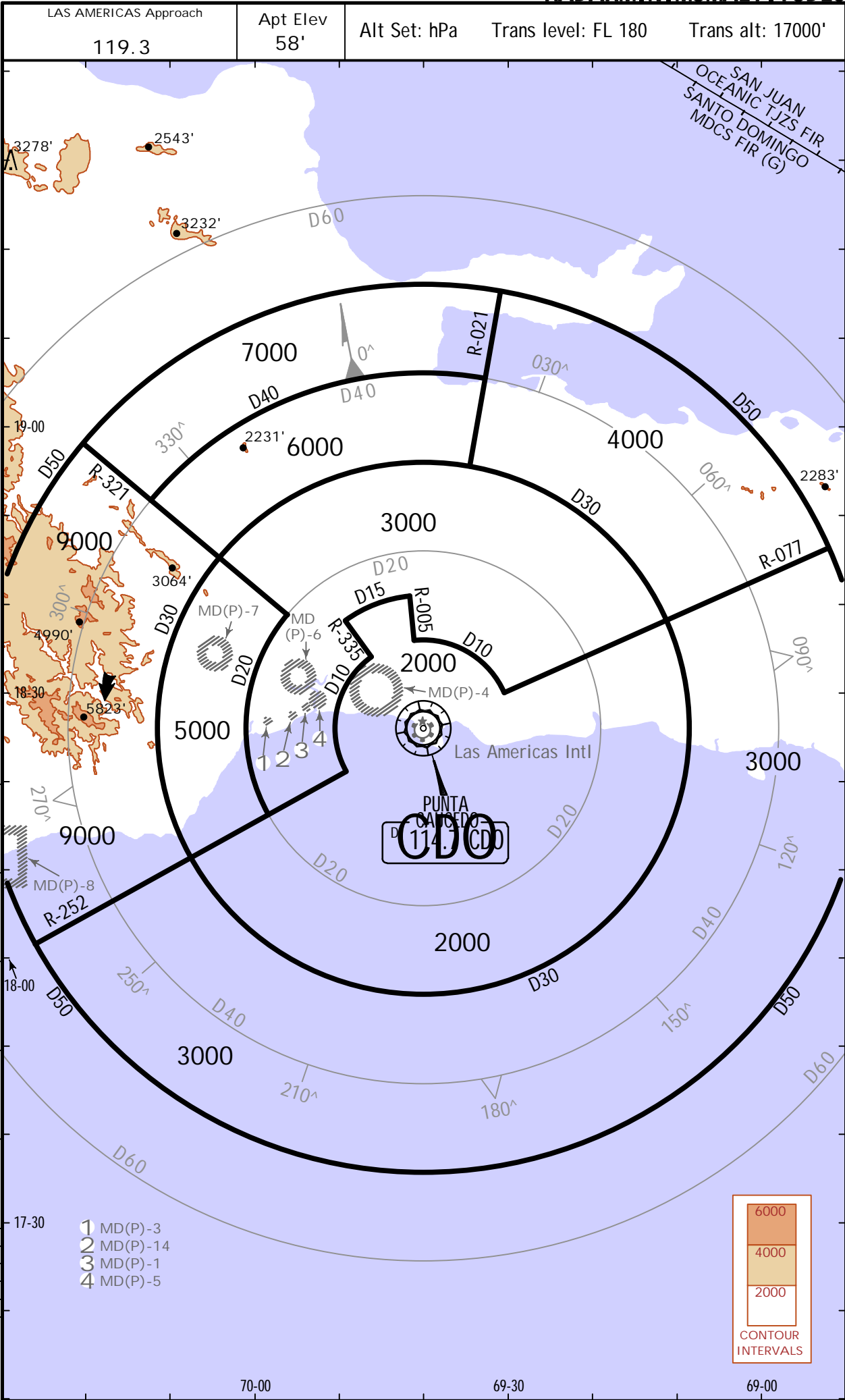
Communication Information

ATIS: 127.650
Las Americas Tower: 118.100
Las Americas Ground: 121.900
Las Americas Approach: 119.300
Las Americas Approach: 121.250
Santo Domingo FSS: 122.000
Activate Lights Only MULTICOM: 122.800

MDSD/SDQ
LAS AMERICAS INTL

JEPPESEN
18 APR 08 10-1R

SANTO DOMINGO, DOM REP
RADAR MINIMUM ALTITUDES



MDSD/SDQ
LAS AMERICAS INTL

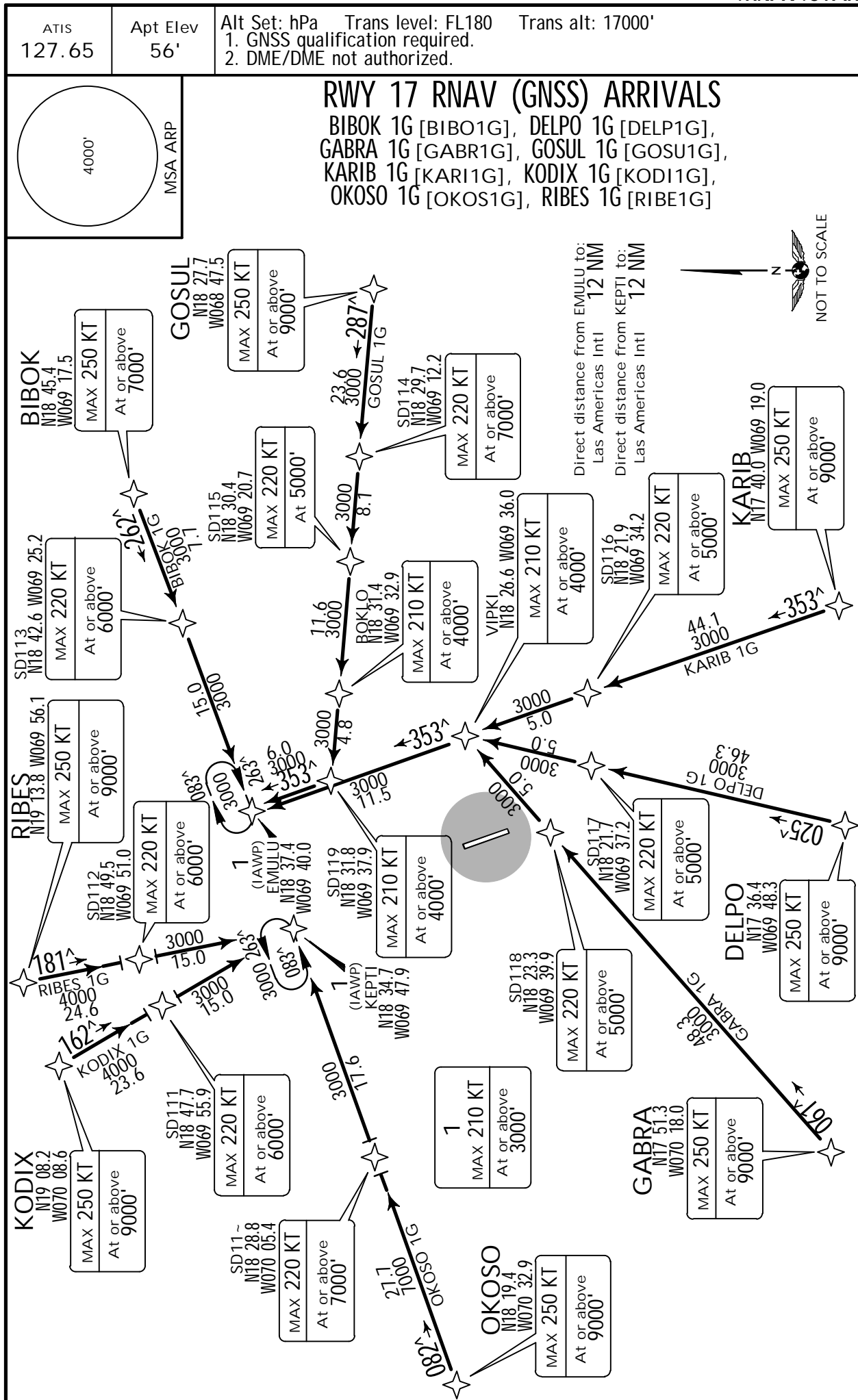
JEPPESEN

17 AUG 12

10-2

.Eff.23.Aug.

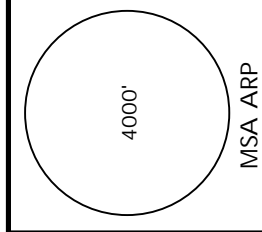
SANTO DOMINGO,
DOM REP
.RNAV.STAR.



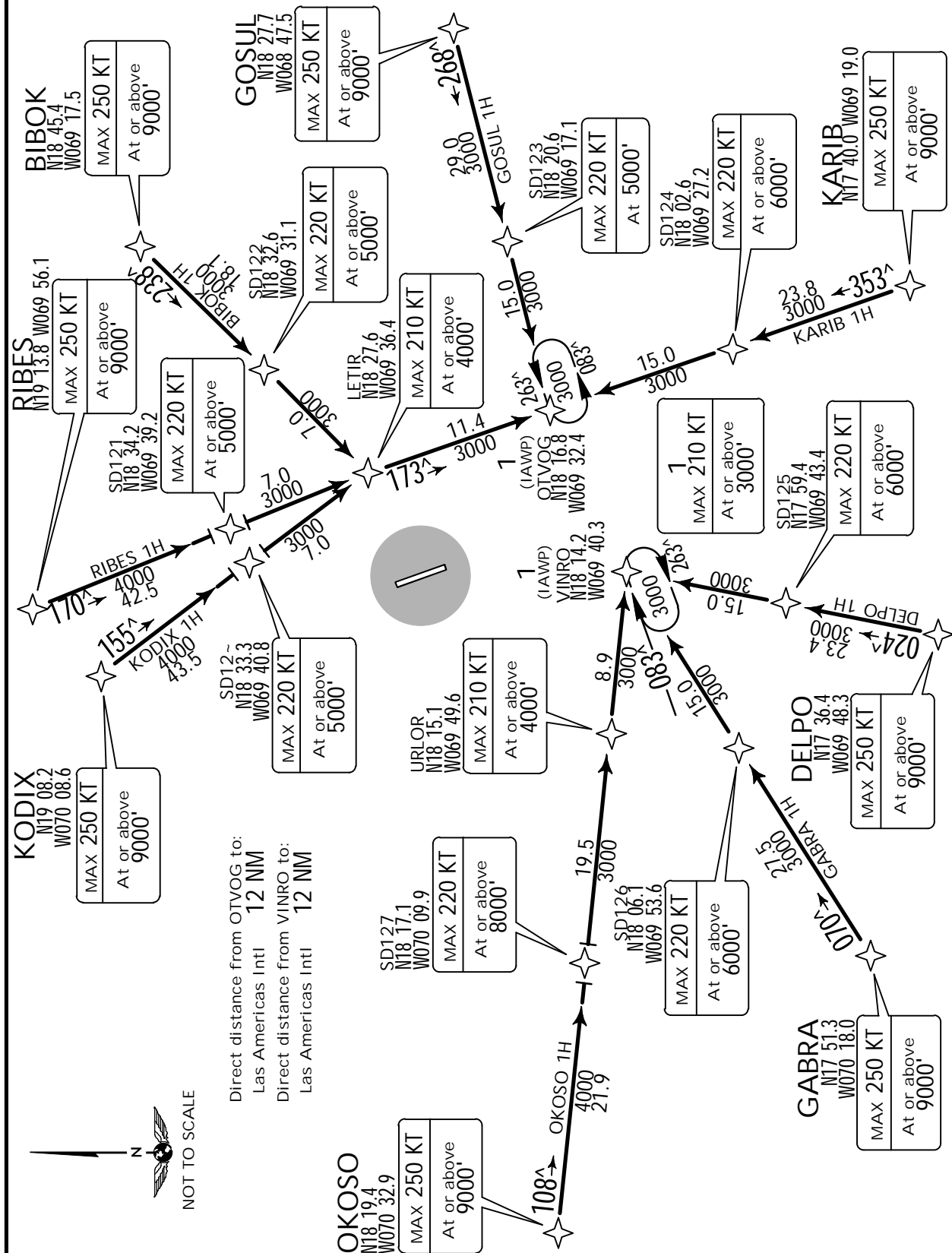
17 AUG 12 (10-2A) .Eff.23.Aug.

Alt Set: hPa Trans level: FL180 Trans alt: 17000'

1. GNSS qualification required.
2. DME/DME not authorized.



BIBOK 1H [BIBO1H], DELPO 1H [DELP1H],
GABRA 1H [GABR1H], GOSUL 1H [GOSU1H],
KARIB 1H [KARI1H], KODIX 1H [KODI1H],
OKOSO 1H [OKOS1H], RIBES 1H [RIBE1H]



MDSD/SDQ
LAS AMERICAS INTL

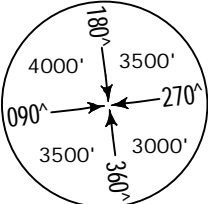
 **JEPPESSEN**
26 DEC 08 10-3

SANTO DOMINGO,
DOM REP
.SID.

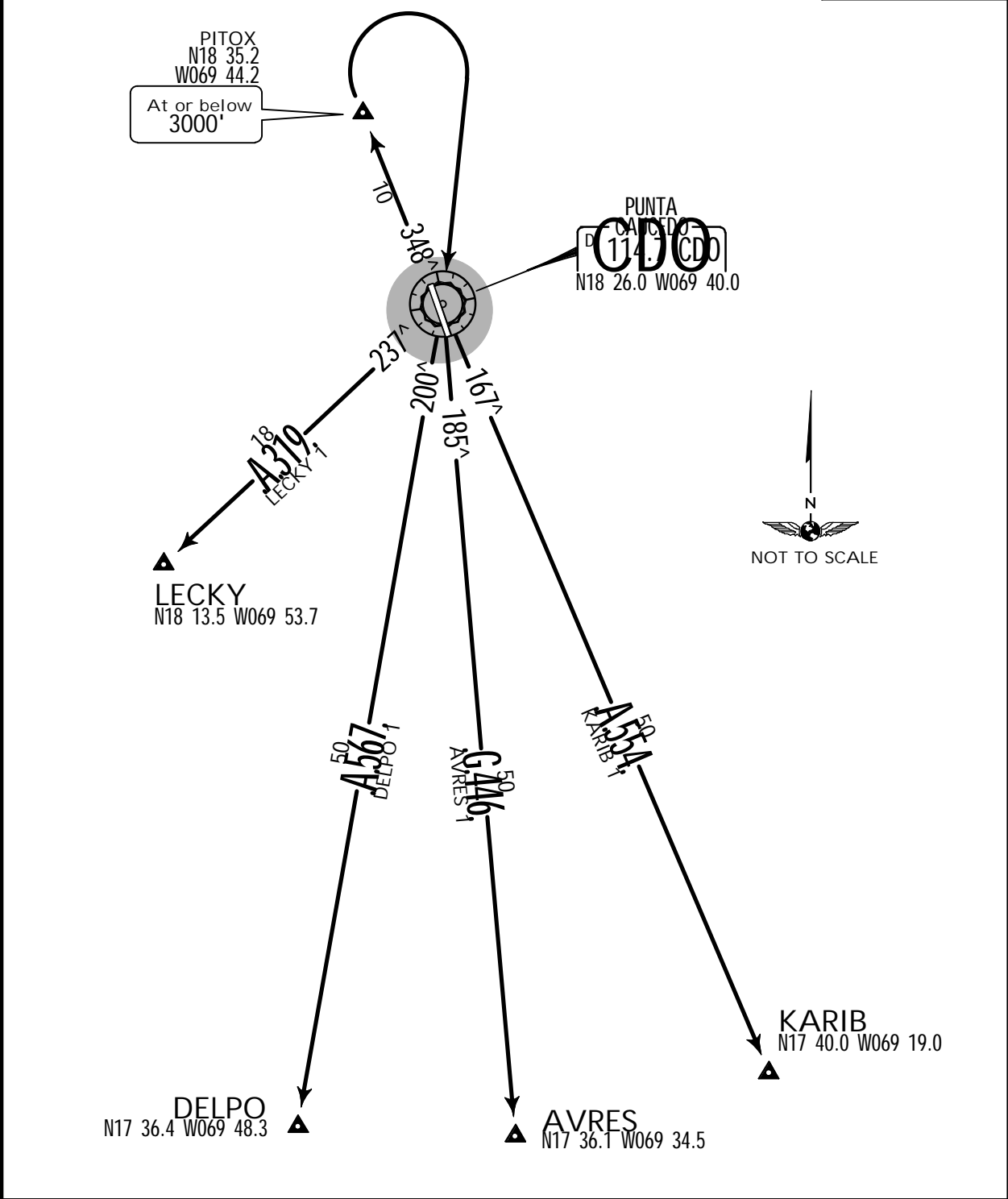
Apt Elev
58'

Trans level: FL180 Trans alt: 17000'

AVRES 1, DELPO 1, KARIB 1, LECKY 1 DEPARTURES
(RWY 35)



MSA CDO VOR



INITIAL CLIMB	
After take-off direct to PITOX via CDO R-348, then make a RIGHT climbing turn to cross over CDO.	
SID	ROUTING
AVRES 1	Then intercept CDO R-185 (G-446) direct to AVRES, or according to ATC instructions.
DELPO 1	Then intercept CDO R-200 (A-567) direct to DELPO, or according to ATC instructions.
KARIB 1	Then intercept CDO R-167 (A-554) direct to KARIB, or according to ATC instructions.
LECKY 1	Then intercept CDO R-237 (A-319) direct to LECKY, or according to ATC instructions.

MDSD/SDQ
LAS AMERICAS INTL

JEPPesen
26 DEC 08 10-3A

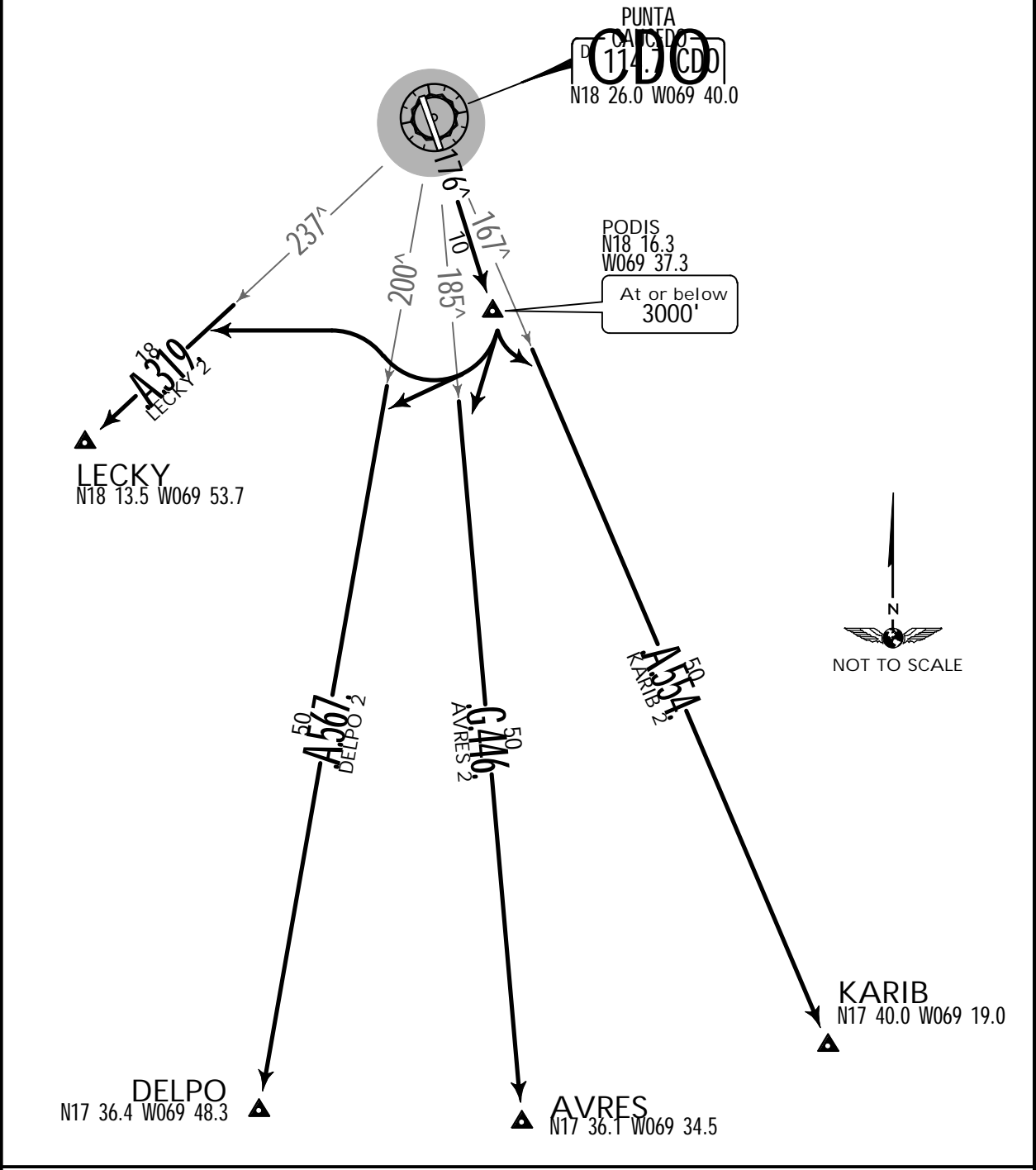
SANTO DOMINGO,
DOM REP
.SID.

Apt Elev
58'

Trans level: FL180 Trans alt: 17000'

AVRES 2, DELPO 2, KARIB 2, LECKY 2 DEPARTURES
(RWY 17)

MSA CDO VOR



INITIAL CLIMB	
After take-off direct to PODIS via CDO R-176.	
SID	ROUTING
AVRES 2	Then make a RIGHT climbing turn to intercept CDO R-185 (G-446) direct to AVRES, or according to ATC instructions.
DELPO 2	Then make a RIGHT climbing turn to intercept CDO R-200 (A-567) direct to DELPO, or according to ATC instructions.
KARIB 2	Then make a LEFT climbing turn to intercept CDO R-167 (A-554) direct to KARIB, or according to ATC instructions.
LECKY 2	Then make a RIGHT climbing turn to intercept CDO R-237 (A-319) direct to LECKY, or according to ATC instructions.

MDSD/SDQ
LAS AMERICAS INTL

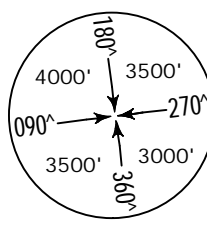
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26 DEC 08 10-3B

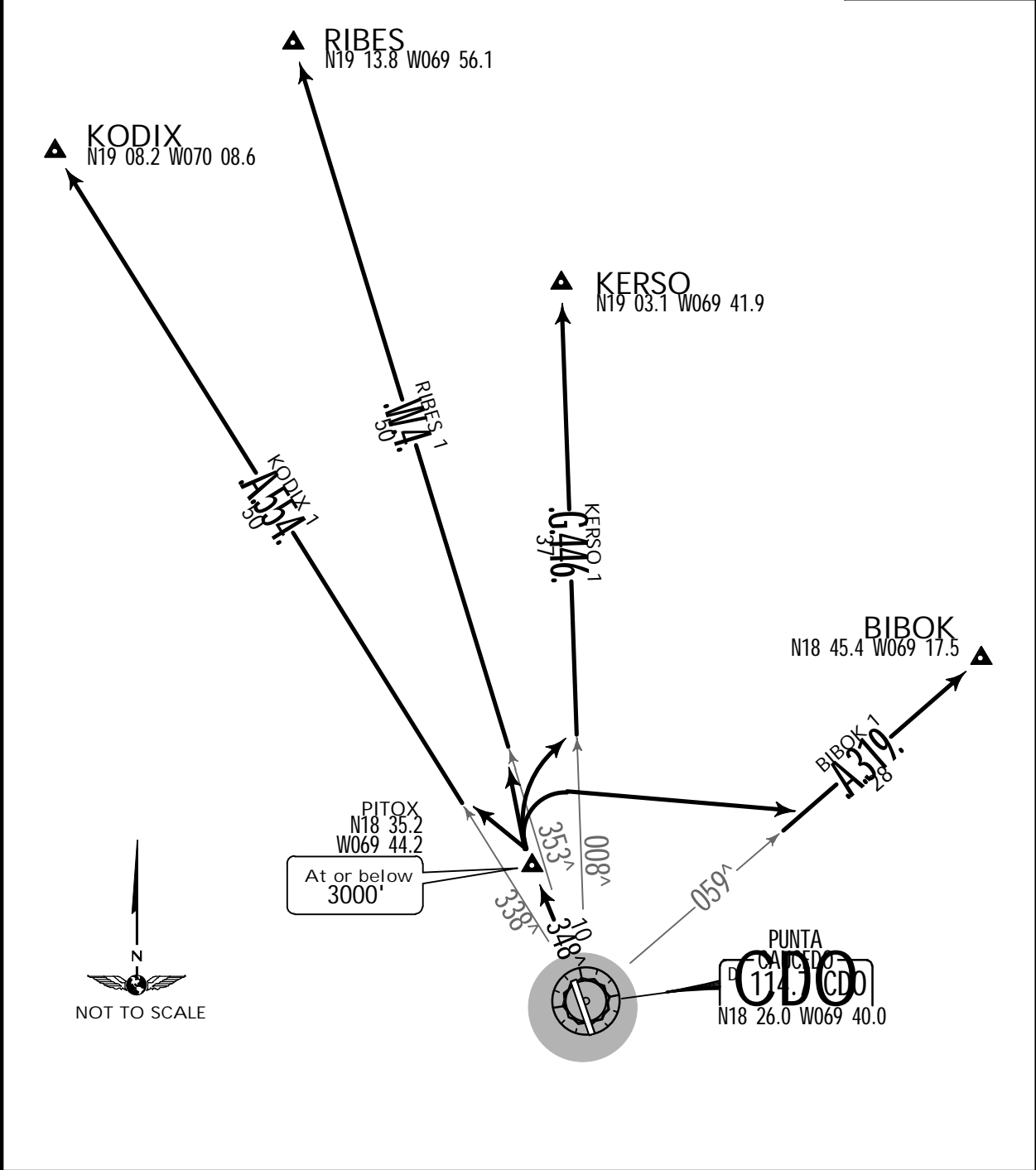
SANTO DOMINGO,
DOM REP
.SID.

Apt Elev
58'

Trans level: FL180 Trans alt: 17000'

BIBOK 1, KERSO 1, KODIX 1, RIBES 1 DEPARTURES
(RWY 35)


MSA CDO VOR



INITIAL CLIMB	
After take-off direct to PITOX via CDO R-348.	
SID	ROUTING
BIBOK 1	Then make a RIGHT climbing turn to intercept CDO R-059 (A-319) direct to BIBOK, or according to ATC instructions.
KERSO 1	Then make a RIGHT climbing turn to intercept CDO R-008 (G-446) direct to KERSO, or according to ATC instructions.
KODIX 1	Then make a LEFT climbing turn to intercept CDO R-338 (A-554) direct to KODIX, or according to ATC instructions.
RIBES 1	Then proceed to intercept CDO R-353 (W-4) climbing direct to RIBES, or according to ATC instructions.

MDSD/SDQ
LAS AMERICAS INTL

JEPPesen
26 DEC 08 10-3C

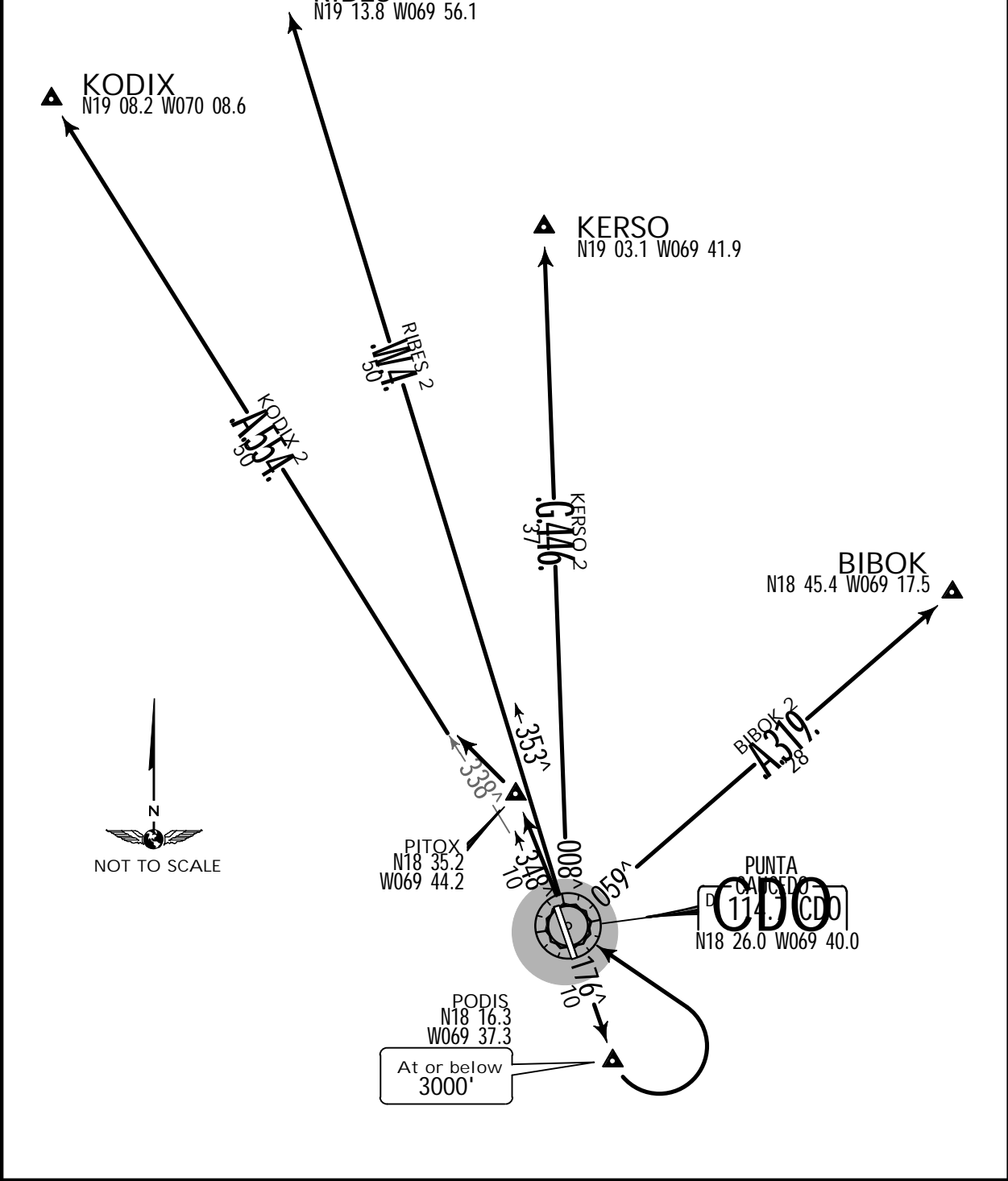
SANTO DOMINGO,
DOM REP
.SID.

Apt Elev
58'

Trans level: FL180 Trans alt: 17000'

BIBOK 2, KERSO 2, KODIX 2, RIBES 2 DEPARTURES
(RWY 17)

MSA CDO VOR

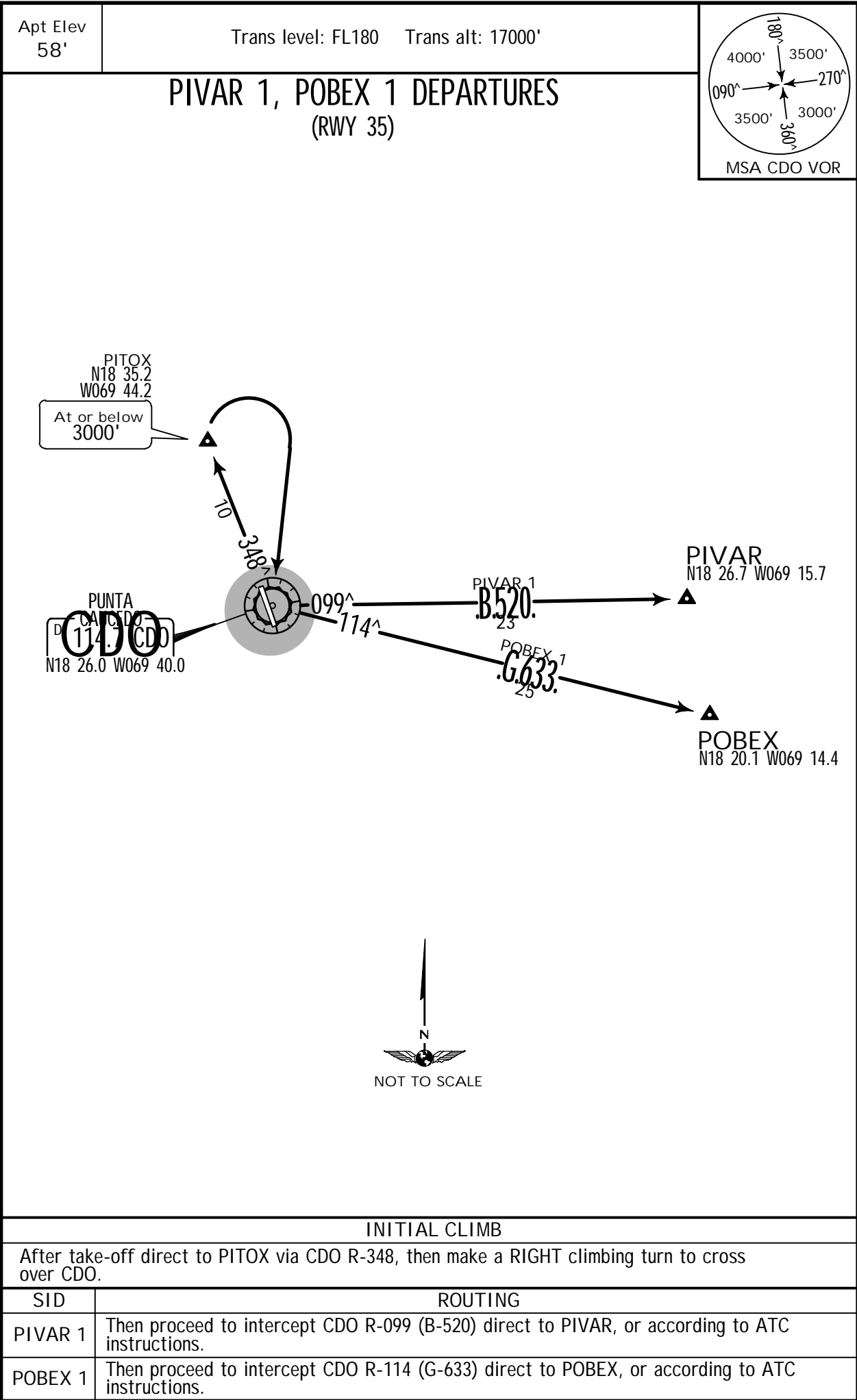


INITIAL CLIMB	
After take-off direct to PODIS via CDO R-176, then make a LEFT climbing turn to cross over CDO.	
SID	ROUTING
BIBOK 2	Then intercept CDO R-059 (A-319) direct to BIBOK, or according to ATC instructions.
KERSO 2	Then intercept CDO R-008 (G-446) direct to KERSO, or according to ATC instructions.
KODIX 2	Then direct to PITOX via CDO R-348, then LEFT turn to intercept CDO R-338 (A-554) direct to KODIX, or according to ATC instructions.
RIBES 2	Then intercept CDO R-353 (W-4) direct to RIBES, or according to ATC instructions.

MDSD/SDQ
LAS AMERICAS INTL

 **JEPPesen**
26 DEC 08 (10-3D)

SANTO DOMINGO,
DOM REP
.SID.



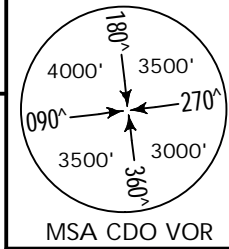
MDSD/SDQ
LAS AMERICAS INTL

 **JEPPESSEN**
26 DEC 08 **10-3E**

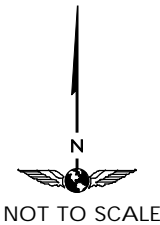
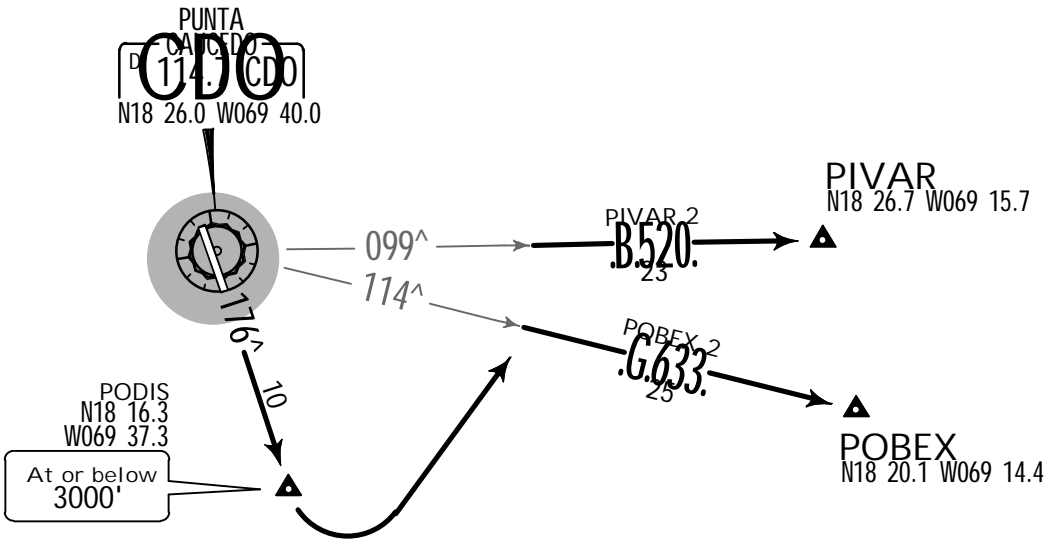
SANTO DOMINGO,
DOM REP
.SID.

Apt Elev
58'

Trans level: FL180 Trans alt: 17000'



PIVAR 2, POBEX 2 DEPARTURES
(RWY 17)



INITIAL CLIMB	
After take-off direct to PODIS via CDO R-176, then make a LEFT climbing turn.	
SID	ROUTING
PIVAR 2	Then intercept CDO R-099 (B-520) direct to PIVAR, or according to ATC instructions.
POBEX 2	Then intercept CDO R-114 (G-633) direct to POBEX, or according to ATC instructions.

JEPPESEN
26 DEC 08 10-3F

Trans level: FL180 Trans alt: 17000'

1. DME/DME not authorized.
2. After take-off contact Santo Domingo Control on 124.3.



AVRES ONE JULIETT (AVRES 1J),
KANAM ONE JULIETT (KANAM 1J),
KERSO ONE JULIETT (KERSO 1J),
LECKY ONE JULIETT (LECKY 1J),
MIROX ONE JULIETT (MIROX 1J)



KERSO 1J SID requires a minimum climb gradient of 5.8% (350' per NM) to 6000'.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

Procedure climb gradient due to airspace structure. If unable to comply, advise ATC prior to start-up.

SID	INITIAL CLIMB	ALTITUDE
AVRES 1J	Climb on track 172° to SD130, turn RIGHT on track 186° via SD134 to AVRES.	Climb to 4000'
KANAM 1J	Climb on track 172° to SD131, turn RIGHT on track 266° via SD135 to KANAM.	
KERSO 1J	Climb on track 172° to SD131, turn LEFT on track 117° to SD132, then turn LEFT on track 027° to SD133, then turn LEFT on track 354° to KERSO.	
LECKY 1J	Climb on track 172° to SD131, turn RIGHT on track 253° to LECKY.	
MIROX 1J	Climb on track 172° to SD131, turn LEFT on track 117° to SD132, then turn LEFT on track 108° to MIROX.	

MDSD/SDQ

Apt Elev 58'
N18 25.8 W069 40.1



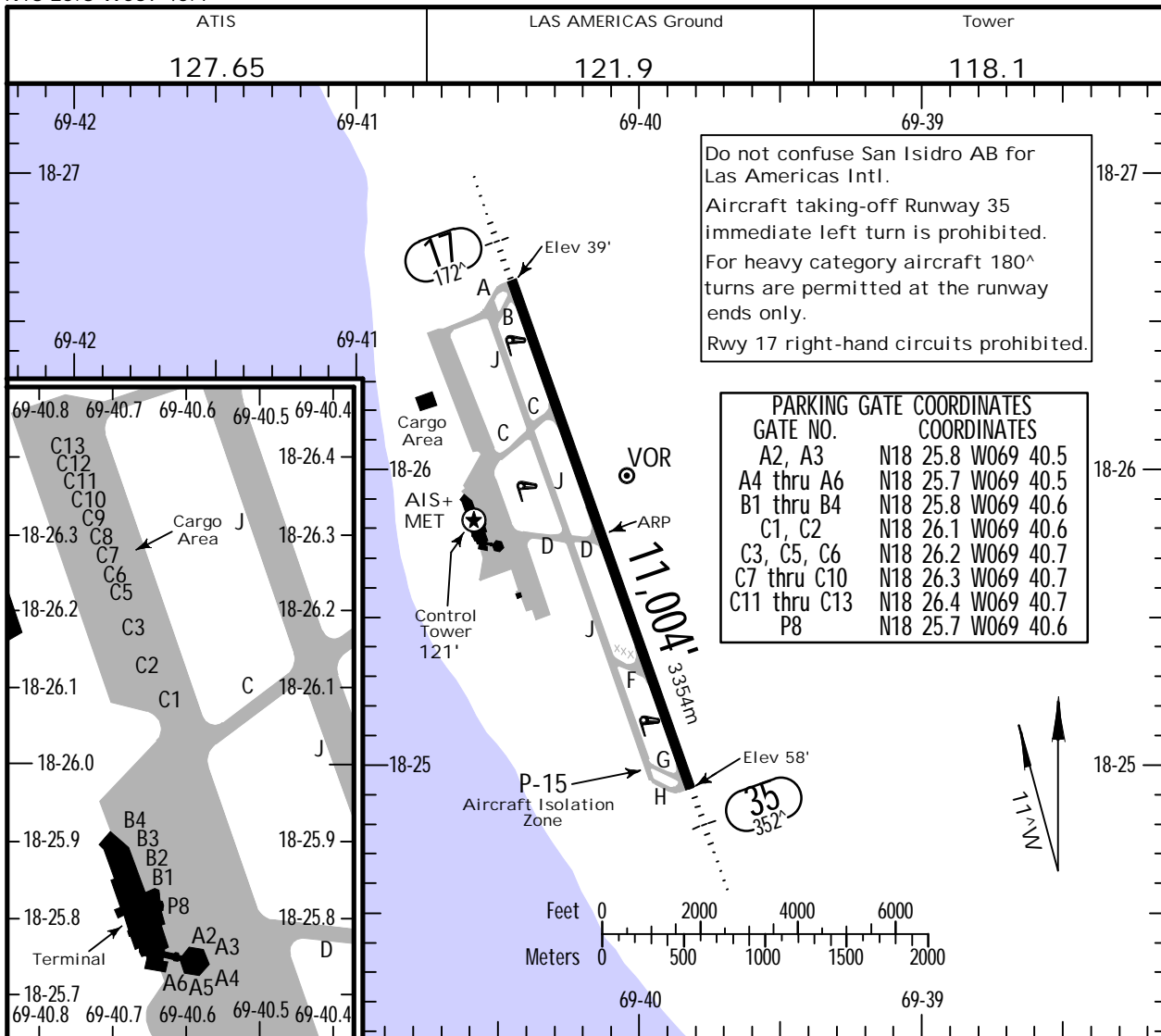
JEPPESSEN

SANTO DOMINGO, DOM REP

8 MAY 15

11-1

LAS AMERICAS INTL



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
17	35	HIRL	ALS	PAPI-L (angle 3.0°)		10,025' 3056m		197' 60m

TAKE-OFF

All Rwys

1 & 2 Eng

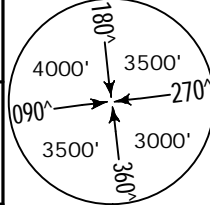
3 & 4 Eng

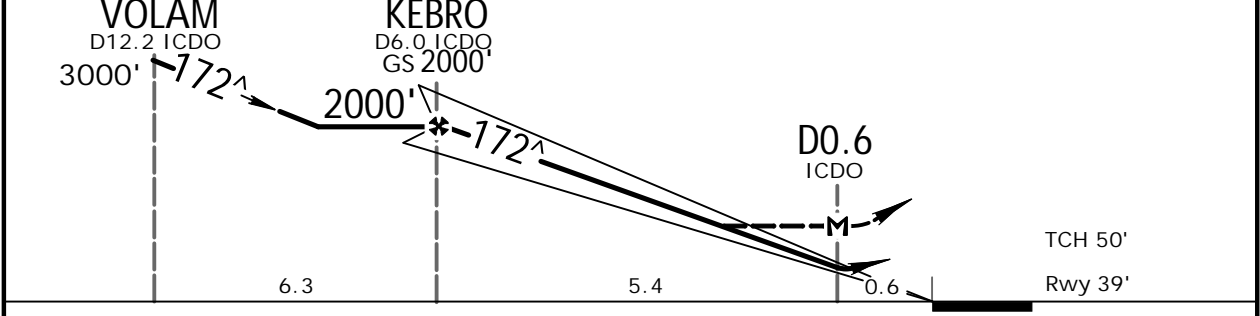
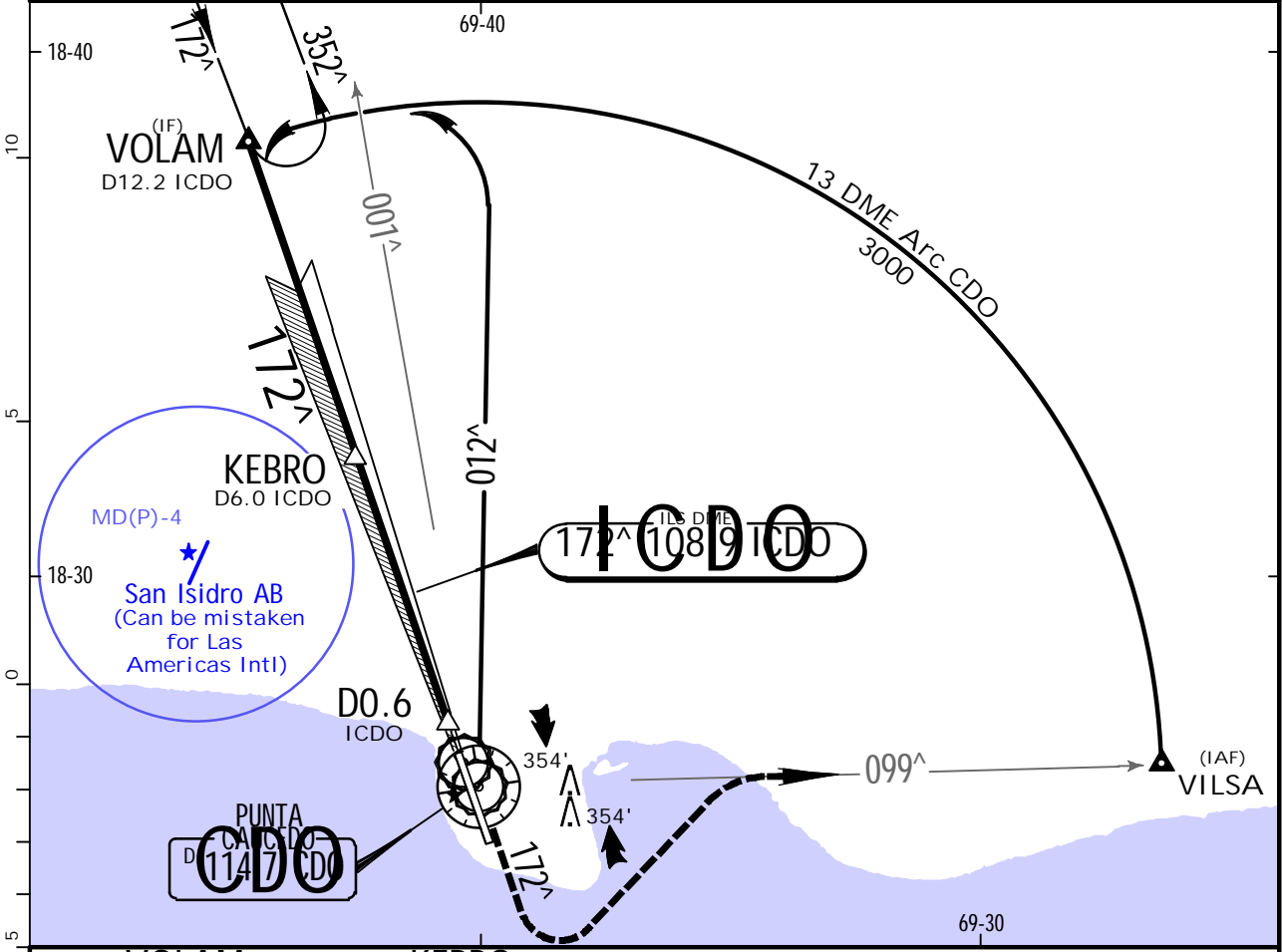
Available Landing Minimums

MDSD/SDO
LAS AMERICAS INTL

JEPPesen
8 MAY 15 11-1

SANTO DOMINGO, DOM REP
ILS Rwy 17

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9
LOC ICDO 108.9	Final Apch Crs 172^	GS KEBRO 2000' <small>(1961')</small>	ILS DA(H) 260' <small>(221')</small>	Apt Elev 58' Rwy 39'		
MISSED APCH: Climb outbound on CDO VOR R-172 until 2000', then make a LEFT turn to VILSA via CDO VOR R-099 outbound, climbing to 3000'; follow the 13 DME Arc to VOLAM and hold, or in accordance with ATC instructions.						
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 180		
1. Avoid Prohibited Area MD(P)-4 at 4 NM Northwest of CDO VOR.				Trans alt: 17000'		MSA CDO VOR



Gnd speed-Kts	70	90	100	120	140	160		2000' CDO 114.7 R-172
GS	3.00^	372	478	531	637	743		
MAP at D0.6 ICDO or								
FAF to MAP	5.4	4:38	3:36	3:14	2:42	2:19		

STRAIGHT-IN LANDING RWY 17			CEILING REQUIRED.			CIRCLE-TO-LAND RWY 35		
ILS DA(H) 260' (221')			LOC (GS out) MDA(H) 520' (481')					
FULL			ALS out					
			CEILING-VISIBILITY					
PANS OPS	A	1.2 km	500'-1.6 km			Max Kts	MDA(H) CEIL-VIS	
	B					100	700'(642') 700'-2.8 km	
	C		500'-2.0 km			135		
	D		500'-2.4 km			180	800'(742') 800'-4.6 km	

MDSD/SDQ

SAFETY INFORMATION: After 28 Jul 2016, 0000Z, this chart may no longer be valid

SANTO DOMINGO, DOM REP
RNAV (GNSS) Rwy 17

LAS AMERICAS INTL

26 DEC 08

12-1

ATIS

127.65

LAS AMERICAS Approach

119.3

LAS AMERICAS Tower

118.1

Ground

121.9

RNAV

Final

Apch Crs

172^

Minimum Alt

DATRU

2000' (1961')

MDA(H)

490' (451')

Apt Elev 58'

RWY 17 39'

MISSED APCH: Climb on track 172^ to SD155, LEFT turn via SD156 on track 354^ to EMULU to 3000' or in accordance with ATC instructions.

In case of GNSS failure climb straight ahead to 3000', LEFT turn on track 090^ climb to 4000' and contact ATC.

Alt Set: hPa

Rwy Elev: 1 hPa

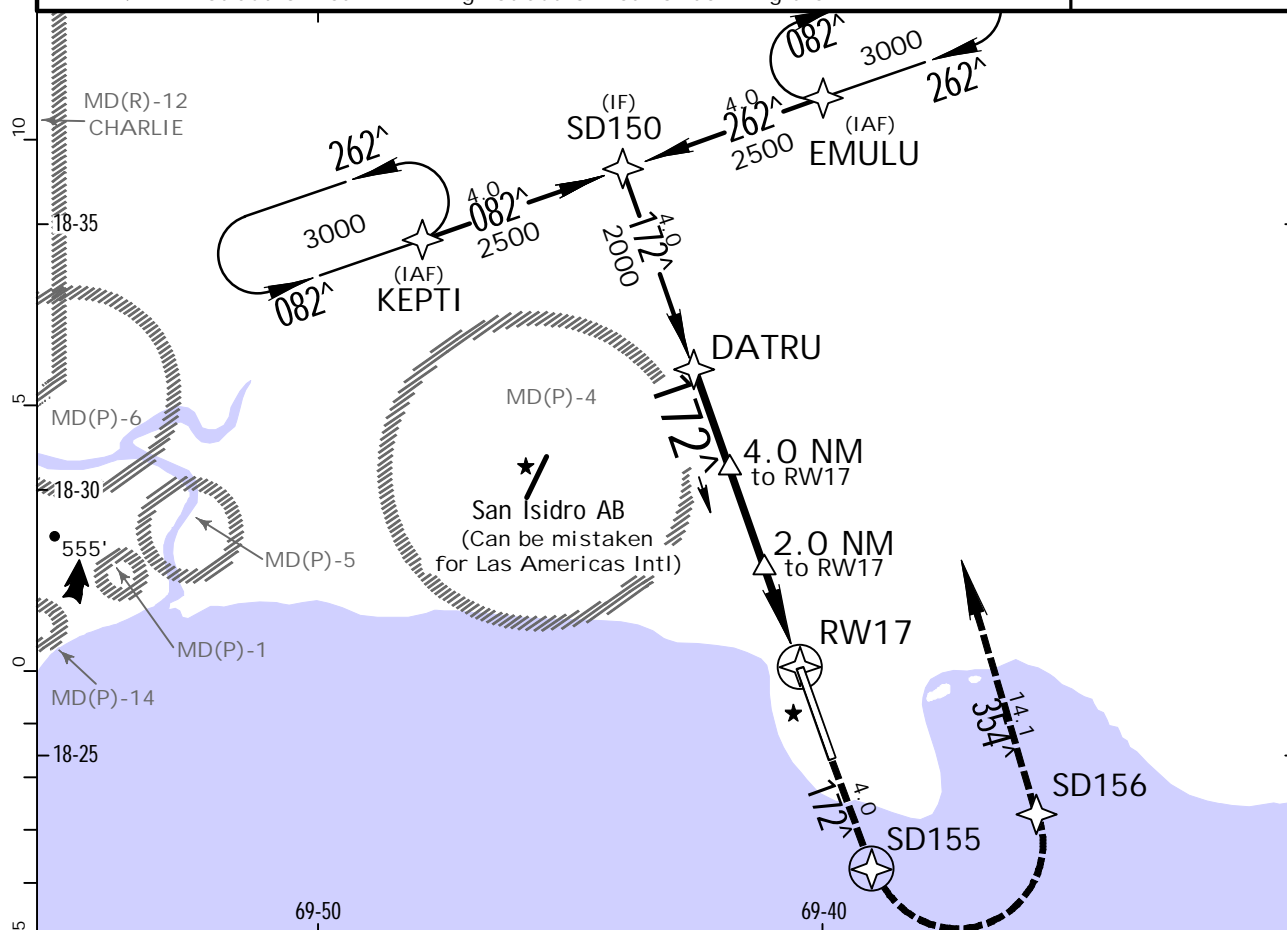
Trans level: FL 180

Trans alt: 17000'

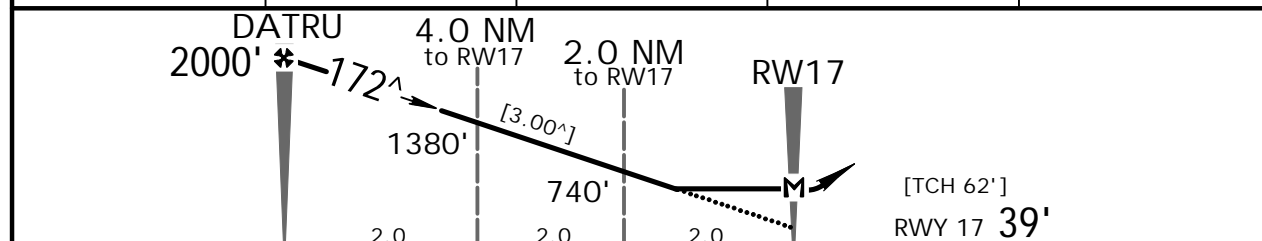
1. DME/DME not authorized. 2. Timing not authorized for defining the MAP.

4000'

MSA ARP



NM to RW17	5.0	4.0	3.0	2.0
ALTITUDE	1700'	1380'	1060'	740'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW17						

STRAIGHT-IN LANDING RWY 17			CIRCLE-TO-LAND		
MDA(H) 490' (451')					
ALS out					
A	1.2 km	1.6 km	A	NOT APPLICABLE	
B			B		
C	2.0 km		C		
D	2.4 km		D		

CHANGES: Procedure.

JEPPesen, 2004, 2008. All rights reserved.

MDSD/SDQ

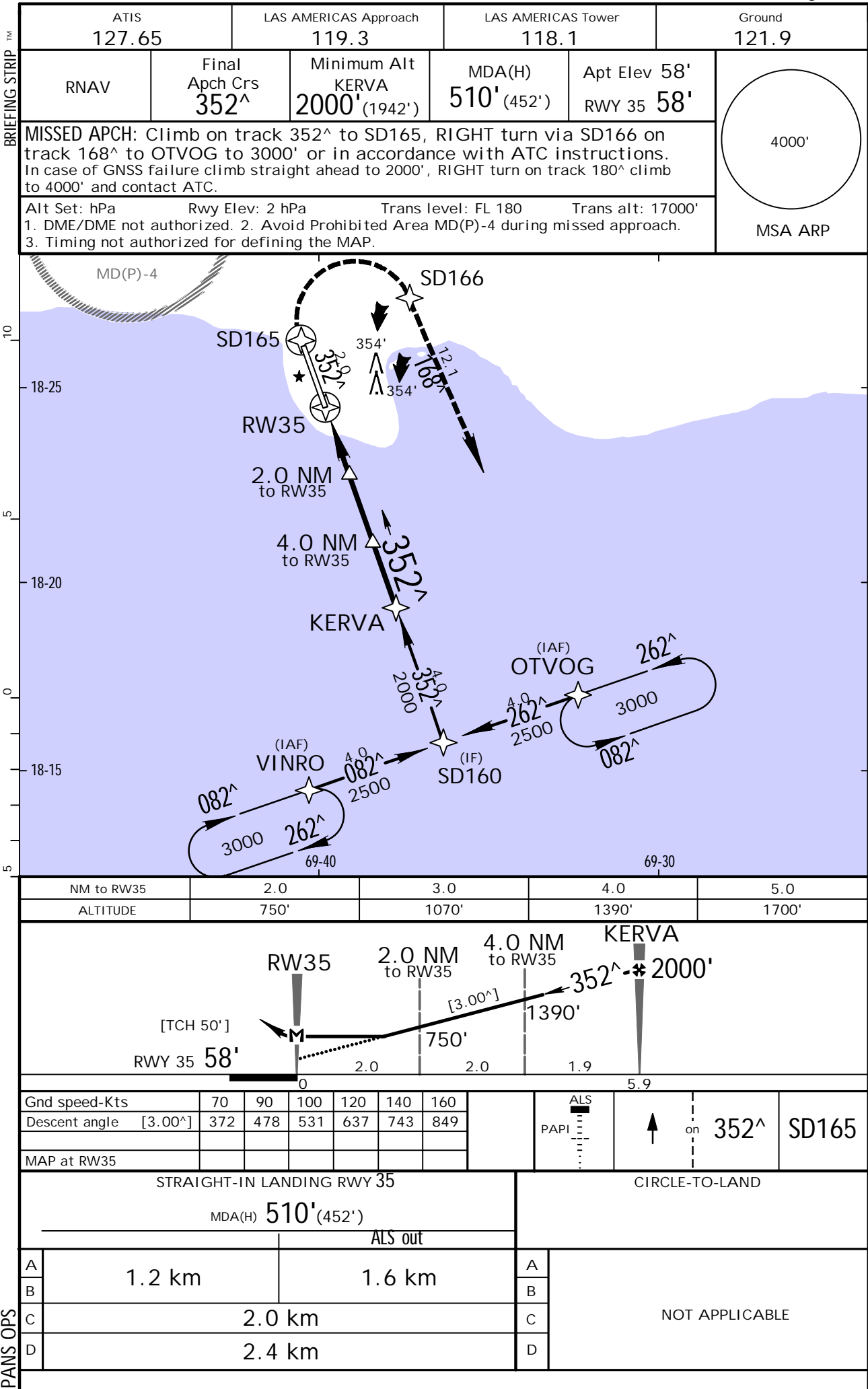
LAS AMERICAS INTL

JEPPESSEN

26 DEC 08

12-2

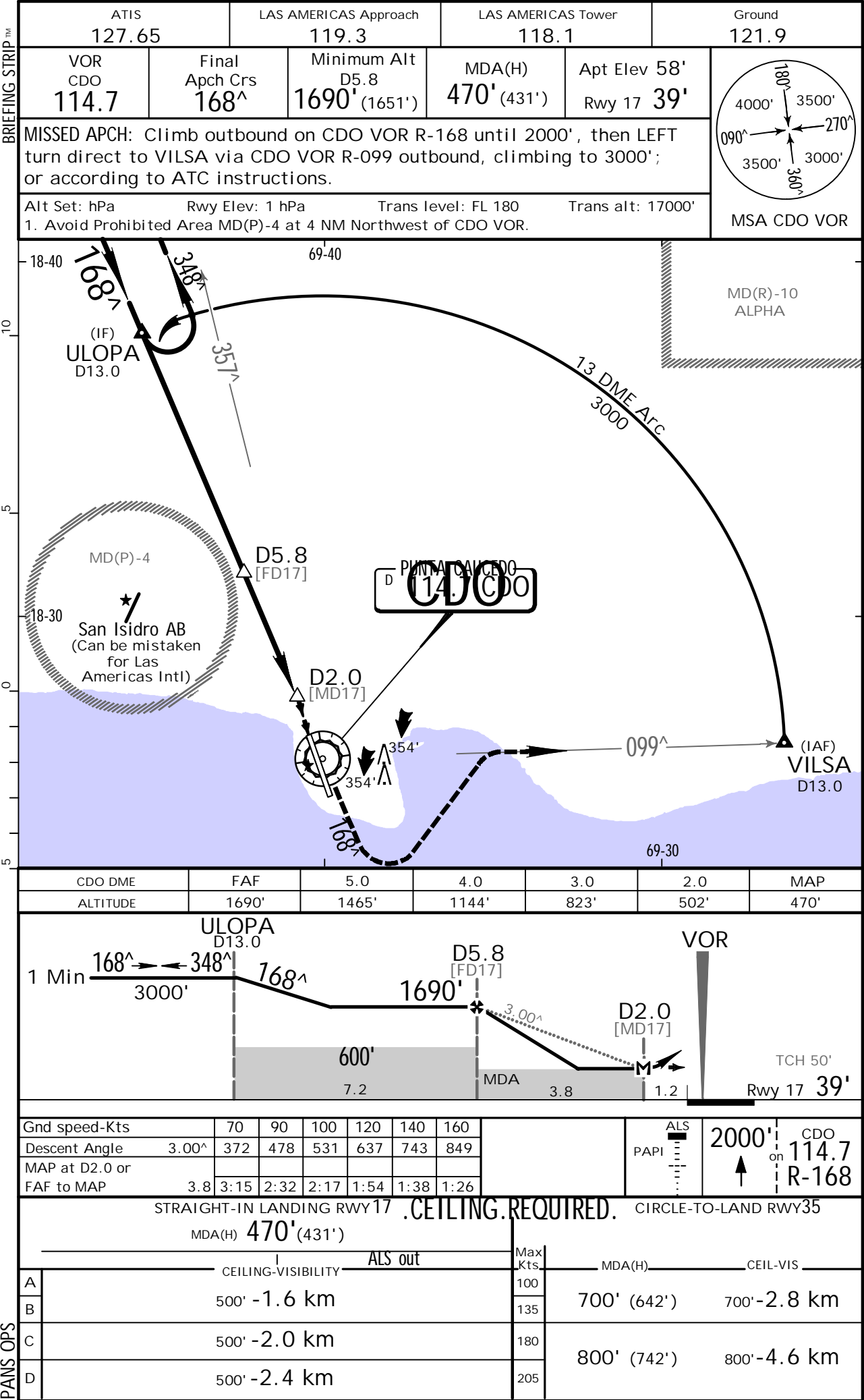
SANTO DOMINGO, DOM REP
RNAV (GNSS) Rwy 35



MDSD/SDO
LAS AMERICAS INTL

14 FEB 14 13-1

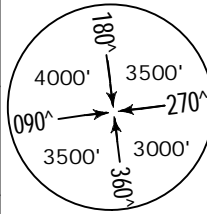
SANTO DOMINGO, DOM REP
VOR DME Rwy 17

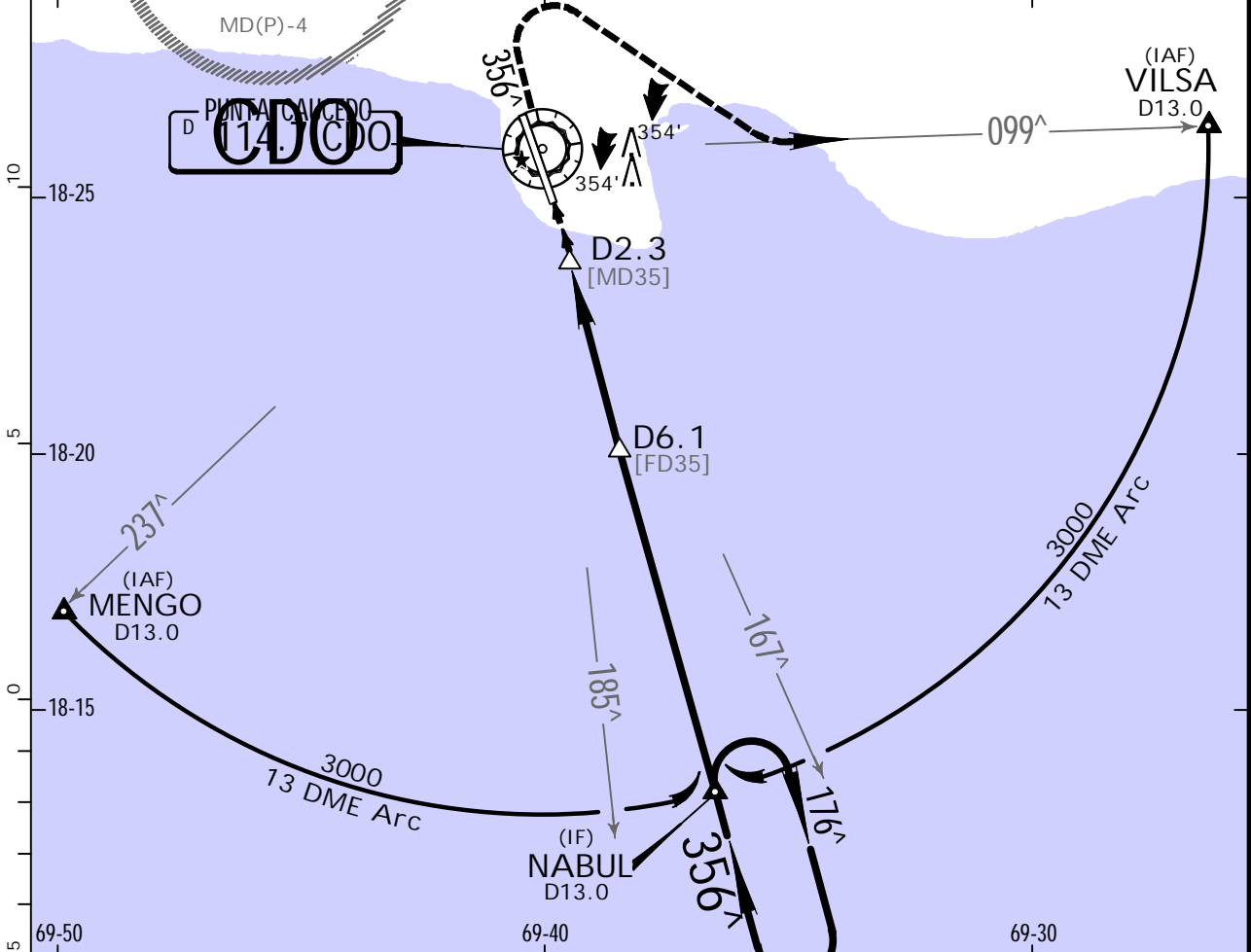


MDSD/SDO
LAS AMERICAS INTL

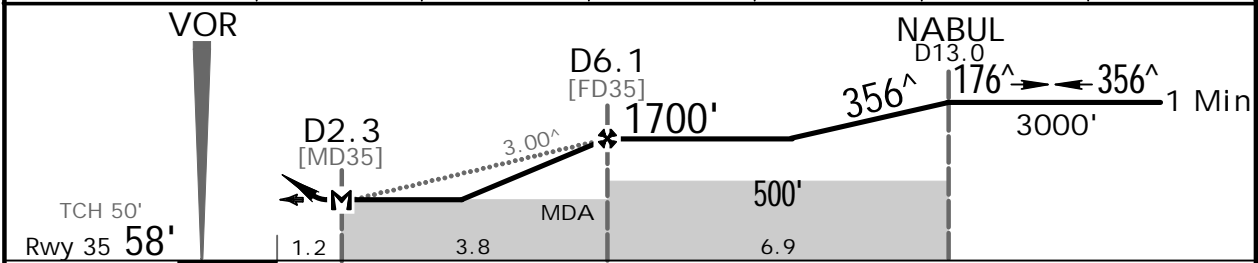
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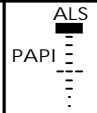
SANTO DOMINGO, DOM REP
VOR DME Rwy 35

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9	
VOR CDO 114.7	Final Apch Crs 356^	Minimum Alt D6.1 1700' (1642')	MDA(H) 490' (432')	Apt Elev 58' Rwy 35 58'		<div> MSA CDO VOR</div>	
MISSED APCH: Climb outbound on CDO VOR R-356 until 2000', then RIGHT turn direct to VILSA climbing to 3000' via CDO VOR R-099 outbound; or according to ATC instructions.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL 180			
1. Avoid Prohibited Area MD(P)-4 at 4 NM Northwest of CDO VOR.							



CDO DME	MAP	3.0	4.0	5.0	6.0	FAF
ALTITUDE	490'	714'	1032'	1350'	1668'	1700'



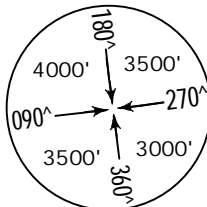
Gnd speed-Kts	70	90	100	120	140	160		2000' on 114.7 R-356
Descent Angle	3.00 [^]	372	478	531	637	743		
MAP at D2.3 or FAF to MAP	3.8	3:15	2:32	2:17	1:54	1:38		

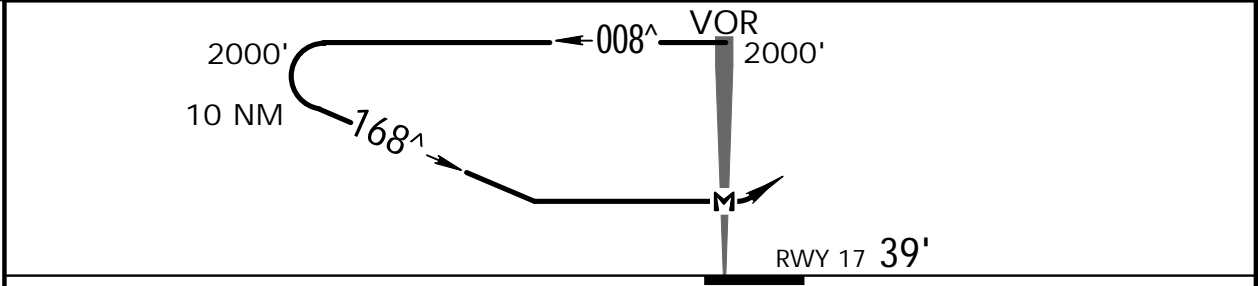
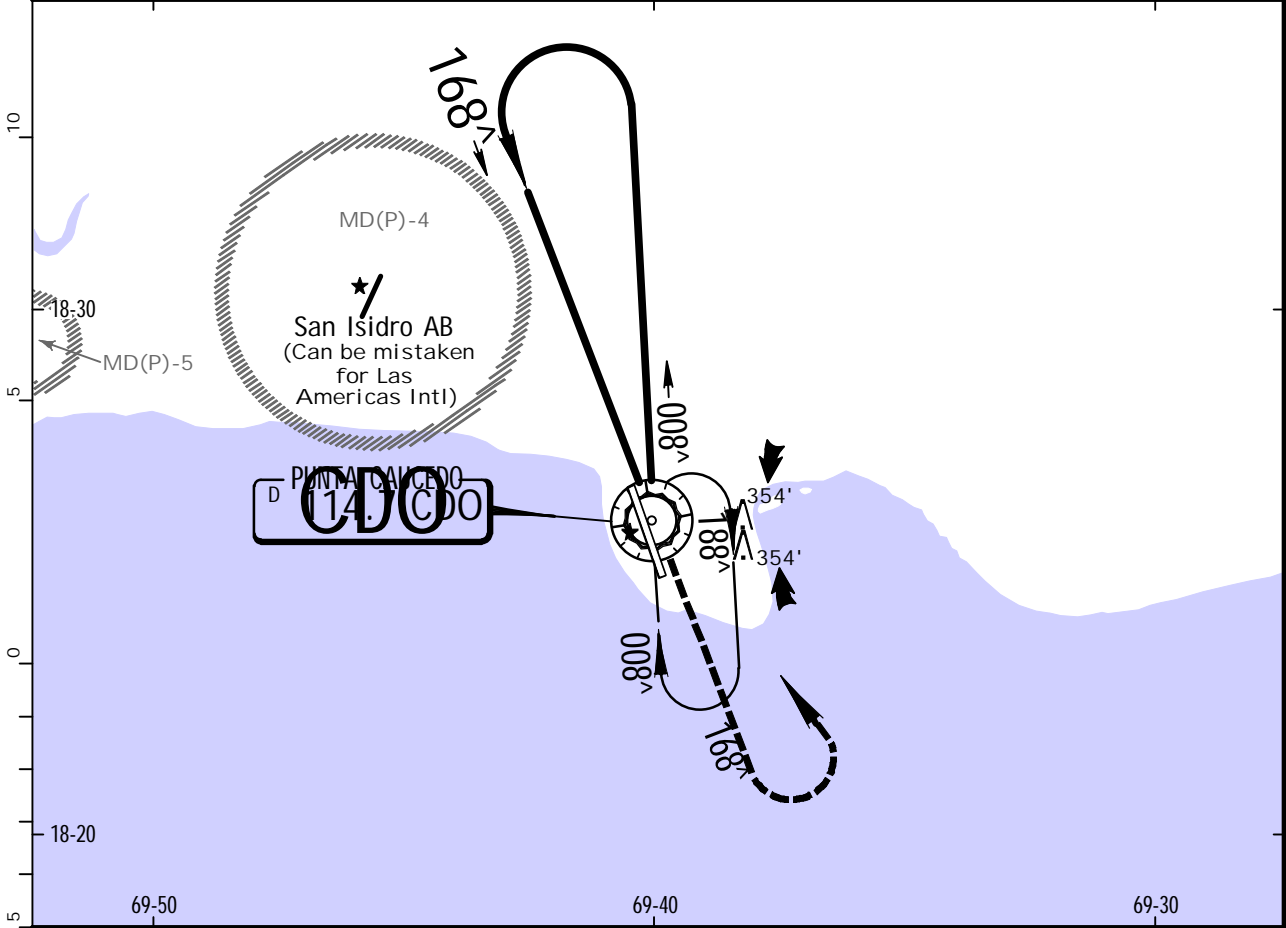
STRAIGHT-IN LANDING RWY 35 .CEILING REQUIRED.				CIRCLE-TO-LAND RWY 17			
MDA(H) 490' (432')		Ats out		Max Kts	MDA(H)		CEIL-VIS
CEILING-VISIBILITY				100	700' (642')		700' -2.8 km
A	500' -1.6 km			135			
B				180	800' (742')		800' -4.6 km
C	500' -2.0 km			205			
D	500' -2.4 km						

MDSD/SDQ
LAS AMERICAS INTL

26 DEC 08 13-3

SANTO DOMINGO, DOM REP
VOR Rwy 17

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9	
VOR CDO 114.7	Final Apch Crs 168^	No FAF		MDA(H) 470' (431')	Apt Elev 58' Rwy 17 39'	<div></div> <div>MSA CDO VOR</div>	
MISSED APCH: Climb outbound on CDO VOR R-168 to 2000', then LEFT turn to CDO VOR holding pattern, or according to ATC instructions.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 180			
1. Avoid Prohibited Area MD(P)-4 at 4 NM Northwest of CDO VOR.							
Trans alt: 17000'							



MAP at VOR				ALS	2000'	CDO 114.7	LT	CDO 114.7
				PAPI	↑	on R-168		

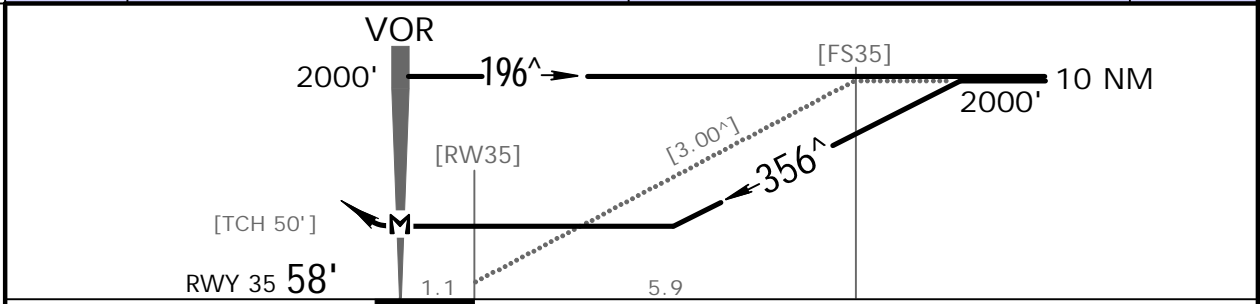
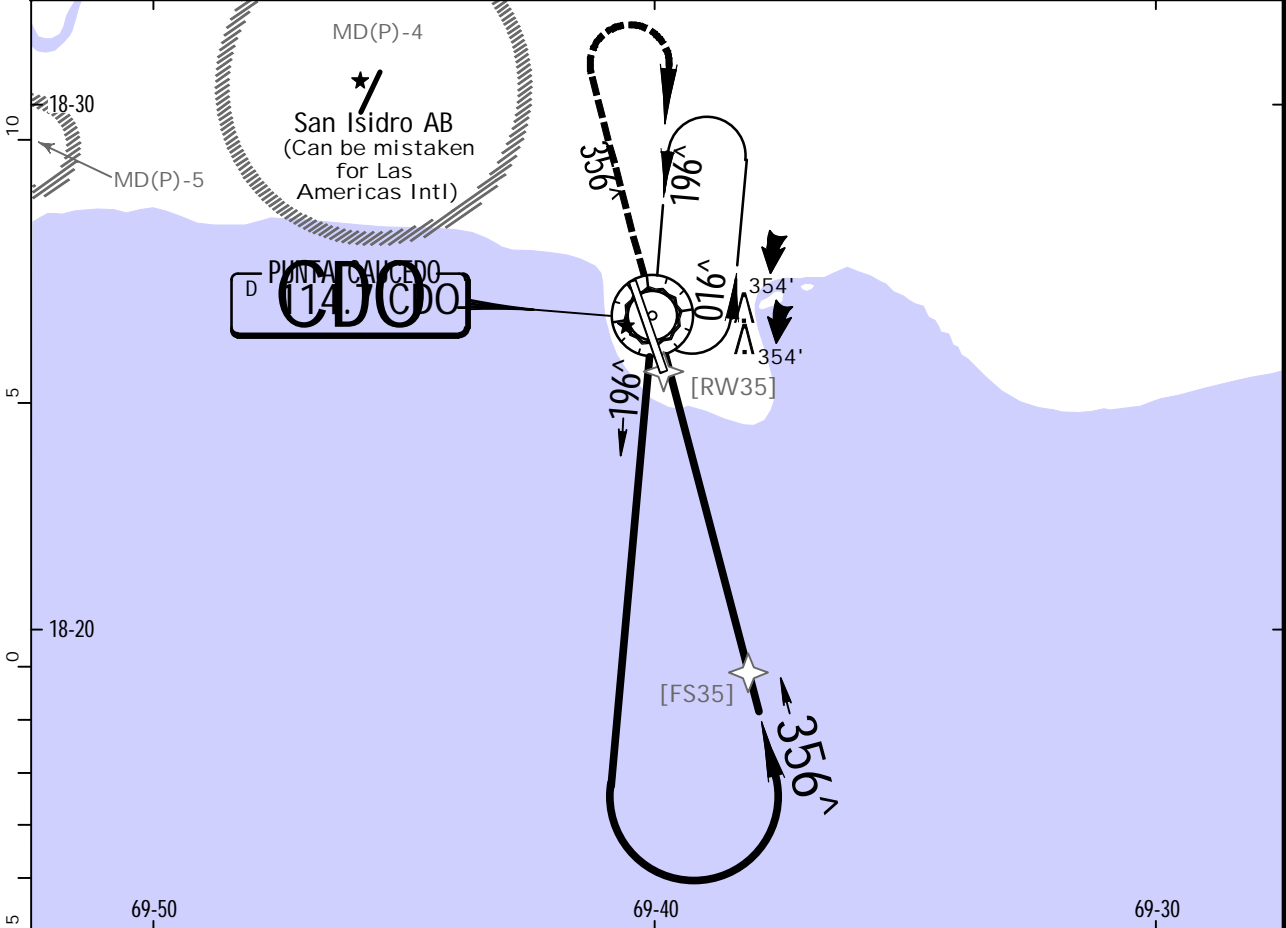
STRAIGHT-IN LANDING RWY17				.CEILING REQUIRED.		CIRCLE-TO-LAND RWY35		
MDA(H) 470' (431')								
CEILING-VISIBILITY				ALS out		Max Kts		
A	500' -1.6 km					100	700' (642')	700' -2.8 km
B						135		
C	500' -2.0 km					180	800' (742')	800'-4.6 km
D	500' -2.4 km					205		

MDSD/SDQ
LAS AMERICAS INTL

26 DEC 08 **13-4**

SANTO DOMINGO, DOM REP
VOR Rwy 35

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9	
VOR CDO 114.7	Final Apch Crs 356^	No FAF		MDA(H) 490' (432')	Apt Elev 58' Rwy 35 58'	<div><p>MSA CDO VOR</p></div>	
MISSED APCH: Climb outbound on CDO VOR R-356 to 2000'; then RIGHT turn direct to CDO VOR holding pattern, or according to ATC instructions.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL 180			
1. Avoid Prohibited Area MD(P)-4 at 4 NM Northwest of CDO VOR.							



Gnd speed-Kts	70	90	100	120	140	160		2000' CDO ↑ on 114.7 R-356
Descent angle [3.00^]	372	478	531	637	743	849		
MAP at VOR								

STRAIGHT-IN LANDING RWY 35 .CEILING REQUIRED.				CIRCLE-TO-LAND RWY 17	
MDA(H) 490' (432')					
CEILING-VISIBILITY ALS out				Max Kts	MDA(H) CEIL-VIS
A				100	
B	500' -2.4 km			135	700' (642') 700' -2.8 km
C	500' -2.8 km			180	
D	500' -3.6 km			205	800' (742') 800' -4.6 km

MDSD/SDQ

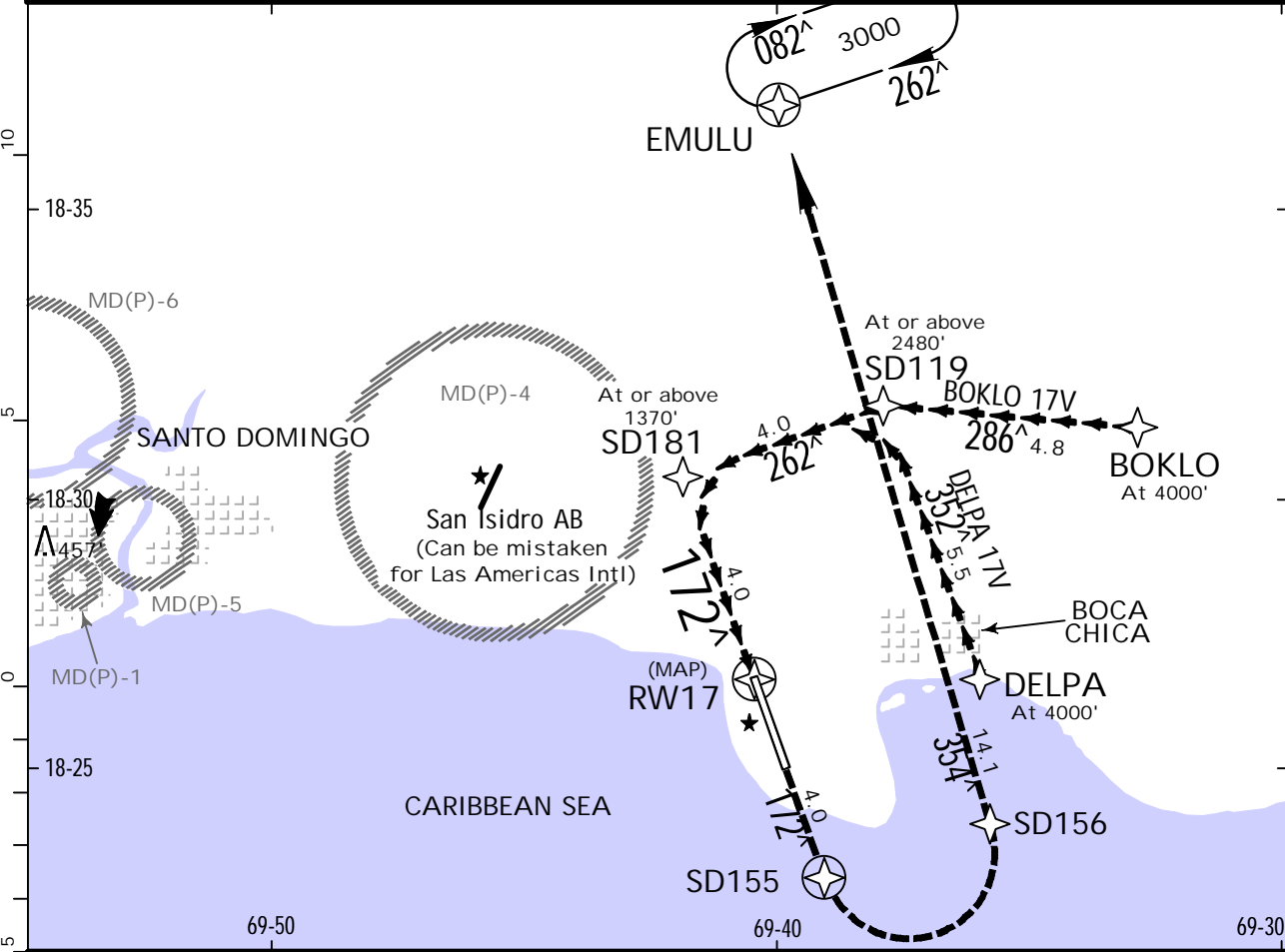
LAS AMERICAS INTL

JEPPESEN

26 DEC 08 19-1

SANTO DOMINGO, DOM REP
VISUAL RNAV (GNSS) Rwy 17

BRIEFING STRIP™	ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9	
	RNAV	Final Apch Crs 172^	No FAF		Ceiling-Vis 4000'-5km	Apt Elev 58' RWY 17 39'	<div>4000'</div> <div>MSA ARP</div>	
	MISSED APCH: Climb on track 172^ to SD155, LEFT turn via SD156 on track 354^ to EMULU to 3000' or in accordance with ATC instructions.							
	Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 180			
	1. DME/DME not authorized.							



CONDITIONS:

- Pilot must maintain visual reference to the terrain and report the airport in sight.
- Pilot is requesting or ATC suggests a visual approach.
- Radar vectors can be issued by ATC to join the visual approach procedure.

ROUTE	WAYPOINT SEQUENCE
BOKLO 17V	BOKLO (A4000) - SD119 (K185-; A2480+; L) - SD181 (K185-; A1370+; L) - RW17
DELPA 17V	DELPA (A4000) - SD119 (K185-; A2480+; L) - SD181 (K185-; A1370+; L) - RW17

RWY 17 39'

PANS OPS	ALS	PAPI	on	172^	SD155

WEATHER MINIMUMS

Ceiling 4000' -VIS 5 km

MDSD/SDQ

LAS AMERICAS INTL

JEPPesen

26 DEC 08

19-2

SANTO DOMINGO, DOM REP
VISUAL RNAV (GNSS) Rwy 35

BRIEFING STRIP™	ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9		
	RNAV	Final Apch Crs 352^	No FAF		Ceiling-Vis 4000'-5km	Apt Elev 58' RWY 35 58'	<div>4000'</div> <div>MSA ARP</div>		
	MISSED APCH: Climb on track 352^ to SD165, RIGHT turn via SD166 on track 168^ to OTVOG to 3000' or in accordance with ATC instructions.								
	Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 180 Trans alt: 17000' 1. DME/DME not authorized. 2. Avoid Prohibited Area MD(P)-4 during missed approach.								



CONDITIONS:

- Pilot must maintain visual reference to the terrain and report the airport in sight.
- Pilot is requesting or ATC suggests a visual approach.
- Radar vectors can be issued by ATC to join the visual approach procedure.

ROUTE	WAYPOINT SEQUENCE
LETIR 35V	LETIR (A4000) - SD190 (K185-; A2500+; R) - SD192 (K185-; A1380+; R) - RW35
URLOR 35V	URLOR (A5000) - SD191 (K185-; A4000) - SD192 (K185-; A1380+; L) - RW35

RWY 35 58'

	ALS PAPI	↑ on 352 [^]	SD165
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WEATHER MINIMUMS

Ceiling 4000' -VIS 5 km

Chart changes since cycle 14-2016

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MIAMI, FL (MIAMI INTL - KMIA)				
REV	AIRPORT, AIRPORT INFO	10-9	15 Jul 2016	21 Jul 2016
REV	AIRPORT INFO (CONTD), TAK...	10-9A	15 Jul 2016	21 Jul 2016
REV	ILS OR LOC RWY 26L	11-5	15 Jul 2016	21 Jul 2016
REV	LOC DME RWY 26R	11-6	15 Jul 2016	21 Jul 2016
REV	ILS OR LOC RWY 27	11-7	15 Jul 2016	21 Jul 2016
REV	ILS OR LOC RWY 30	11-8	15 Jul 2016	21 Jul 2016
REV	RNAV (RNP) Y RWY 26L	12-22	15 Jul 2016	21 Jul 2016
REV	RNAV (RNP) Y RWY 27	12-23	15 Jul 2016	21 Jul 2016
REV	RNAV (GPS) Z RWY 26L	12-5	15 Jul 2016	21 Jul 2016
REV	RNAV (GPS) RWY 26R	12-6	15 Jul 2016	21 Jul 2016
REV	RNAV (GPS) Z RWY 27	12-7	15 Jul 2016	21 Jul 2016
REV	RNAV (GPS) Z RWY 30	12-8	15 Jul 2016	21 Jul 2016

SANTO DOMINGO, (LAS AMERICAS INTL - MDSD)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KMIA

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(10-9) Airport page, B757, heavy and super aircraft are not authorized intersection departures for any runway unless a portion is closed or unusable. (10-9A) Airport information page, PPR 3 hours prior to all arrivals on the General Aviation Center (GAC) ramp contact ramp control upon arrival on frequency 131.6. Aircraft with wingspan greater than 78 feet are prohibited from entering the GAC ramp.

Type: Terminal

Effectivity: Permanent

Begin Date: 20160721

End Date: No end date

(10-2E) Holding distance at FLIPR waypoint is 6 NM.

No Chart Change Notices for Airport MDSD

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.