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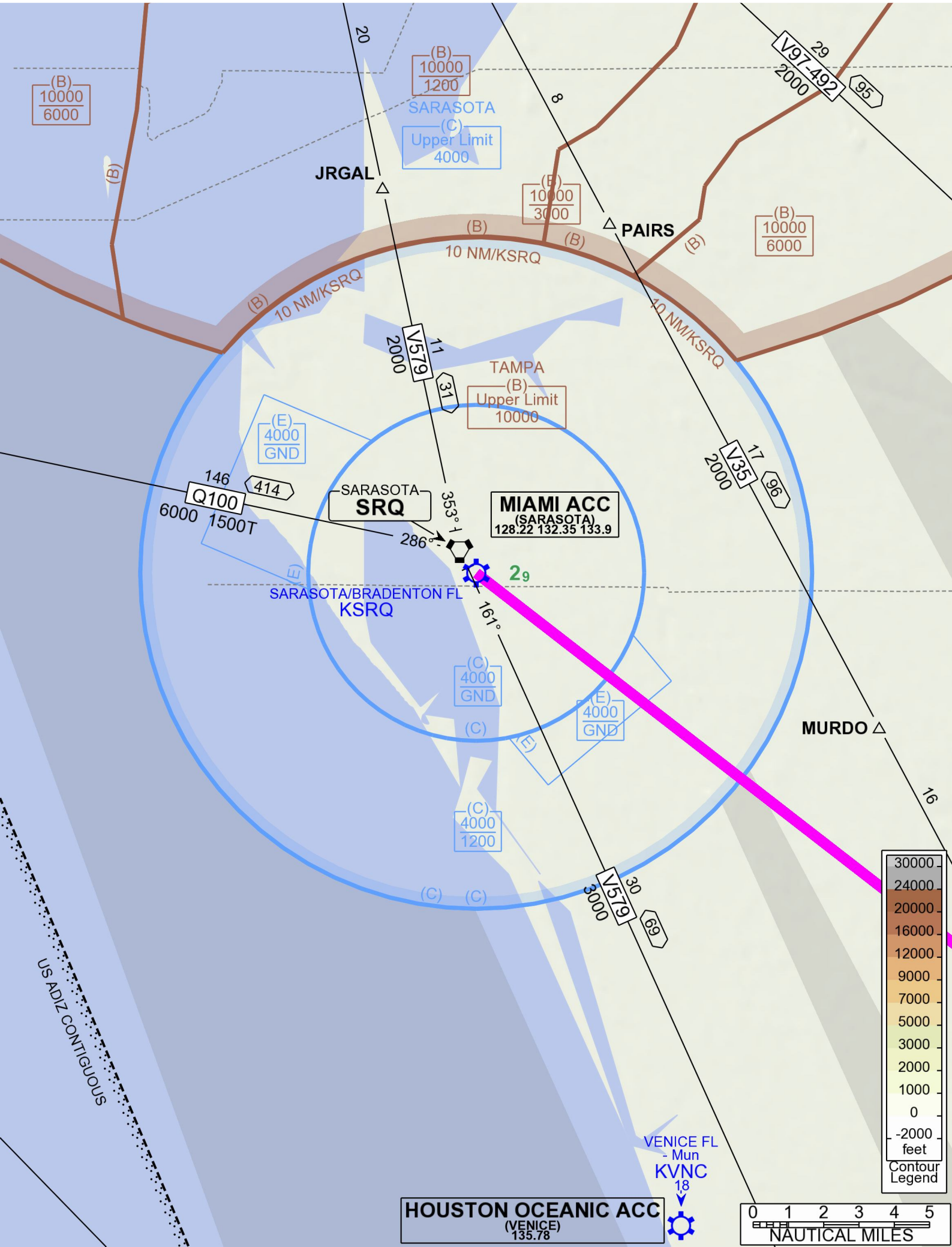
Airport Information For KMIA

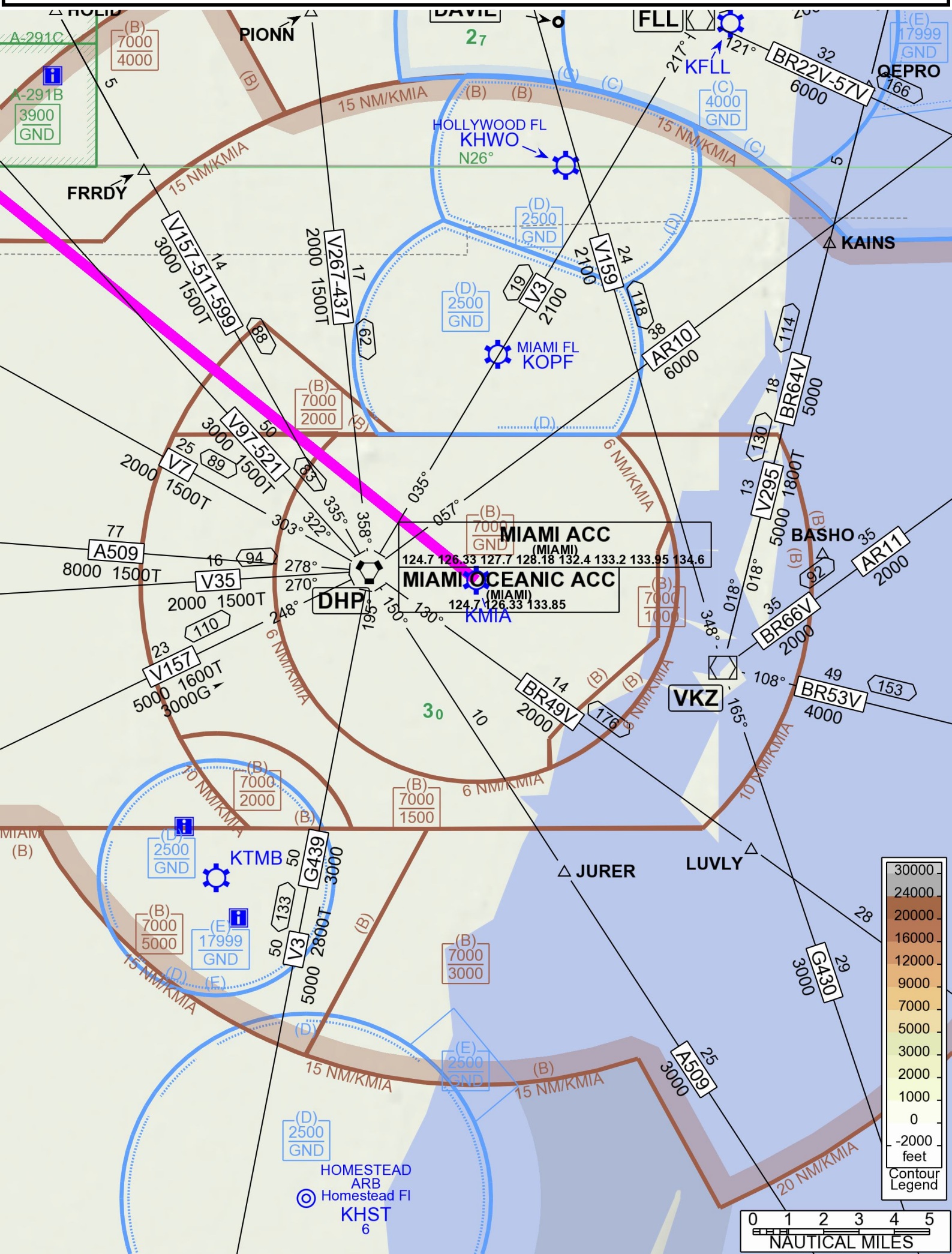
Terminal Charts For KMIA

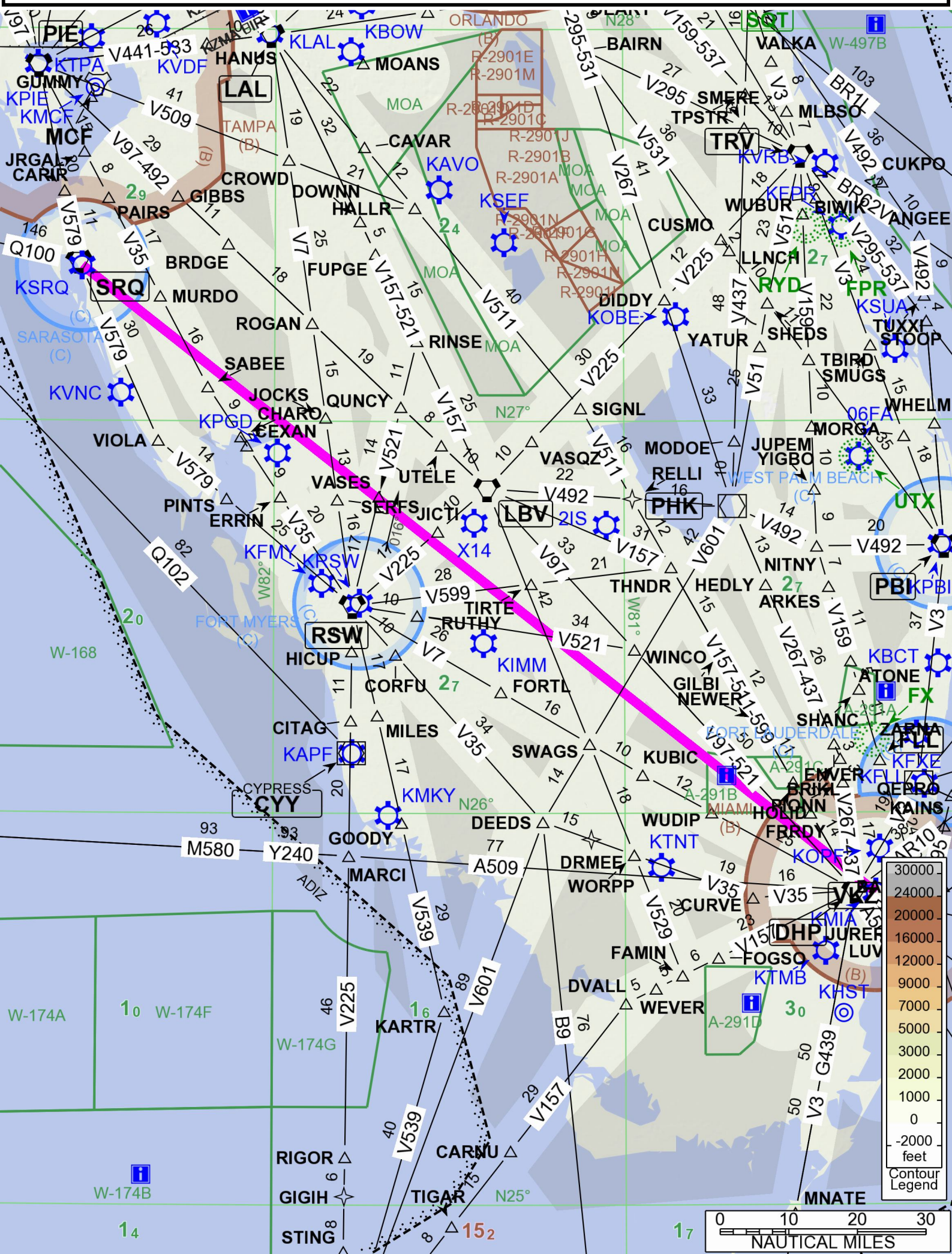
Revision Letter For Cycle 15-2016

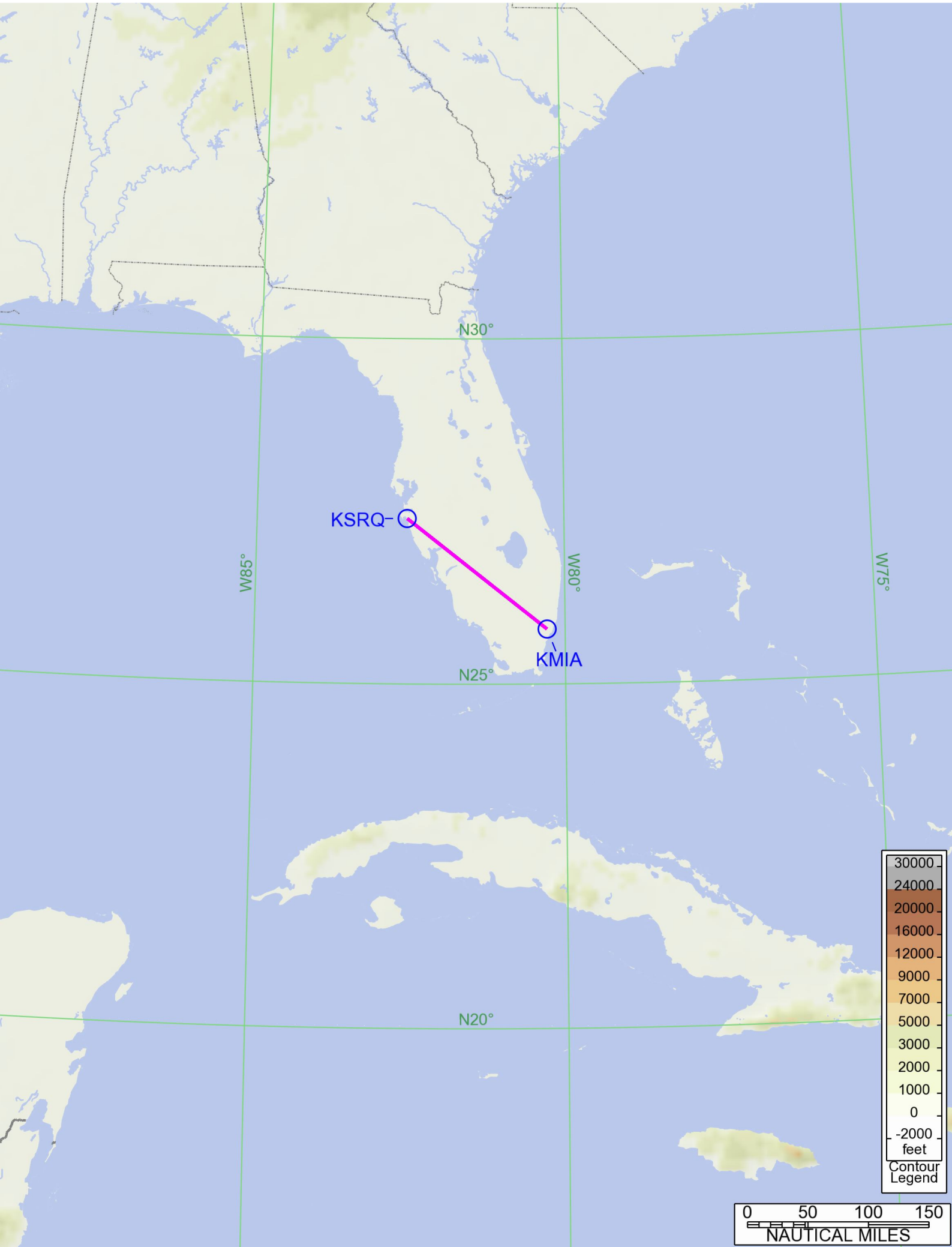
Change Notices

Notebook









General Information

Location: SARASOTA/BRADENTON FL USA
ICAO/IATA: KSRQ / SRQ
Lat/Long: N27° 23.73', W082° 33.26'
Elevation: 30 ft

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

Fuel Types: 100 Octane (LL), Jet A, Jet A+
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes
Traffic Pattern Altitude: 1030 ft (1000 ft AGL)

Sunrise: 1123 Z
Sunset: 2316 Z

Runway Information

Runway: 04
Length x Width: 5009 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, Pilot controlled

Runway: 14
Length x Width: 9500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 1350 ft

Runway: 22
Length x Width: 5009 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 32

Length x Width: 9500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 27 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 1150 ft

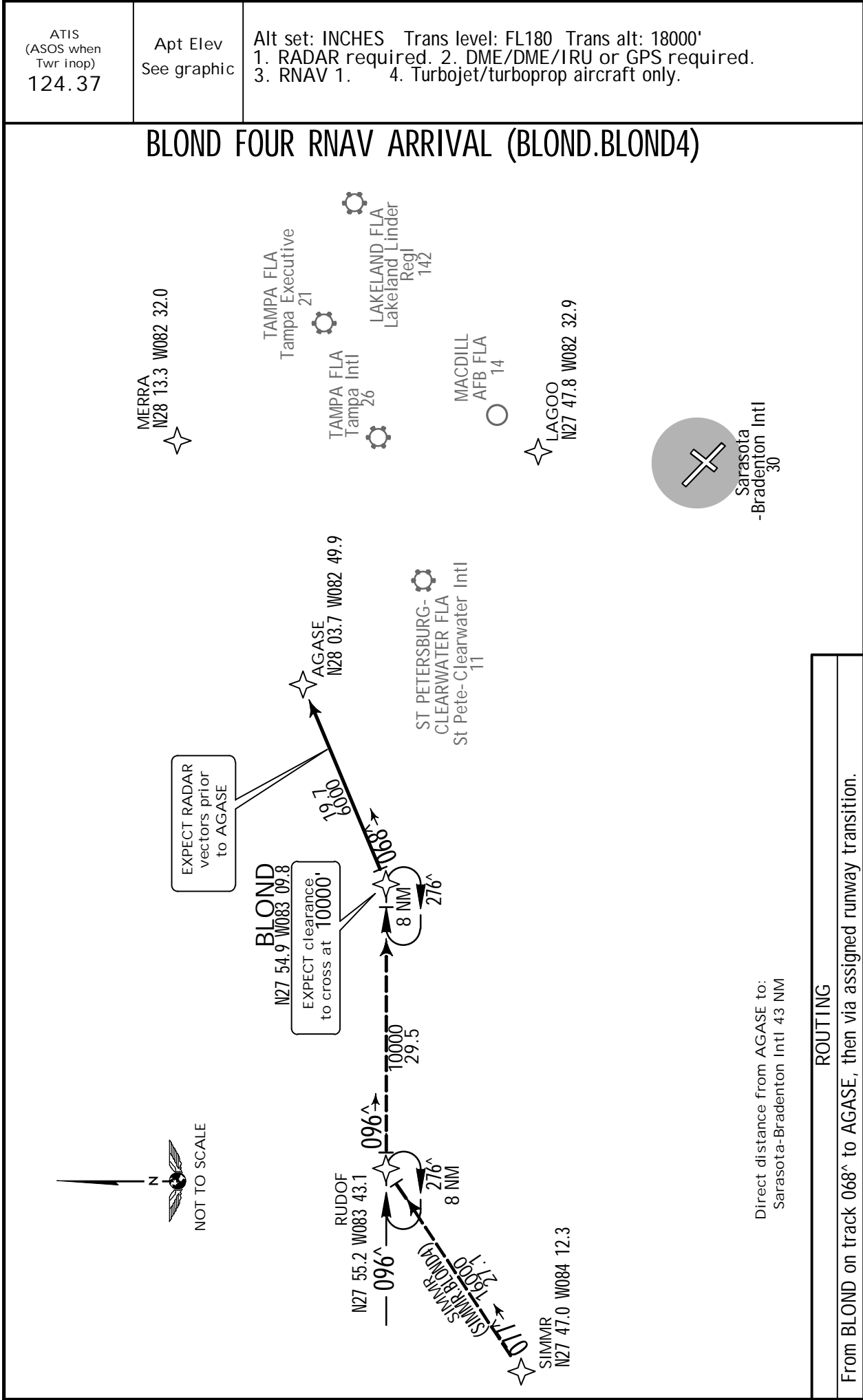
Communication Information

ATIS: 124.375
ASOS: 124.375
Sarasota Tower: 120.100 CTAF PCL
Sarasota Ground: 121.900
Sarasota Clearance Delivery: 118.250
Sarasota Clearance Pre-Taxi: 118.250
Tampa Approach: 119.650 At or below 4000 ft
Tampa Approach: 124.950 At or below 4000 ft Secondary
Tampa App Airport Radar Service Area: 119.650
Tampa Departure: 119.650 At or below 4000 ft
Tampa Departure: 124.950 At or below 4000 ft
Sarasota-Bradenton Intl UNICOM: 122.950
Tampa Radar: 124.950 At or below 4000 ft
St Petersburg FSS: 117.000 RCO
St Petersburg FSS: 122.100 RCO

KSRQ/SRQ
SARASOTA-
BRADENTON INTL

JEPPESSEN
31 JAN 14 10-2 .Eff.6.Feb.

SARASOTA/
BRADENTON, FLA
.RNAV.STAR.

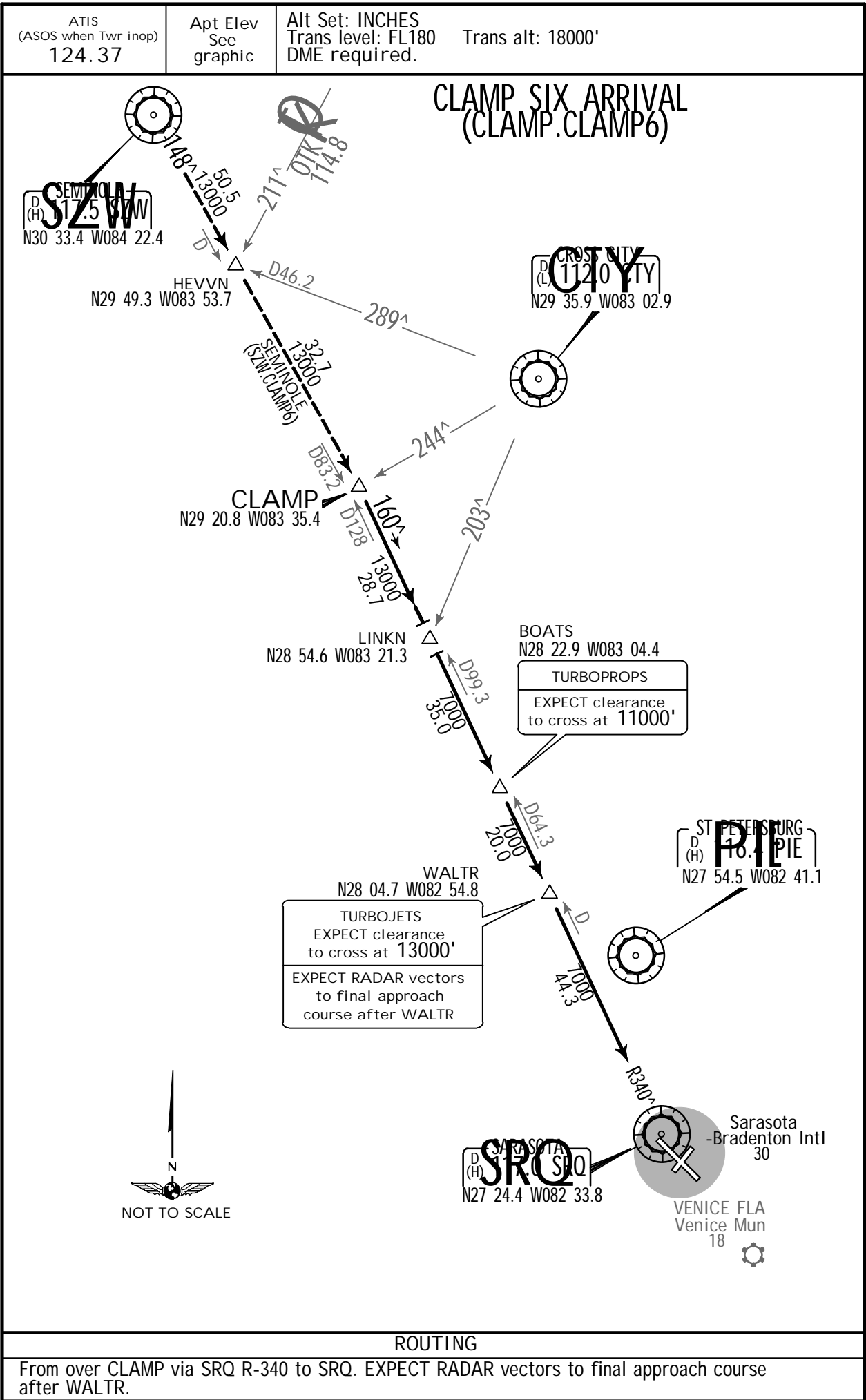


KSRQ/SRQ
SARASOTA-
BRADENTON INTL

JEPPESSEN

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

SARASOTA/
BRADENTON, FLA
.STAR.



KSRQ/SRQ
SARASOTA-
BRADENTON INTL

JEPPESSEN

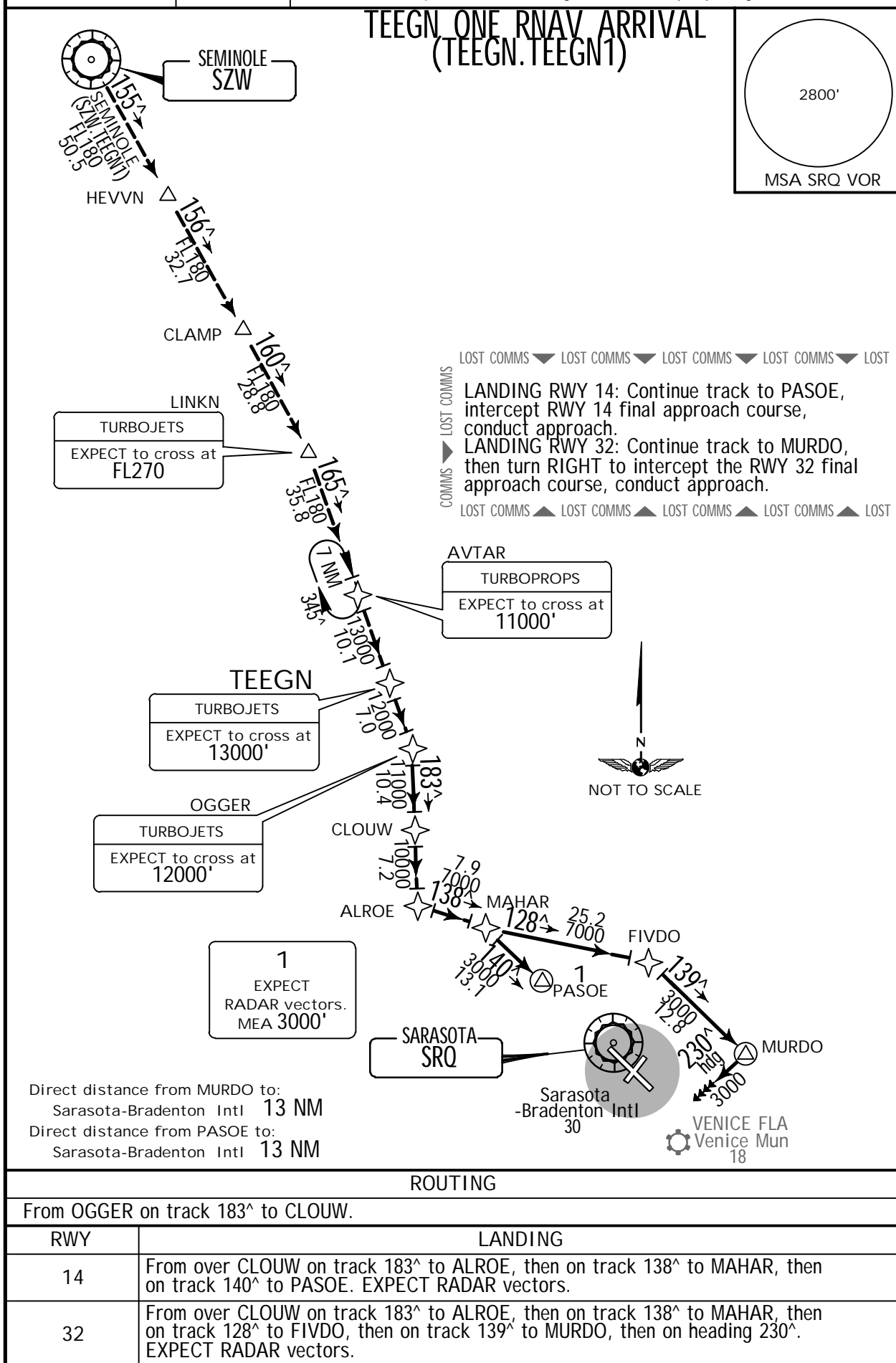
27 APR 12 (10-2B)

SARASOTA/
BRADENTON, FLA
.RNAV.STAR.

ATIS
(ASOS when Twr inop)
124.37

Apt Elev
See
graphic

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



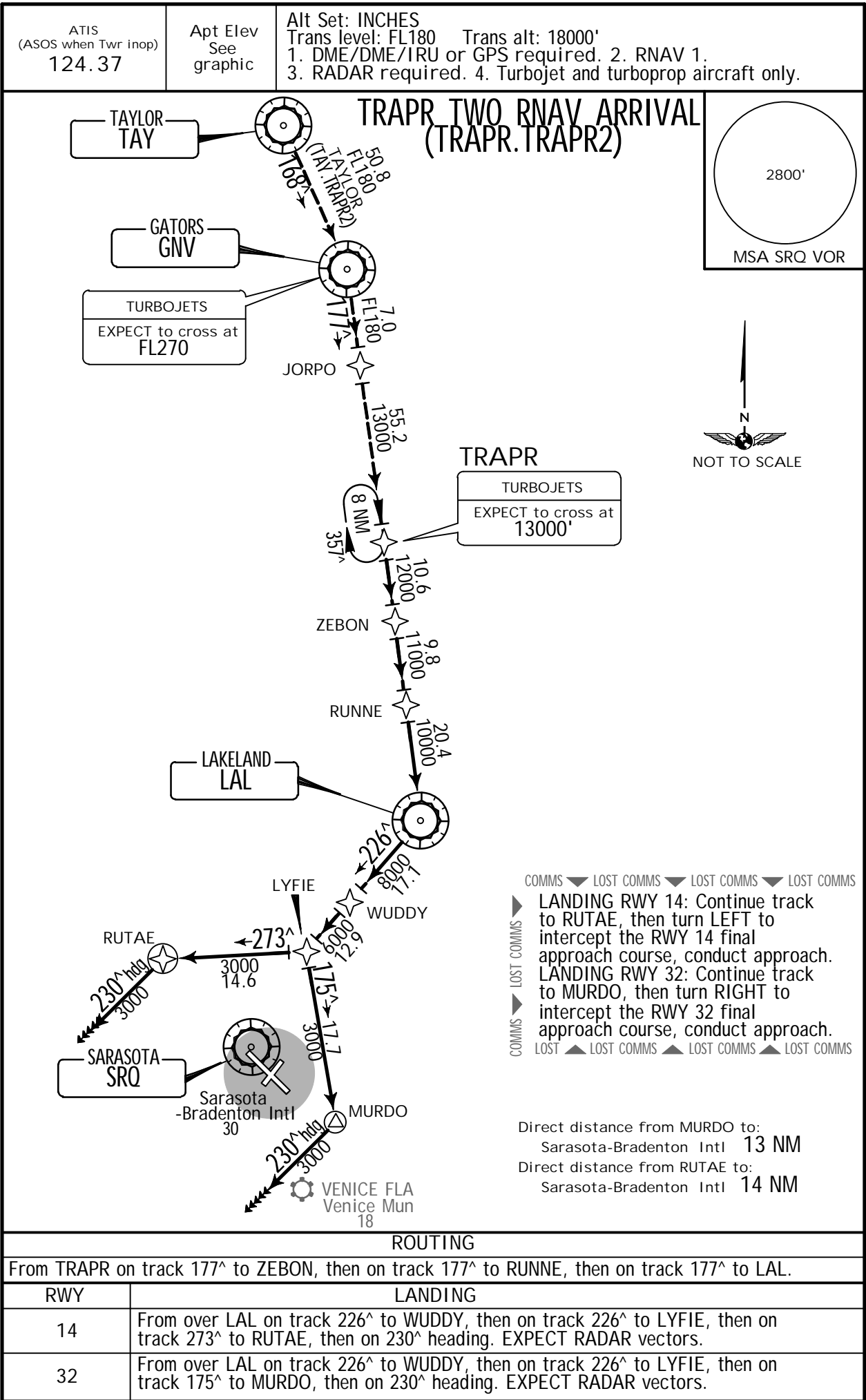
KSRQ/SRQ
SARASOTA-
BRADENTON INTL

JEPPESSEN

27 APR 12

10-2C

SARASOTA/
BRADENTON, FLA
.RNAV.STAR.



KSRQ/SRQ
SARASOTA-
BRADENTON INTL

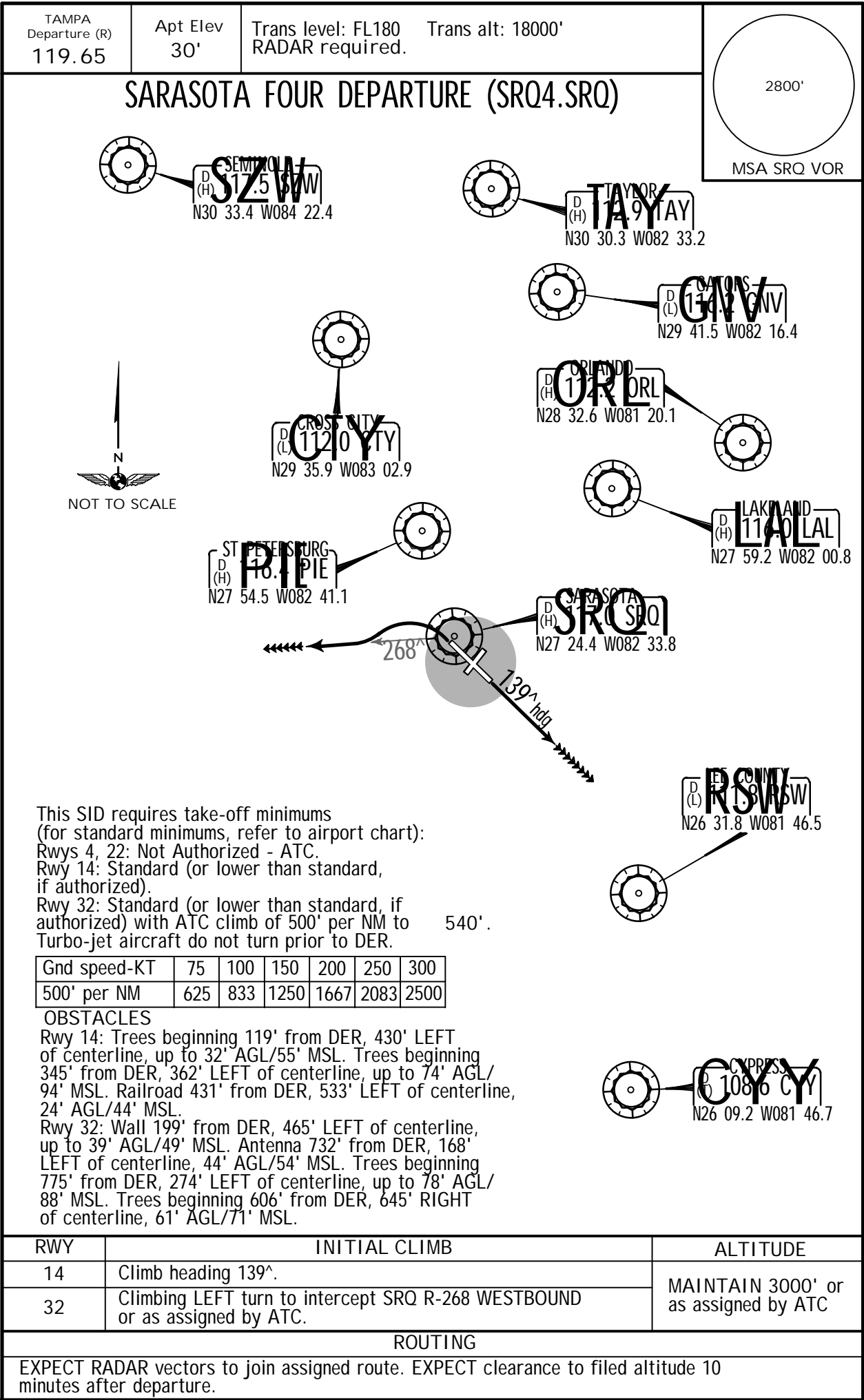
JEPPESSEN

7 JAN 11

10-3

.Eff.13.Jan.

SARASOTA/BRADENTON,
FLA
.SID.



CHANGES: Venice Mun runway number change, new format.

KSRO/SRO
SARASOTA-BRADENTON INTL

TAMP A Departure (R)
119.65
Apt Elev
Graphic

Trans level: FL180
Trans alt: 18000'

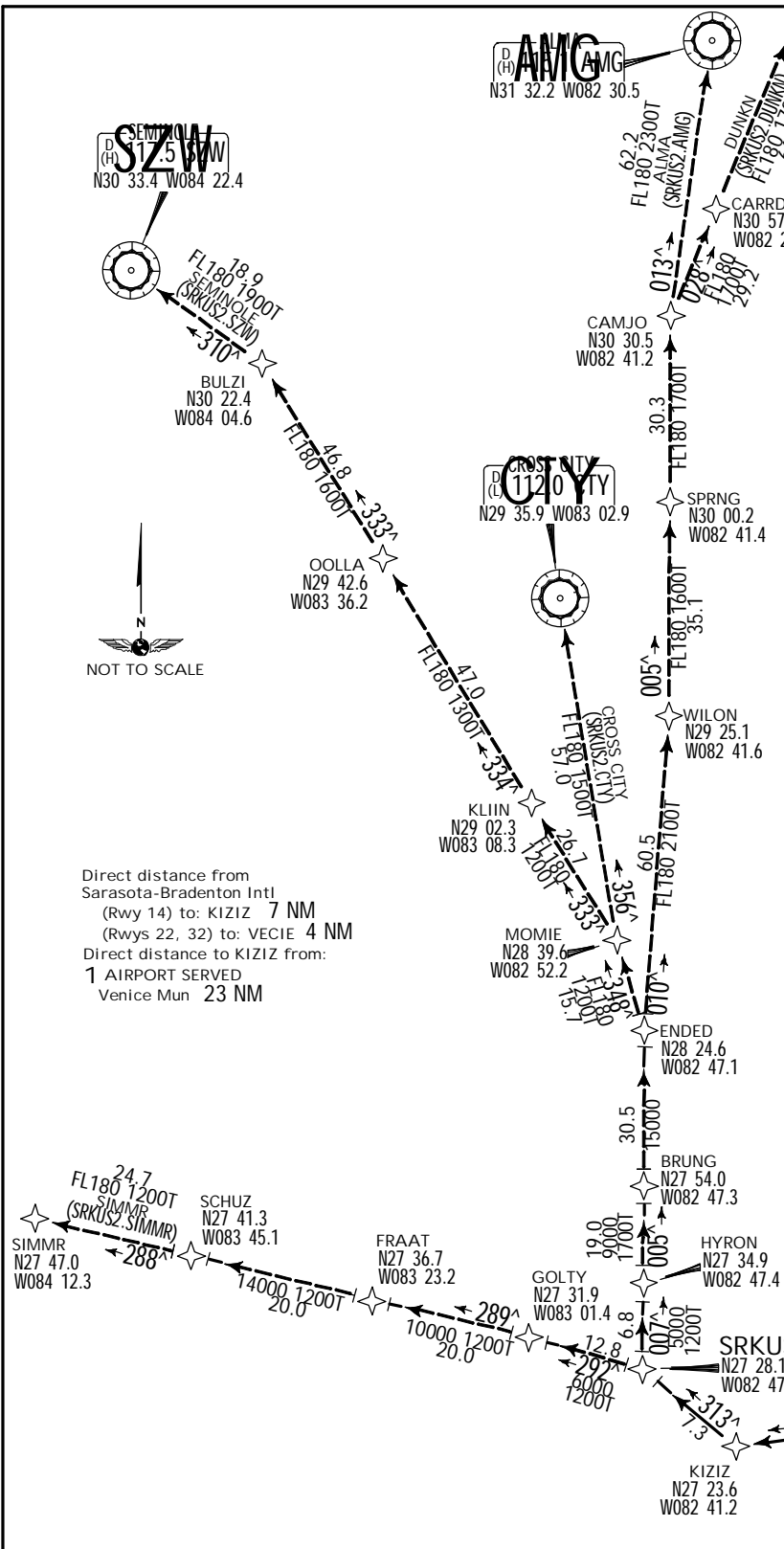
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. Turboprops only. 4. RNAV 1.
5. Sarasota/Bradenton Intl: Take-off Rwy 4 not authorized - ATC. 6. Also serves. 1

SRKUS TWO RNAV DEPARTURE
(SRKUS2.SRKUS)

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
SARASOTA-BRADENTON INTL:
Rwy 4: Not authorized - ATC.
Rwys 14, 22, 32: Standard (or lower than standard,
if authorized) with minimum climb of 500' per NM to
540'.
VENICE MUN:
Rwys 5, 13, 23, 31: Standard (or lower than standard,
if authorized) with minimum climb of 500' per NM to
540'.

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

OBSTACLES
SARASOTA-BRADENTON INTL:
Rwy 14: Trees beginning 119' from DER, 430' LEFT
of centerline, up to 32' AGL/55' MSL. Trees
beginning 345' from DER, 362' LEFT of centerline,
up to 74' AGL/94' MSL. Railroad 431' from DER,
533' LEFT of centerline, 24' AGL/44' MSL.
Rwy 22: Vehicles on road 125' from DER, through
centerline, up to 17' AGL/38' MSL. Trees beginning
235' from DER, 518' RIGHT of centerline, up to
103' AGL/113' MSL. Trees beginning 819' from DER,
18' LEFT of centerline, up to 95' AGL/102' MSL.
Poles/signs beginning 346' from DER, 528' RIGHT
of centerline, up to 39' AGL/53' MSL. Poles/signs
beginning 882' from DER, 38' LEFT of centerline, up to
46' AGL/63' MSL. Buildings beginning 1689' from DER,
61' LEFT of centerline, up to 65' AGL/75' MSL.
Rwy 32: Wall 199' from DER, 465' LEFT of centerline,
up to 39' AGL/49' MSL. Antenna 732' from DER, 168'
LEFT of centerline, 44' AGL/54' MSL. Trees beginning
775' from DER, 274' LEFT of centerline, up to
78' AGL/88' MSL. Trees beginning 606' from DER, 645'
RIGHT of centerline, 61' AGL/71' MSL.
VENICE MUN:
Rwy 5: Trees beginning 511' from DER, 586' RIGHT
of centerline, up to 40' AGL/54' MSL. Poles/buildings
beginning 526' from DER, 58' LEFT of centerline,
up to 50' AGL/64' MSL.
Rwy 13: Trees beginning 861' from DER, 419' LEFT
of centerline, up to 40' AGL/54' MSL. Trees beginning
965' from DER, 610' RIGHT of centerline, up to
40' AGL/49' MSL.
Rwy 23: Building 805' from DER, 327' LEFT of
centerline, 30' AGL/39' MSL.
Rwy 31: Trees beginning 691' from DER, 617' LEFT of
centerline, up to 40' AGL/54' MSL. Poles/buildings
beginning 853' from DER, 693' RIGHT of centerline, up
to 50' AGL/69' MSL. Tower 1193' from DER, 515' LEFT
of centerline, 40' AGL/50' MSL.



AIRPORT	INITIAL CLIMB	ALTITUDE
SARASOTA-BRADENTON INTL	Rwy 14: Climb heading 139° or as assigned by ATC to at or above 540', EXPECT vectors to KIZIZ, then on track 313° to SRKUS. Rwy 22: Climb heading 223° to at or above 540', then RIGHT turn direct VECIE, then on track 267° to KIZIZ, then on track 313° to SRKUS. Rwy 32: Climb heading 319° to at or above 540', then LEFT turn direct VECIE, then on track 267° to KIZIZ, then on track 313° to SRKUS.	MAINTAIN 3000' or as assigned by ATC
VENICE MUN	Rwys 5, 13, 23, 31: Climb on assigned heading to at or above 540', EXPECT vectors to KIZIZ, then on track 313° to SRKUS.	MAINTAIN 2000' or as assigned by ATC
ROUTING		
At SRKUS EXPECT clearance to filed altitude/flight level 10 minutes after departure.		

KSRQ/SRQ

Apt Elev 30
N27 23.7 W082 33.3

JEPPesen

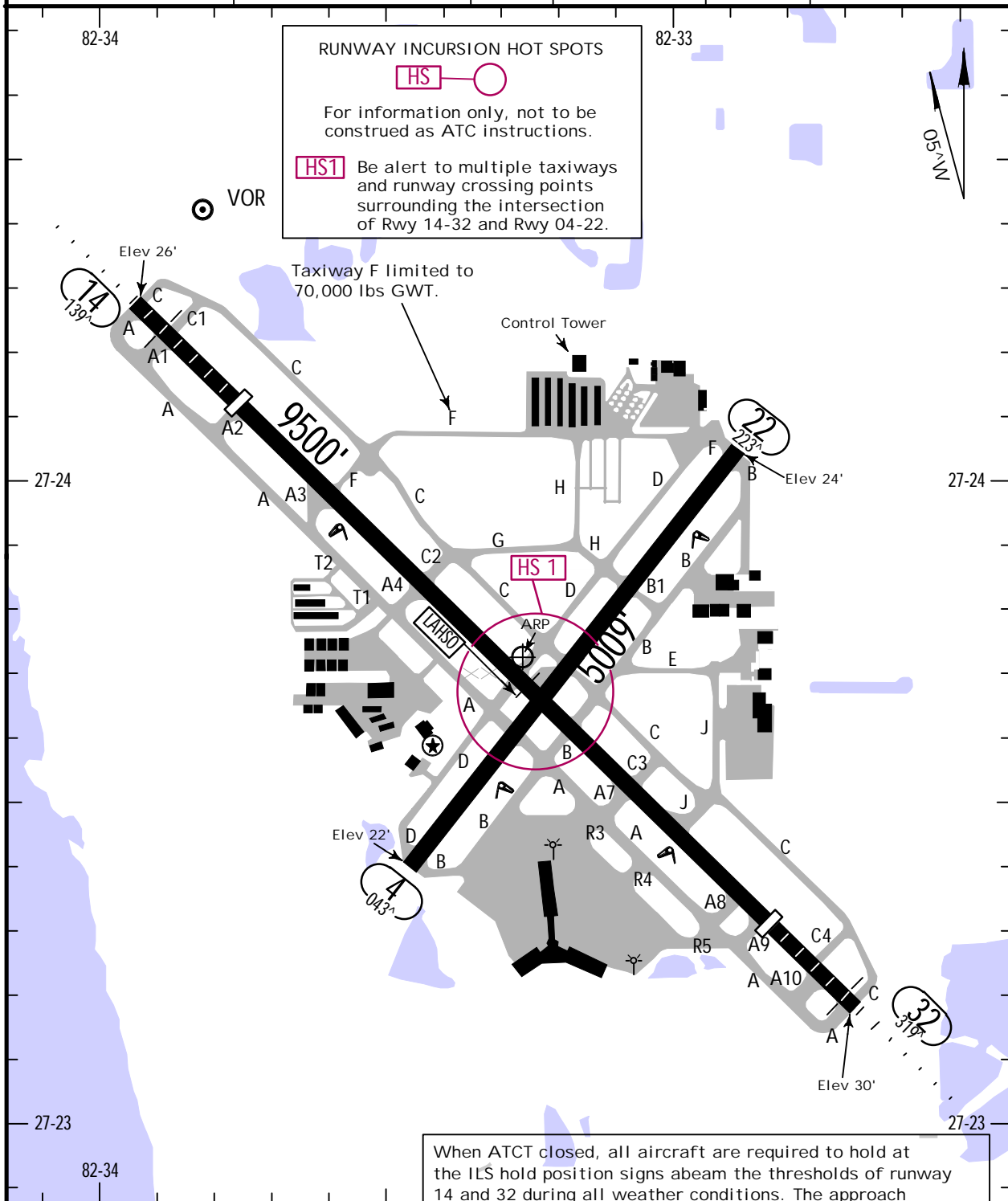
SARASOTA/BRADENTON, FLA

18 DEC 15

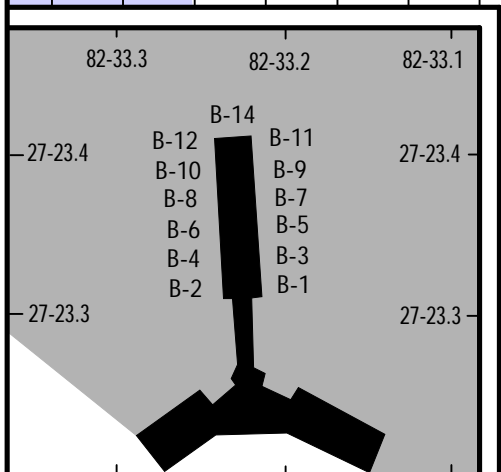
(10-9)

SARASOTA-BRADENTON INTL

ATIS (ASOS when Twr inop)	*SARASOTA Clearance (Cpt)	*Ground	*Tower	UNICOM	TAMPA Departure (R)
124.37	118.25	121.9	CTAF 120.1	122.95	119.65



When ATCT closed, all aircraft are required to hold at the ILS hold position signs abeam the thresholds of runway 14 and 32 during all weather conditions. The approach to runway 14 and 32 are considered clear when aircraft are beyond runway 14 and 32 thresholds base upon landing direction.



SPOT NO.	COORDINATES
B-1 thru B-6	N27 23.3 W082 33.2
B-7 thru B-12	N27 23.4 W082 33.2
B-14	N27 23.4 W082 33.2



KSRQ/SRQ

18 DEC 15 10-9A

SARASOTA/BRADENTON, FLA

SARASOTA-BRADENTON INTL

GENERAL

Low-level wind shear alert system.
Birds in vicinity of airport.
Airport has strict noise abatement procedures for departing jet aircraft. Follow SARASOTA FOUR or SKRUS TWO and do not turn prior to departure end of runway.
Diverted Air Carrier aircraft advised to use terminal ramp.
NOTE: Ramps are uncontrolled. Do not call for push/power back. Advise ground control when ready to taxi.
PPR for high speed taxi test. Contact Airport Operations.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING THRESHOLD	BEYOND GLIDE SLOPE	USABLE LENGTHS		TAKE-OFF	WIDTH
				LAHSO Distance			
4 1 2 22	3 HIRL 3 PAPI-L (angle 3.0^)						150'
	3 HIRL 3 REIL 3 PAPI-L (angle 3.0^)						

- 1 Maximum GWT 25,000 lbs, except in excessive crosswinds.
2 Grooved.
3 Activate on 120.1 when Twr inop.

14 4 32	5 HIRL 5 MALSR 5 PAPI-L (angle 3.0^)	6 7540'	6506'	4/22 3800'	8350'	150'
		7 7510'	6460'		8150'	

- 4 Grooved.
5 Activate on 120.1 when Twr inop.
6 Last 610' unavailable for landing distance computations.
7 Last 840' unavailable for landing distance computations.

TAKE-OFF

		All Rwys	
		Adequate Vis Ref	STD
1 & 2 Eng	1/4	1	
3 & 4 Eng		1/2	

FOR FILING AS ALTERNATE

		Authorized Only When Twr Operating	RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 32 VOR Rwy 14
		ILS Rwy 14 ILS Rwy 32	LOC Rwy 14 LOC Rwy 32
A	600-2	800-2	800-2
B			
C			
D			

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KSRQ/SRQ

JEPPesen

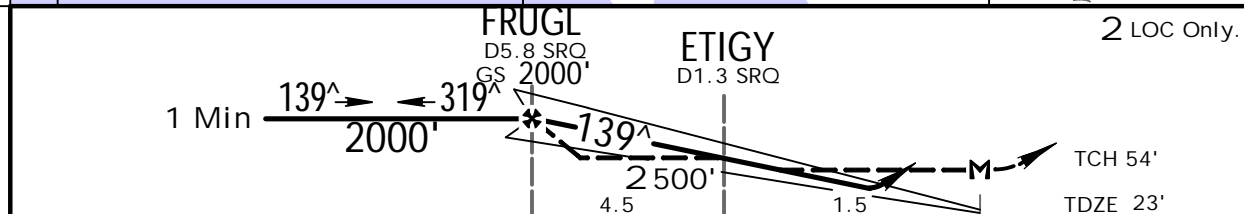
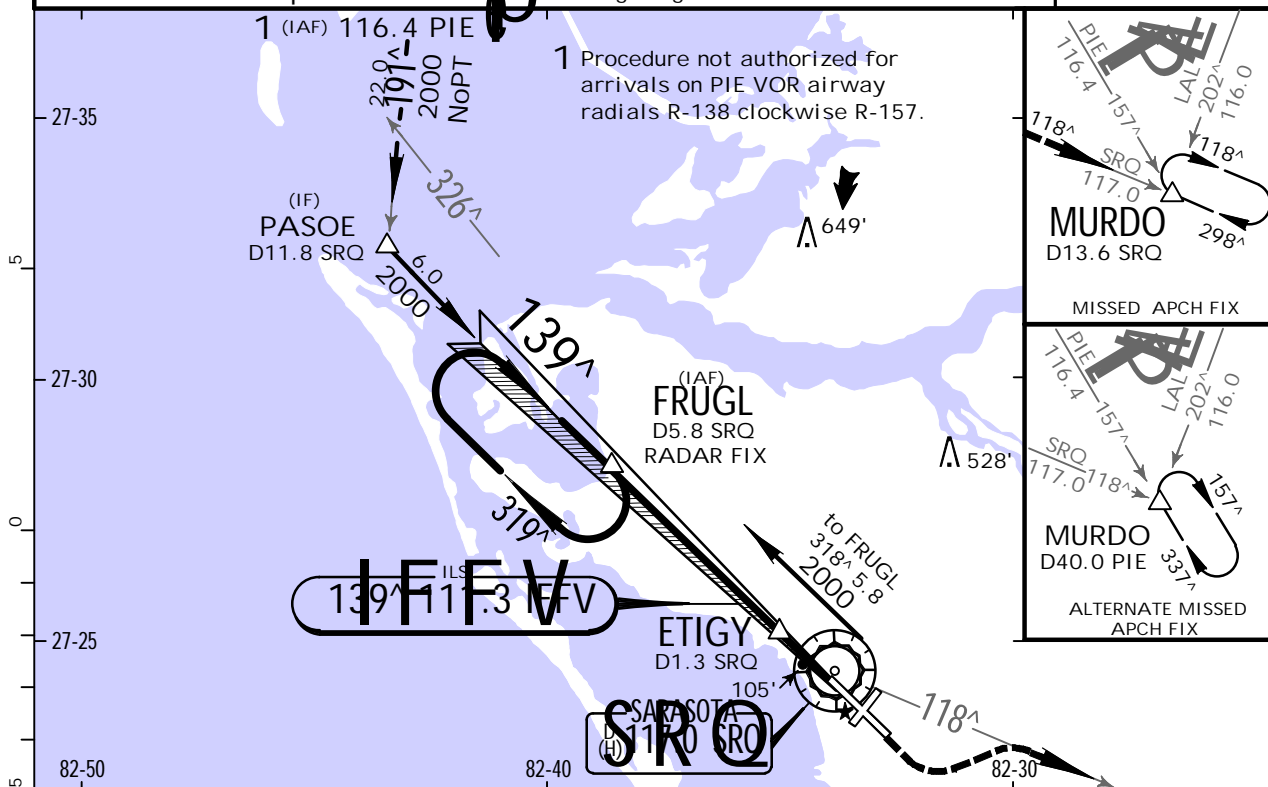
SARASOTA/BRADENTON, FLA

SARASOTA-BRADENTON INTL 22 MAY 15 11-1

ILS or LOC Rwy 14

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 124.37		TAMPA Approach (R) 119.65		*SARASOTA Tower CTAF 120.1		*Ground 121.9	
LOC IFFV 111.3	Final Apch Crs 139^	GS FRUGL 2000' (1977')	ILS DA(H) (CONDITIONAL) 223' (200')	Apt Elev 30' TDZE 23'		<div>2800'</div> <div>MSA SRQ VOR</div>	
MISSED APCH: Climb to 1000' then climbing LEFT turn to 2000' outbound on SRQ VOR R-118 to MURDO INT/D13.6 SRQ and hold, or as directed by ATC.							
Alt Set: INCHES 1. DME or RADAR required. 2. Pilot controlled lighting 120.1.							
		Trans level: FL 180		Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160	MALSR 1000' 2000'		SRQ	MURDO
GS	3.00 [^]	377	484	538	646	753	PAPI		117.0	
FRUGL to MAP	6.0	5:09	4:00	3:36	3:00	2:34	LT		R-118	

TERPS.								1 CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 14								With ETIGY	
When Twr Operating								Without ETIGY	
ILS		LOC (GS out)		LOC (GS out)		LOC (GS out)		LOC (GS out)	
DA(H) 223' (200')		MDA(H) 360' (337')		MDA(H) 500' (477')		MDA(H) 500' (477')		MDA(H) 500' (477')	
FULL		With ETIGY		Without ETIGY		Without ETIGY		Without ETIGY	
RAIL or ALS out		RAIL out		ALS out		RAIL out		ALS out	
A								Max Kts	MDA(H)
B								90	500'(470') -1
C	1/2	3/4	1/2	3/4	1	1/2	3/4	120	500'(470') -1 1/2
D				5/8	1	1	1 1/8	140	580'(550') -2
								165	
When Twr Inop								Without ETIGY	
ILS		LOC (GS out)		LOC (GS out)		LOC (GS out)		LOC (GS out)	
DA(H) 223' (200')		MDA(H) 360' (337')		MDA(H) 500' (477')		MDA(H) 500' (477')		MDA(H) 500' (477')	
FULL		With ETIGY		Without ETIGY		Without ETIGY		Without ETIGY	
RAIL or ALS out		RAIL out		ALS out		RAIL out		ALS out	
A								Max Kts	MDA(H)
B								90	500'(470') -1
C	NA							120	500'(470') -1 1/2
D								140	580'(550') -2
								165	

1 Night landing: Rwy 4, 22 not authorized.

CHANGES: TDZE, notes.


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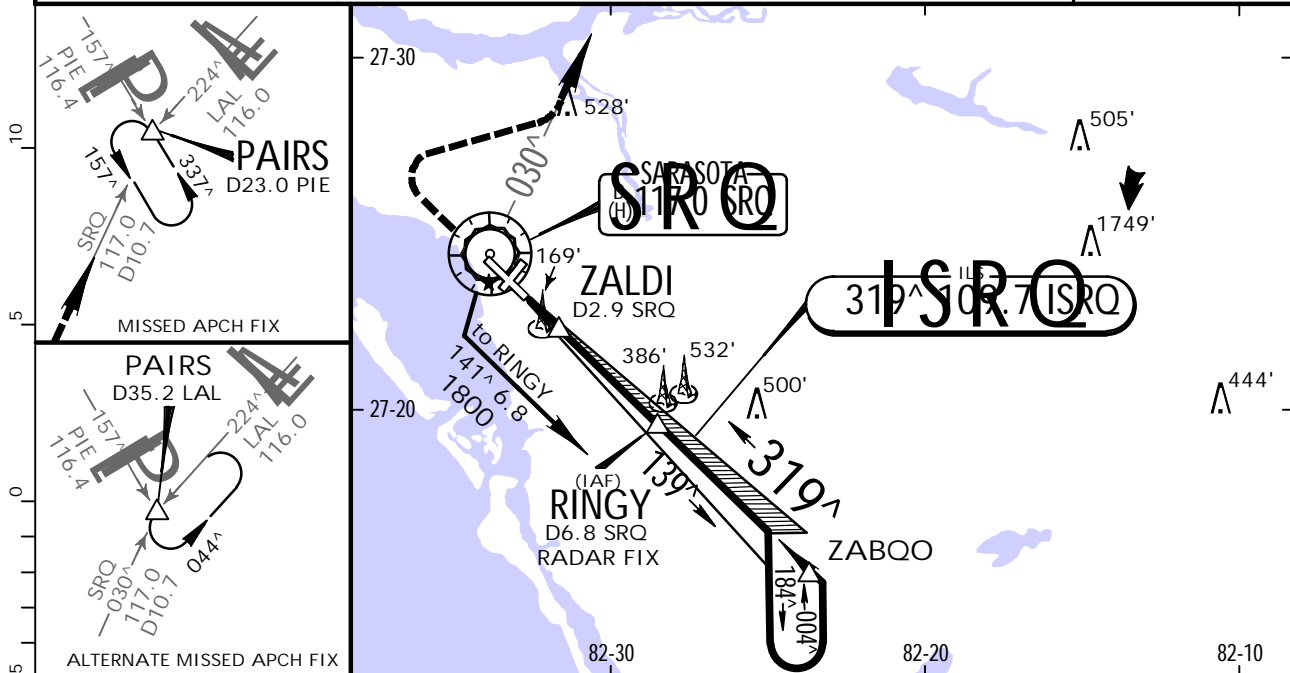
KSRQ/SRQ

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

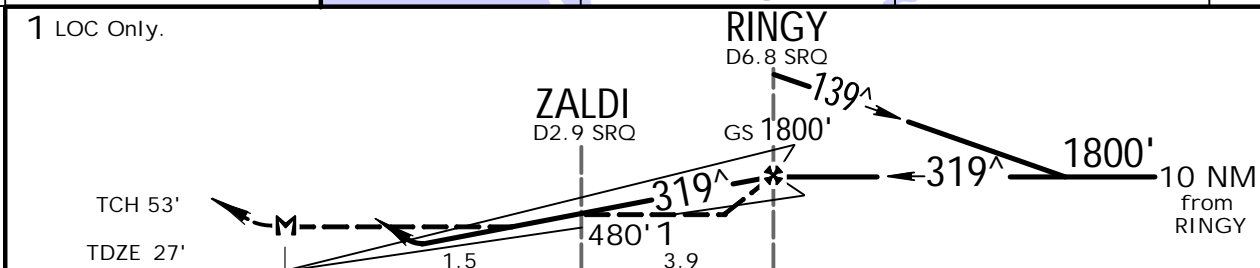
SARASOTA/BRADENTON, FLA
ILS or LOC Rwy 32

SARASOTA-BRADENTON INTL 22 MAY 15 (11-2)

ATIS (ASOS when Twr inop) 124.37		TAMPA Approach (R) 119.65		*SARASOTA Tower CTAF 120.1		*Ground 121.9	
LOC ISRO 109.7	Final Apch Crs 319^	GS RINGY 1800' (1773')	ILS DA(H) (CONDITIONAL) 227' (200')	Apt Elev 30' TDZE 27'			
<p>MISSED APCH: Climb to 1000' then climbing RIGHT turn to 3000' on heading 065^ and outbound on SRQ VOR R-030 to PAIRS INT/D23.0 PIE and hold, continue climb-in-hold to 3000', or as directed by ATC.</p>							
<p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. DME or RADAR required. 2. Autopilot coupled approach not authorized below 840'. 3. Pilot controlled lighting 120.1.</p>							
						MSA SRQ VOR	



1 LOC Only.



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

TERPS.

STRAIGHT-IN LANDING RWY 32

1 CIRCLE-TO-LAND

DA(H)		ILS		When Trw Operating		LOC (GS out)		With ZALDI		
		227'	(200')	MDA(H)	360'	(333')	MDA(H)	480'	(453')	
FULL		RAIL or ALS out		With ZALDI		Without ZALDI		Max Kts	MDA(H)	
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1	90	
B									120	500'(470') - 1
C									140	500'(470') - 1 1/2
D									165	580'(550') - 2

When Two Inop

LOC (GS out)

out) 100.

ILS		MDA(H) 360' (333')		MDA(H) 480' (453')		Without ZALDI	
		With ZALDI		Without ZALDI		Max Kts.	
		RAIL out	ALS out	RAIL out	ALS out		
A	NA	1		1		90	500'(470') -1
B						120	
C				140	500'(470') -1½		
D				165		580'(550') -2	

1	Night landing: Rwy 4, 22 not authorized.
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CHANGES: TDZE, notes.

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TERPS AMEND 8A 28 MAY 2015

KSRO/SRQ

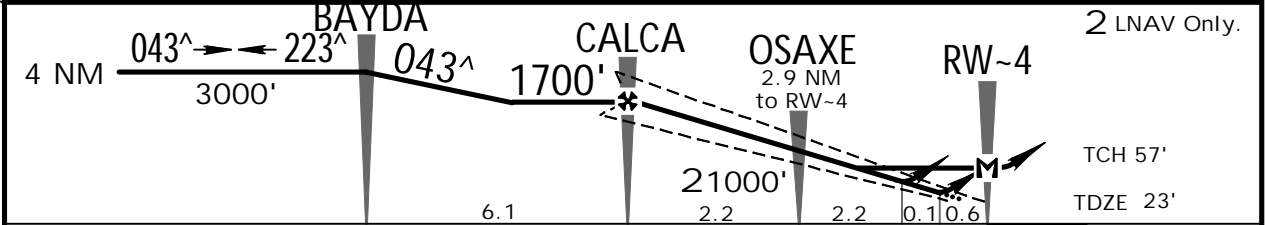
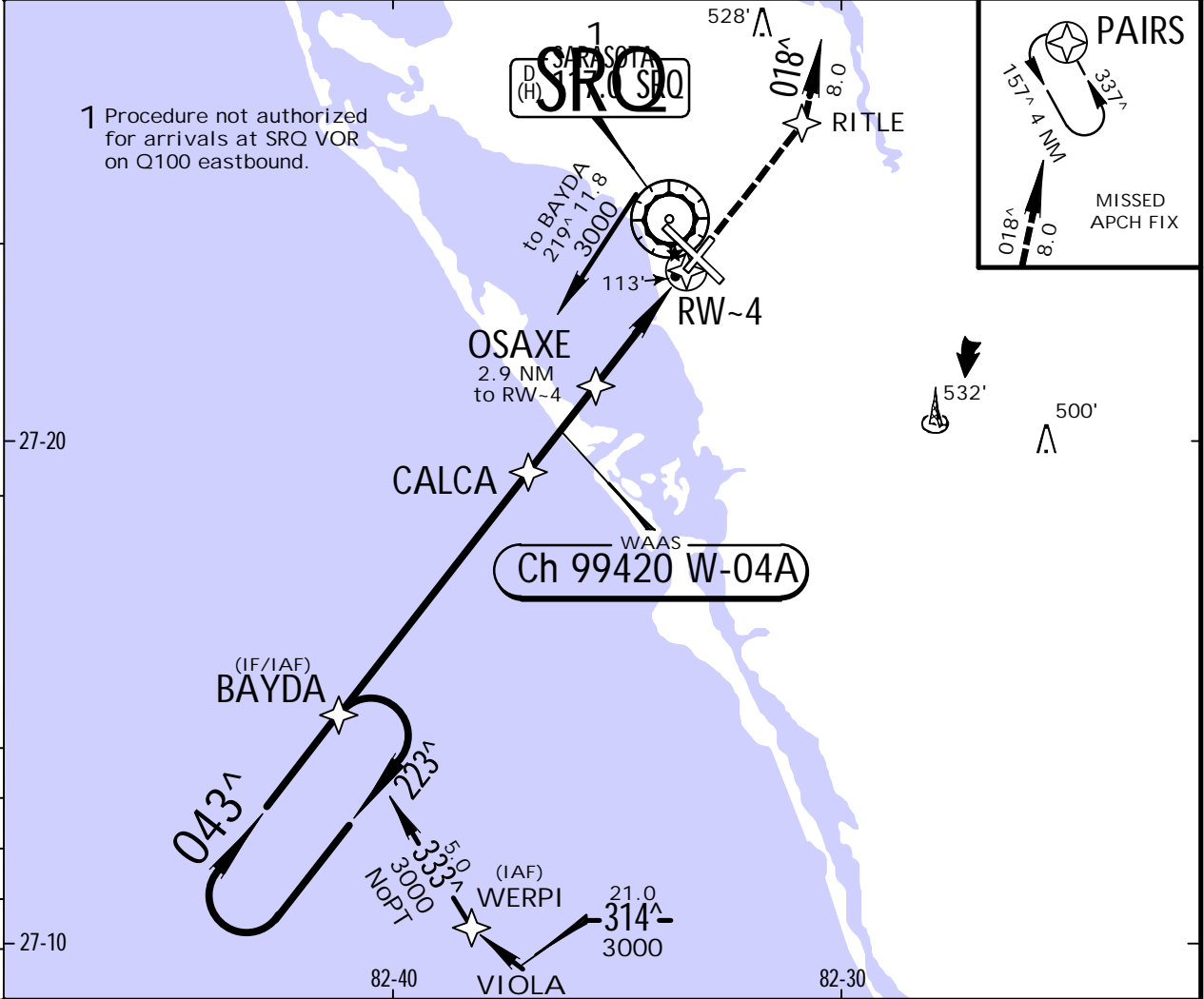


JEPPESSEN

SARASOTA/BRADENTON, FLA
RNAV (GPS) Rwy 4

SARASOTA-BRADENTON INTL 22 MAY 15 (12-1)

ATIS (ASOS when Twr inop)		TAMPA Approach (R)		*SARASOTA Tower		*Ground	
124.37		119.65		CTAF 120.1		121.9	
WAAS Ch 99420 W-04A	Final Apch Crs 043^	Minimum Alt CALCA 1700' (1677')	LPV MDA(H) 273' (250')	Apt Elev 30' TDZE 23'		<div><div>2800'</div><div>MSA RW-4</div></div>	
MISSED APCH: Climb to 3000' direct RITLE and on 018^ track to PAIRS and hold, continue climb-in-hold to 3000'.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		3000'		RITLE
Glide Path Angle	3.00 [^]	372	478	531	637	743	849				
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW-4											

TERPS.			1 STRAIGHT-IN LANDING RWY 4			1 CIRCLE-TO-LAND		
LPV DA(H) 273' (250')		LNAV/VNAV DA(H) 295' (272')		LNAV MDA(H) 380' (357')		Max Kts.	MDA(H)	
A		B		C		90	500' (470') -1	
B		C		D		120	500' (470') -1 1/2	
C		D				140	500' (470') -1 1/2	
D						165	580' (550') -2	

1 Night landing: Rwy 4, 22 not authorized.

KSRO/SRO



JEPPESSEN

SARASOTA/BRADENTON, FLA

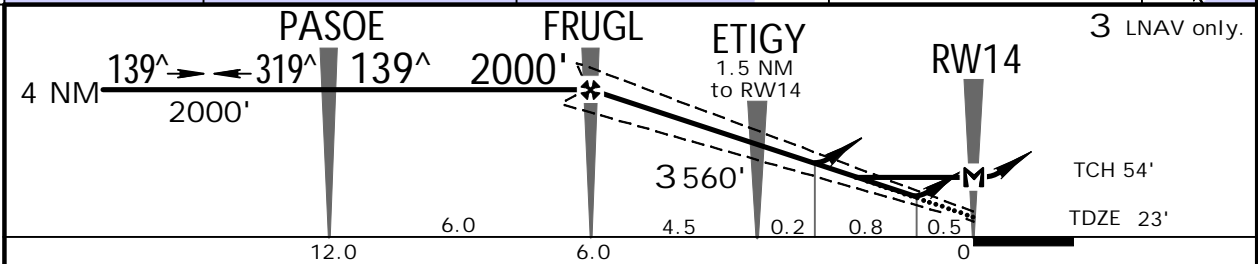
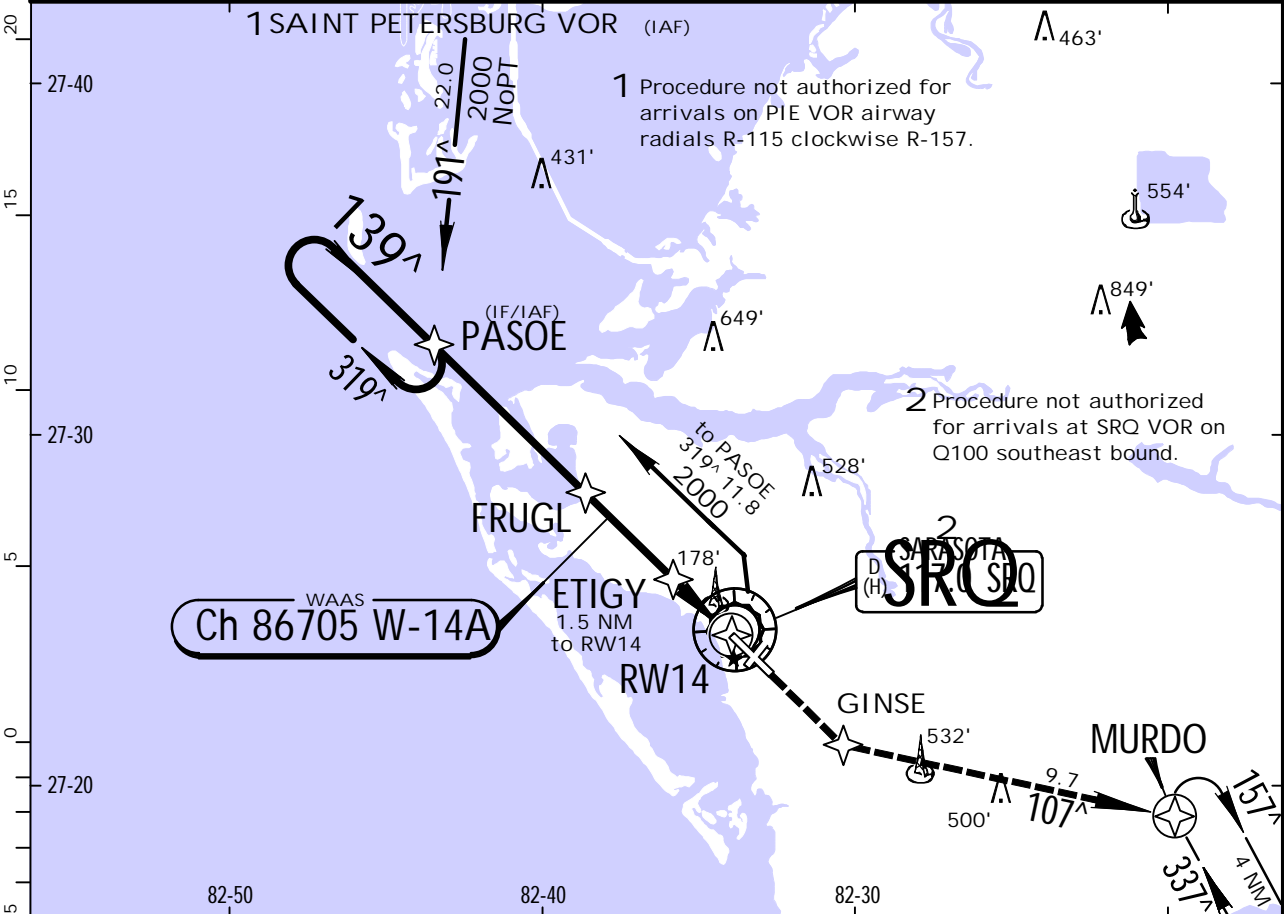
SARASOTA-BRADENTON INTL

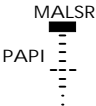

22 MAY 15

12-2

RNAV (GPS) Rwy 14

ATIS (ASOS when Twr inop)		TAMPA Approach (R)		*SARASOTA Tower		*Ground			
124.37		119.65		CTAF 120.1		121.9			
WAAS Ch 86705 W-14A	Final Apch Crs 139^	Minimum Alt FRUGL 2000' (1977')	LPV DA(H) (CONDITIONAL) 223' (200')	Apt Elev 30'	TDZE 23'	<div>2800'</div> <div>MSA RW14</div>			
MISSED APCH: Climb to 3000' direct GINSE and on 107^ track to MURDO and hold.									
Alt Set: INCHES								Trans level: FL 180	
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 43°C (109°F). 3. Pilot controlled lighting 120.1.								Trans alt: 18000'	



Gnd speed-Kts	70	90	100	120	140	160		3000'		GINSE
Glide Path Angle	3.00 [^]	372	478	531	637	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW14										

TERPS.										2 CIRCLE-TO-LAND	
1 LPV		1 LNAV/VNAV		1 LNAV		1 LNAV		1 LNAV		2 CIRCLE-TO-LAND	
DA(H) 223' (200')		DA(H) 489' (466')		MDA(H) 440' (417')		When Twr Operating		When Twr Inop		Max Kts	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out		RAIL out		ALS out	
A				1/2	3/4	1		1		90	500'(470') -1
B										120	
C	1/2	3/4	1/8	1/2	3/4	1	1 1/8	1	1 1/8	140	500'(470') -1 1/2
D										165	580'(550') -2

1 Not authorized when Twr inop. 2 Night landing: Rwy 4, 22 not authorized.

KSRO/SRO

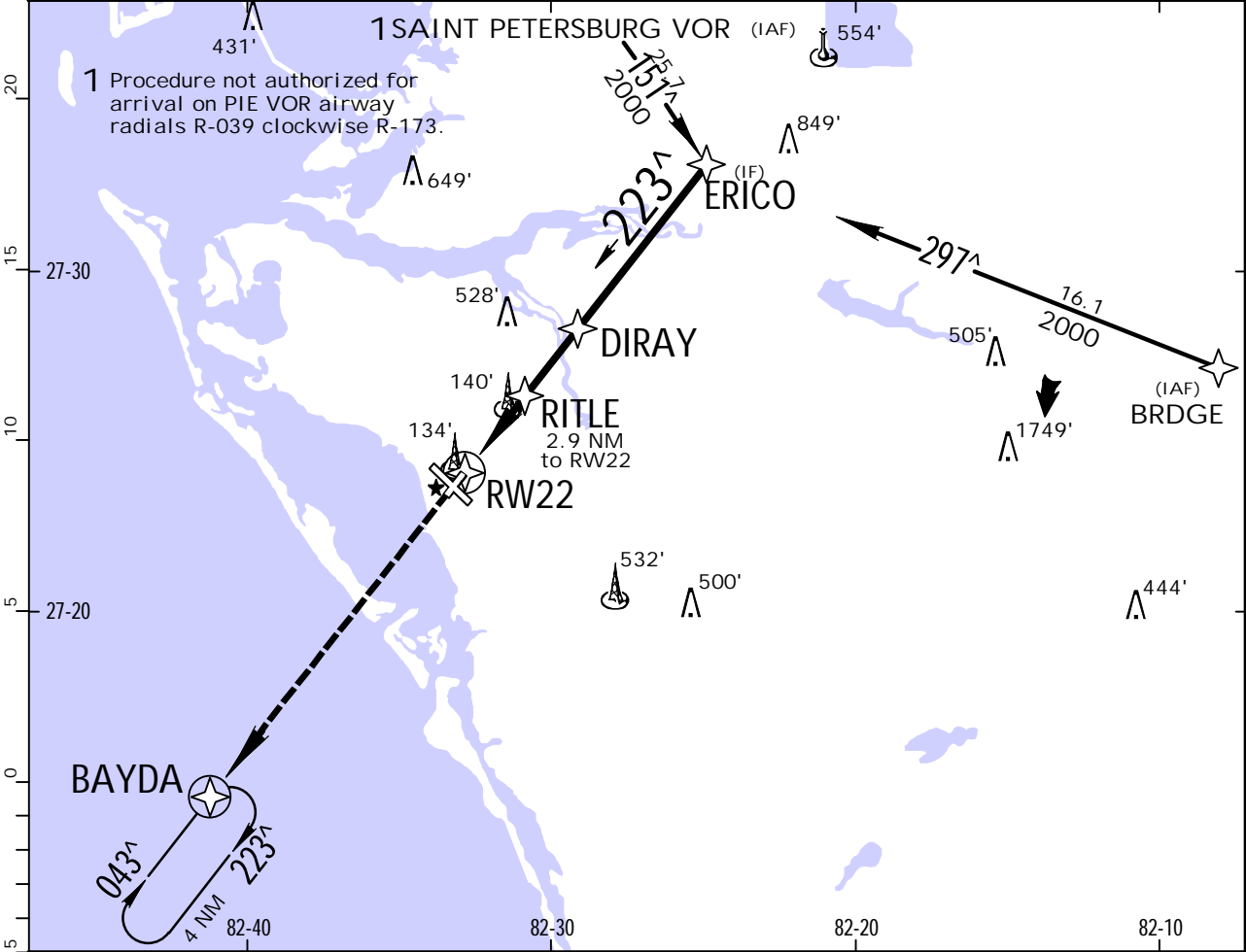
SARASOTA-BRADENTON INTL 22 MAY 15 12-3



JEPPESSEN

SARASOTA/BRADENTON, FLA
RNAV (GPS) Rwy 22

ATIS (ASOS when Twr inop) 124.37		TAMPA Approach (R) 119.65		*SARASOTA Tower CTAF 120.1		*Ground 121.9	
RNAV	Final Apch Crs 223^	Minimum Alt DIRAY 1800' (1776')	LNAV/VNAV DA(H) 295' (271')		Apt Elev 30' TDZE 24'		<div><div></div><div>2800'</div><div>MSA RW22</div></div>
MISSED APCH: Climb to 2000' direct BAYDA and hold.							
Alt Set: INCHES							



2 LNAV Only.									
RW22		RITLE 2.9 NM to RW22		DIRAY		ERICO			
TCH 57'		1000' 2		1800'		2000'			
TDZE 24'		0.7		2.2		2.5		6.1	
		0		5.4		11.5			
Gnd speed-Kts	70	90	100	120	140	160			
Descent angle	3.00 [^]	372	478	531	637	849			
LNAV/VNAV: MAP at DA									
LNAV: MAP at RW22									
							REIL PAPI-L	2000' ↑	BAYDA

TERPS.			1 STRAIGHT-IN LANDING RWY 22			1 CIRCLE-TO-LAND		
LNAV/VNAV			LNAV					
DA(H) 295' (271')			MDA(H) 400' (376')					
A					Max Kts	MDA(H)		
B					90	500' (470') -1		
C	1		1		120	500' (470') -1½		
D					140	500' (470') -1½		
					165	580' (550') -2		

1 Night landing: Rwy 4, 22 not authorized.

KSRQ/SRQ

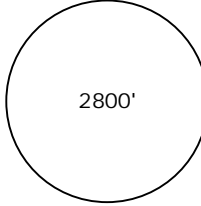
SARASOTA-BRADENTON INTL

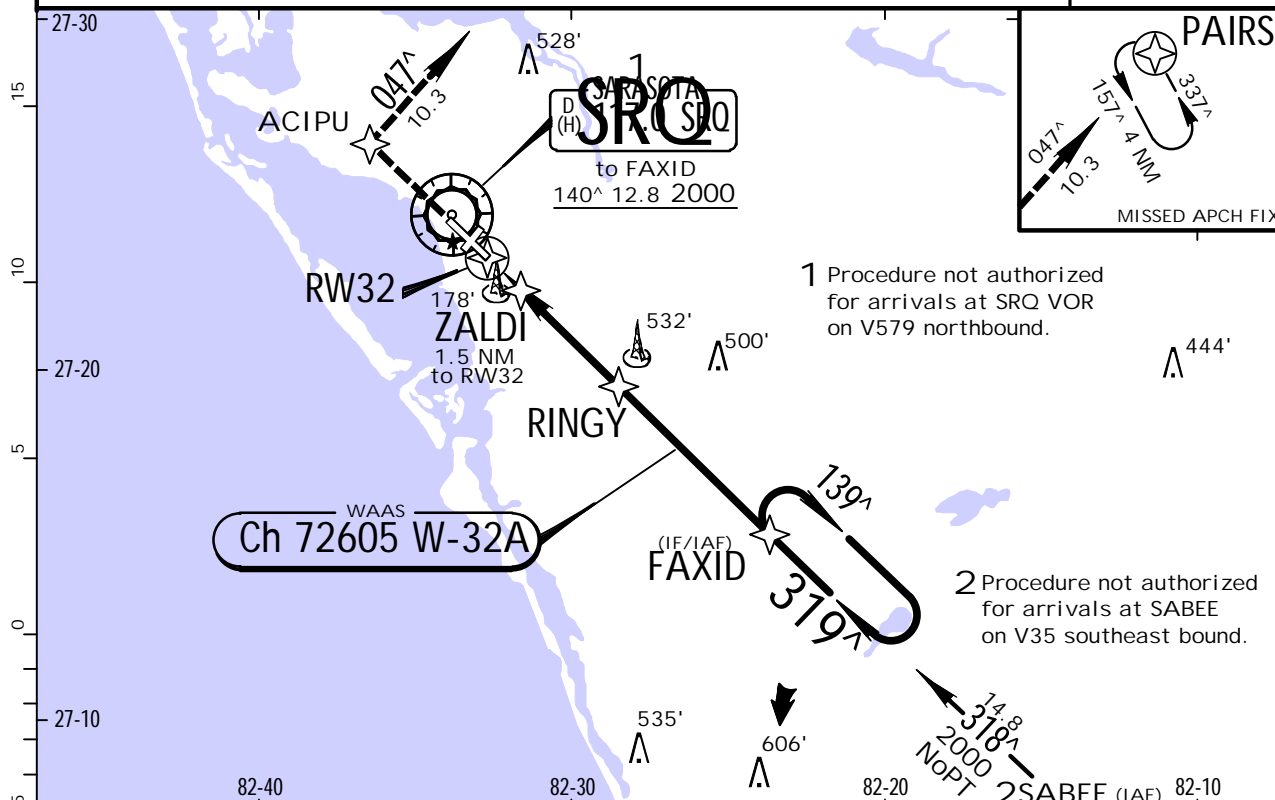
22 MAY 15 (12-4)

**JEPPESSEN**

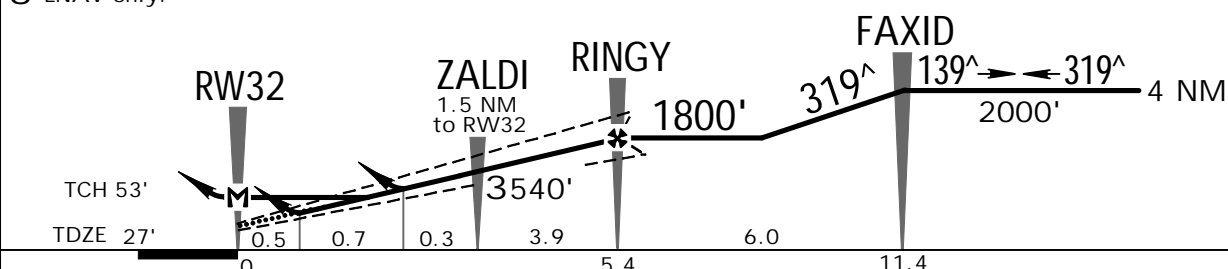
SARASOTA/BRADENTON, FLA




RNAV (GPS) Rwy 32

ATIS (ASOS when Twr inop)		TAMPA Approach (R)		*SARASOTA Tower		*Ground	
124.37		119.65		CTAF 120.1		121.9	
WAAS Ch 72605 W-32A	Final Apch Crs 319^	Minimum Alt RINGY 1800' (1773')	LPV DA(H) (CONDITIONAL) 227' (200')	Apt Elev 30' TDZE 27'		 <p>2800'</p> <p>MSA RW32</p>	
<p>MISSED APCH: Climb to 3000' direct ACIPU and on 047^ track to PAIRS and hold, continue climb-in-hold to 3000'.</p>							
<p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized.</p> <p>3. Pilot controlled lighting 120.1.</p>							



3 LNAV only.



Gnd speed-Kts	70	90	100	120	140	160				ACIPU
Glide Path Angle 3.00^	372	478	531	637	743	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW32										

TERPS.

STRAIGHT-IN LANDING RWY 32

2 CIRCLE-TO-LAND

		1 LPV		1 LNAV/VNAV		LNAV					Max Kts	MDA(H)
		DA(H) 227' (200')		DA(H) 463' (436')		MDA(H) 440' (413')			When Twr Inop			
		RAIL or ALS out		RAIL or ALS out		When Twr Operating						
						RAIL out	ALS out		RAIL out	ALS out		
A	1/2	3/4	1	1 1/2	1/2	3/4	1	1			90	500'(470') -1
B											120	
C					3/4	1	1 1/8	1	1 1/8	140	500'(470') -1 1/2	
D										165		580'(550') -2

1 Not authorized when Twr inop.

2 Night landing: Rwy 4, 22 not authorized.

KSRQ/SRQ

JEPPesen

SARASOTA/BRADENTON, FLA
Eff. 10. Dec.

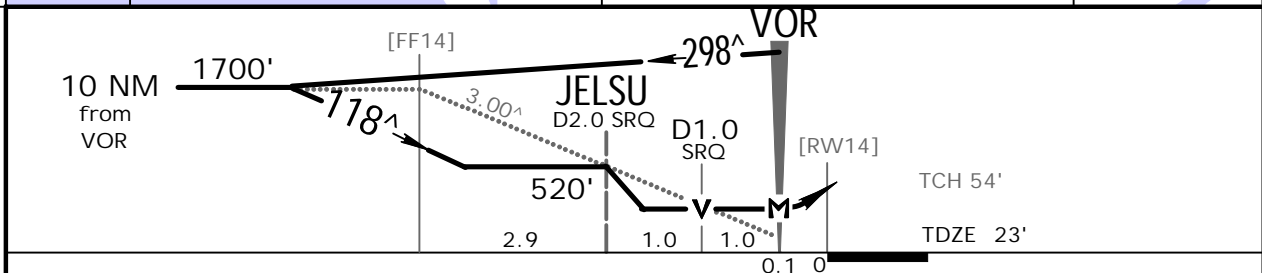
SARASOTA-BRADENTON INTL

4 DEC 15

13-1

VOR Rwy 14

BRIEFING STRIP™	ATIS (ASOS when Twr inop) 124.37		TAMPA Approach (R) 119.65		*SARASOTA Tower CTAF 120.1		*Ground 121.9	
	VOR SRQ 117.0	Final Apch Crs 118^	No FAF		MDA(H) (CONDITIONAL) 440' (417')	Apt Elev 30' TDZE 23'		<div>2800'</div>
	MISSED APCH: Climb to 3000' outbound on SRQ VOR R-118 to MURDO INT/D40.0 PIE and hold.							
	Alt Set: INCHES 1. Pilot controlled lighting 120.1.		Trans level: FL 180		Trans alt: 18000'		MSA SRQ VOR	



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' on 117.0 R-118	SRQ MURDO
Descent angle [3.00 [^]]	372	478	531	637	743	849			
MAP at VOR									

TERPS.										1 CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 14										With JELSU	Without JELSU
With JELSU					Without JELSU						
MDA(H) 440' (417')					MDA(H) 520' (497')						
When Twr Operating					When Twr Operating						
When Twr Inop					When Twr Inop						
RAIL out					RAIL out						
ALS out					ALS out						
Max Kts.					Max Kts.						
90					90						
120					120						
140					140						
165					165						
A	1/2	3/4	1	1	1/2	3/4	1	1	1	500'(470') -1	520'(490') -1
B											
C	3/4	1	1 1/8	1	1 1/8	1 3/8	1	1 1/8	1 3/8	500'(470') -1 1/2	520'(490') -1 1/2
D											

1 Night landing: Rwy 4, 22 not authorized.

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

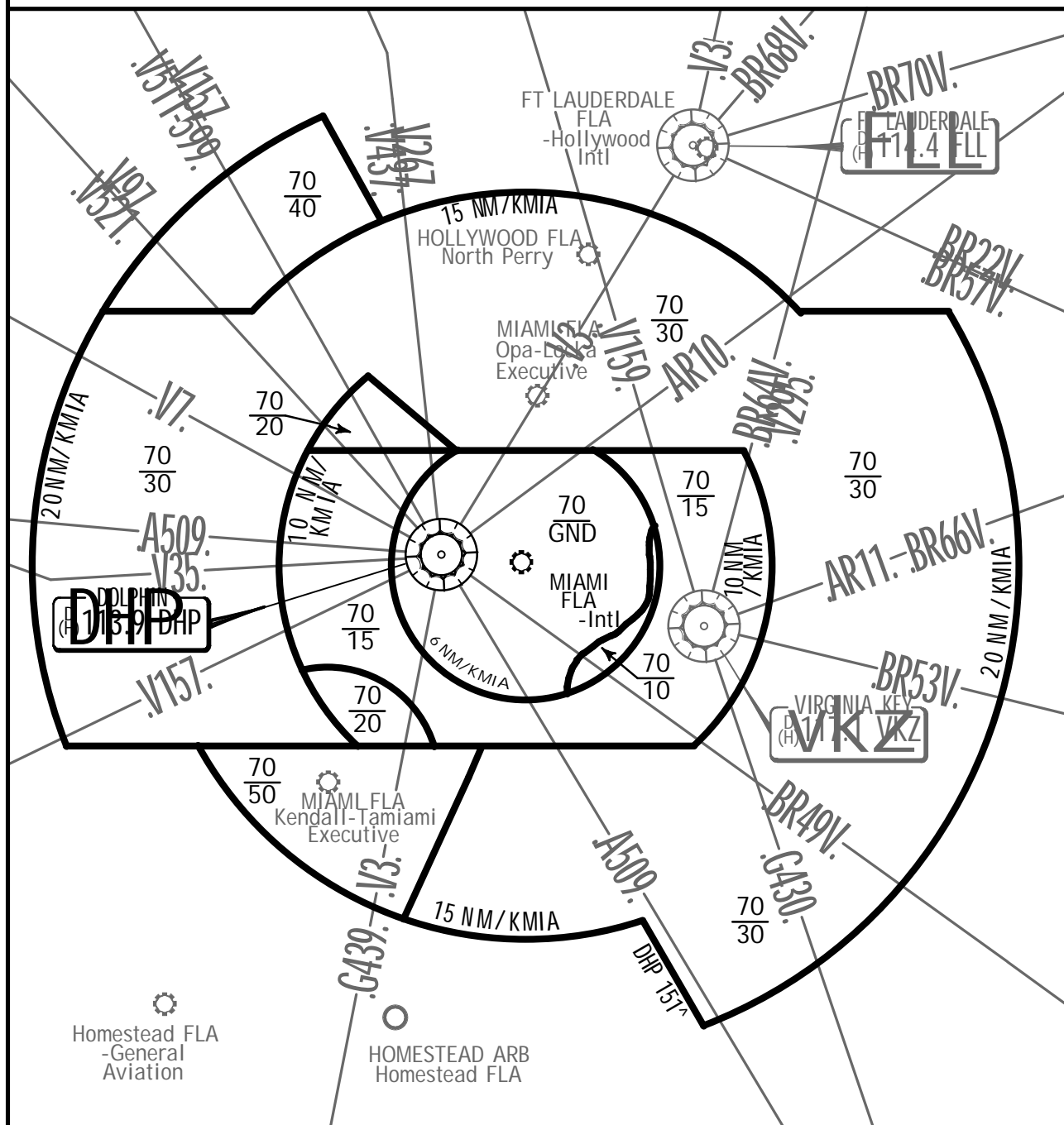
Communication Information

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

MIAMI CLASS B AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

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



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

FLIGHT PROCEDURES

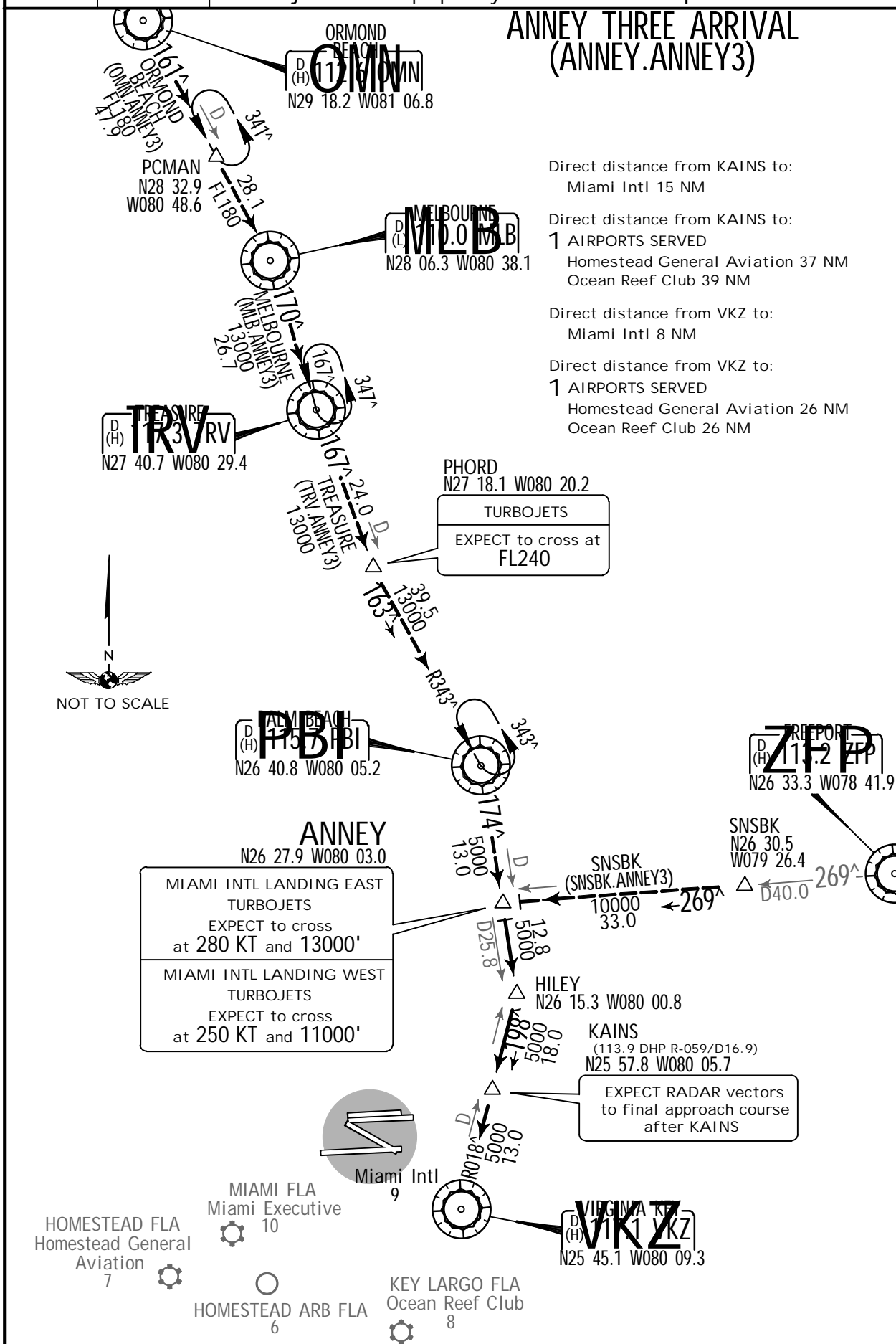
IFR Flights-Aircraft within the Class B airspace are required to operate in accordance with ATC clearances and instructions.

VFR Flights-

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

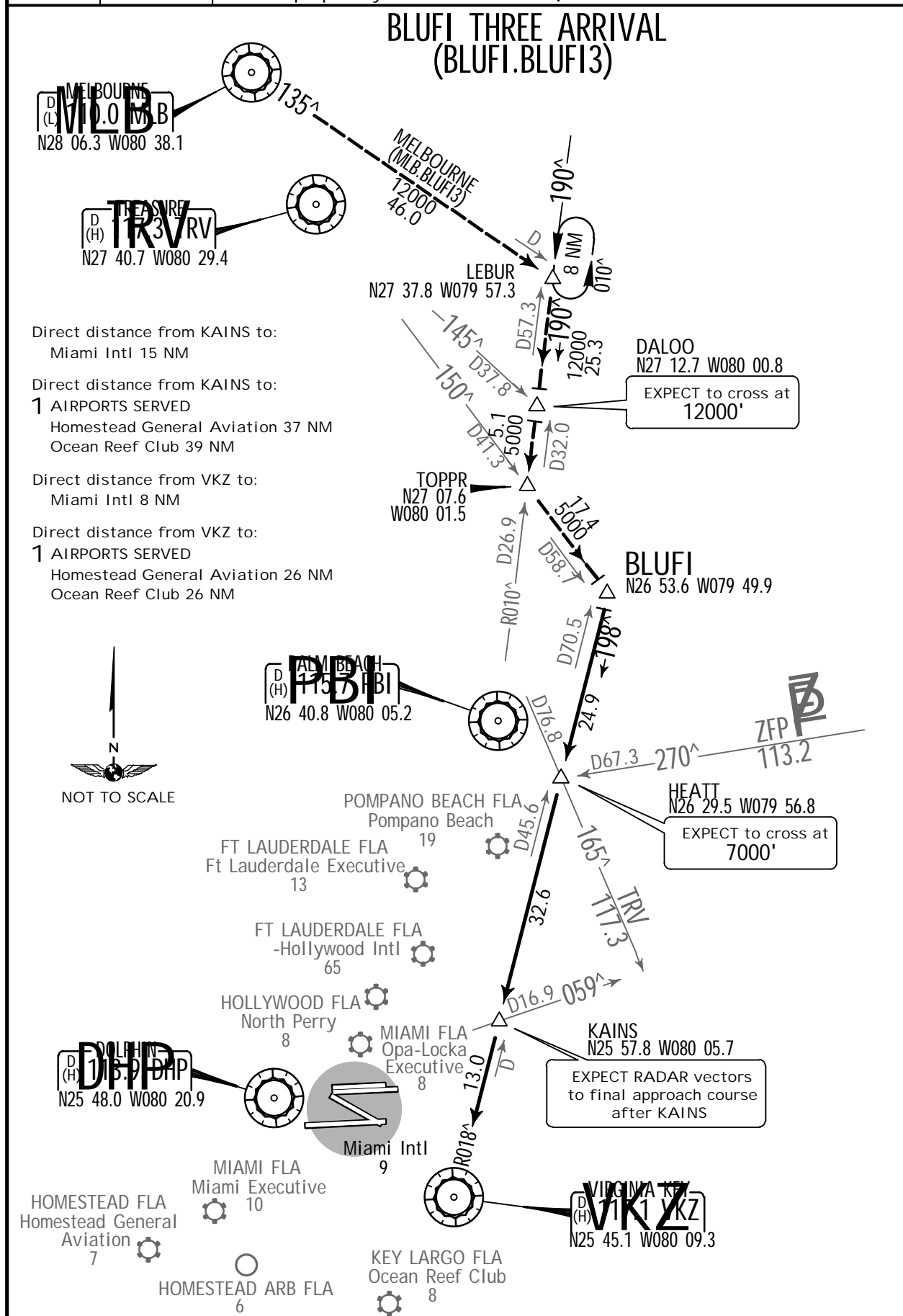
From over ANNEY on PBI R-174 to HILEY, then on VKZ R-018 to KAINS, then on VKZ R-018 to VKZ. EXPECT RADAR vectors to final approach course after KAINS.

KMIA/MIA
MIAMI INTL

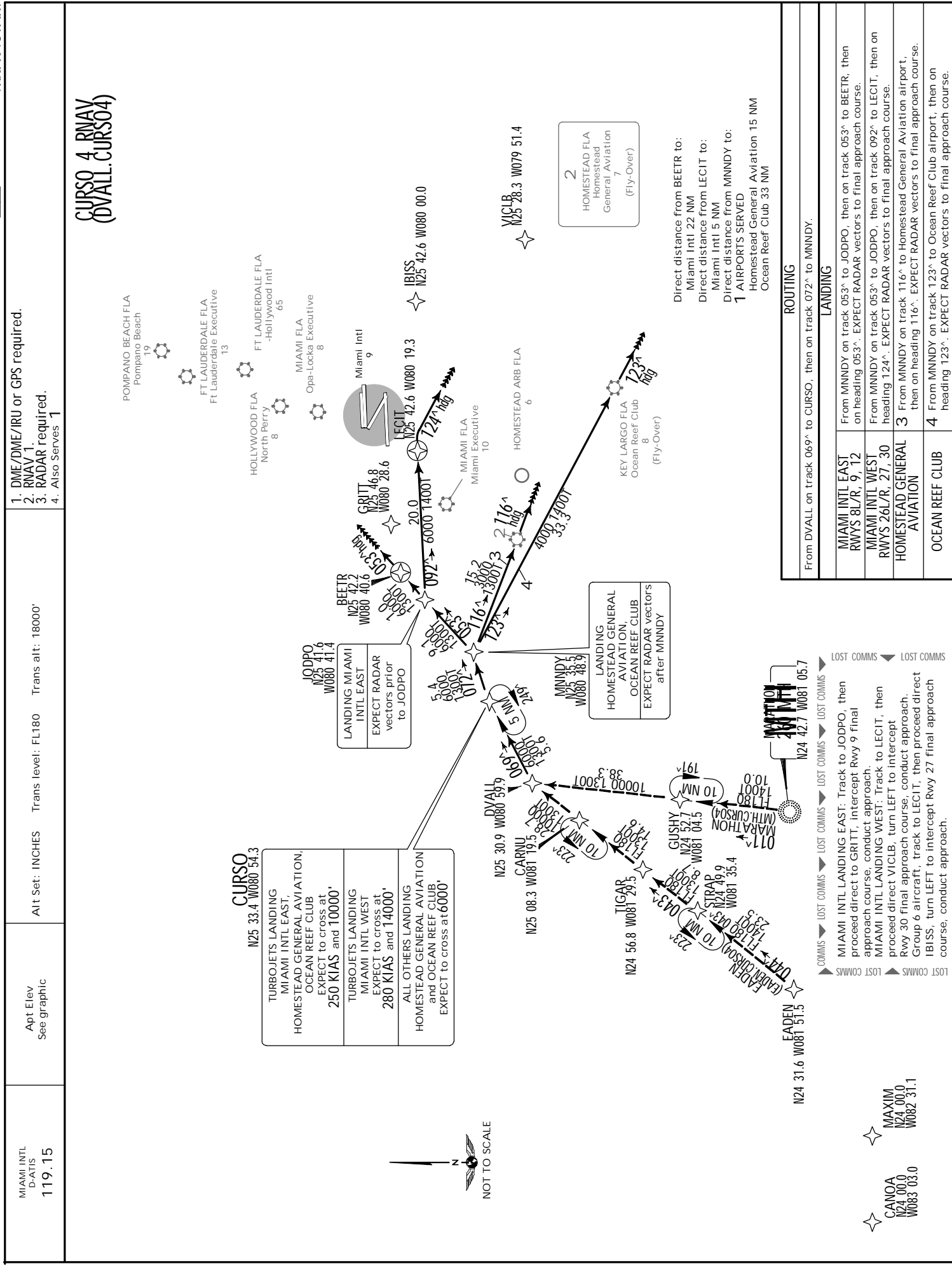
JEPPesen
19 JUN 15 10-2A .Eff.25.Jun.

MIAMI, FLA
.STAR.

MIAMI INTL D-ATIS 119.15	Apt Elev See graphic	Alt set: INCHES 1. RADAR required. 3. Turboprops only.	Trans level: FL180 2. MELBOURNE transition available to Miami Intl, Homestead ARB, Homestead General Aviation, Ocean Reef Club and Miami Executive only when Miami Intl is landing West. 4. Also Serves 1	Trans alt: 18000'
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ROUTING
From over BLUFI on VKZ R-018 to HEATT, KAINS and VKZ. EXPECT RADAR vectors to final approach course after KAINS.



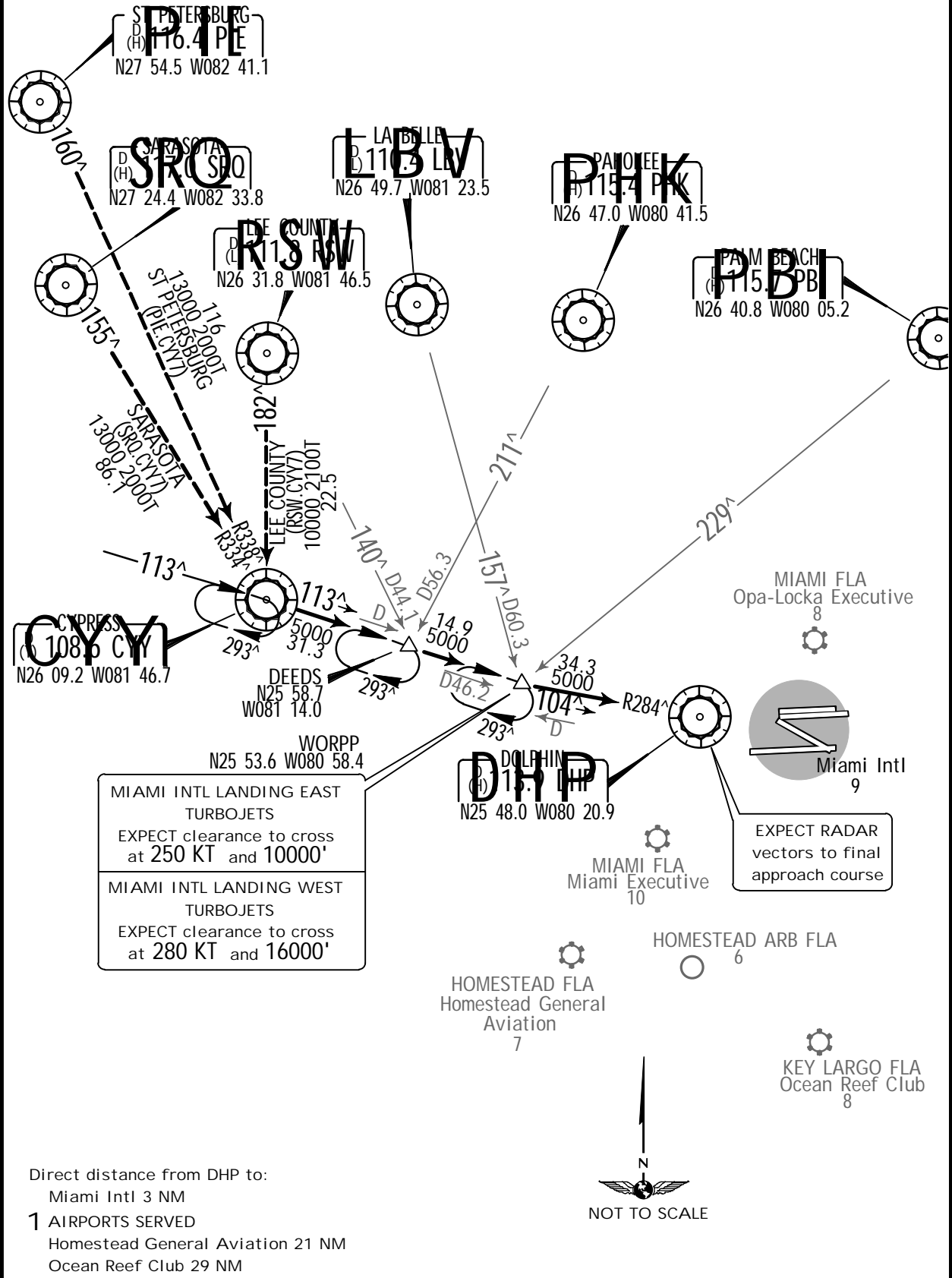
KMIA/MIA
MIAMI INTL

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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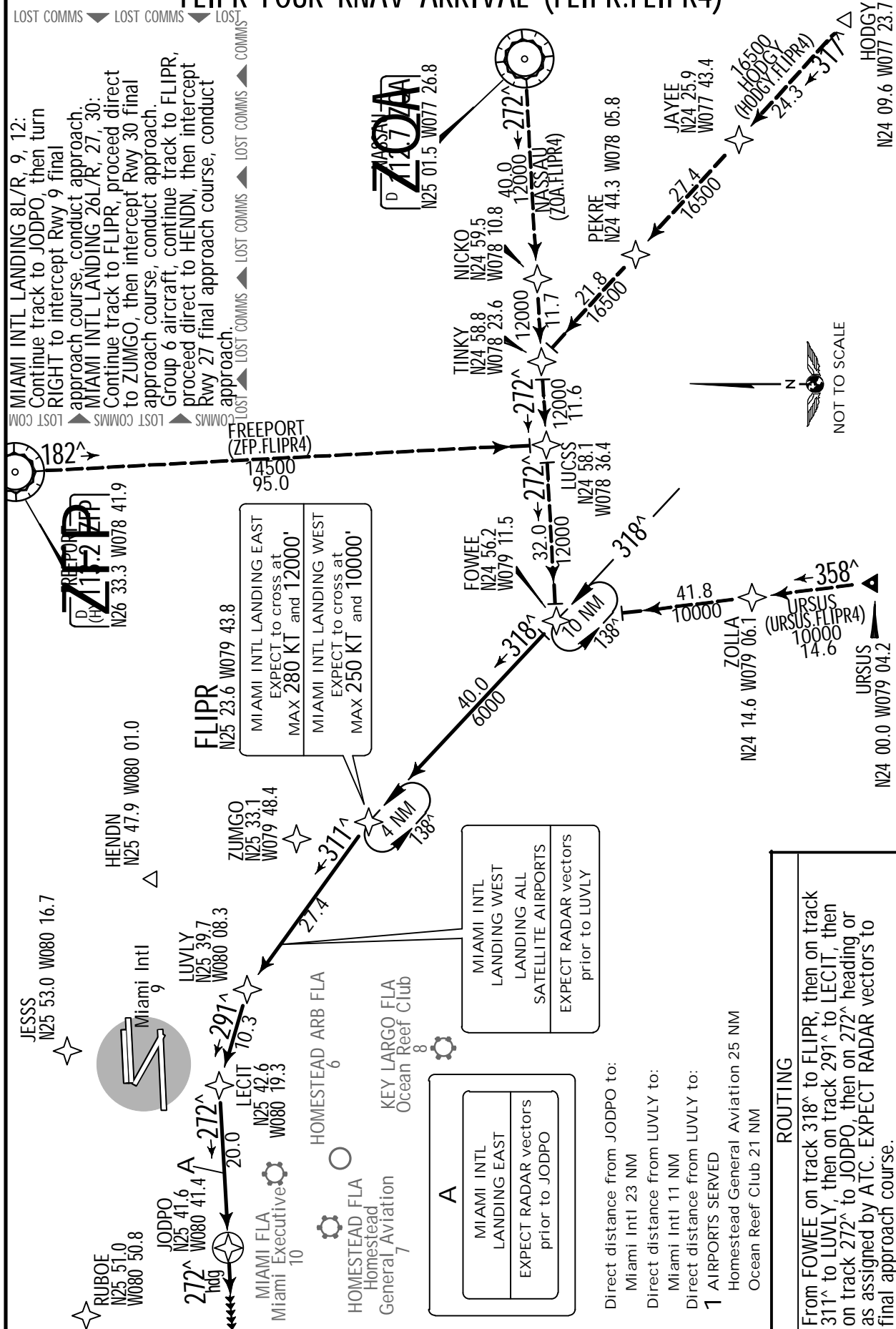
CYPRESS SEVEN ARRIVAL (CYY.CYY7)



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

MIAMI, FLA
RNAV STAR

1



KMIA/MIA
MIAMI INTL

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

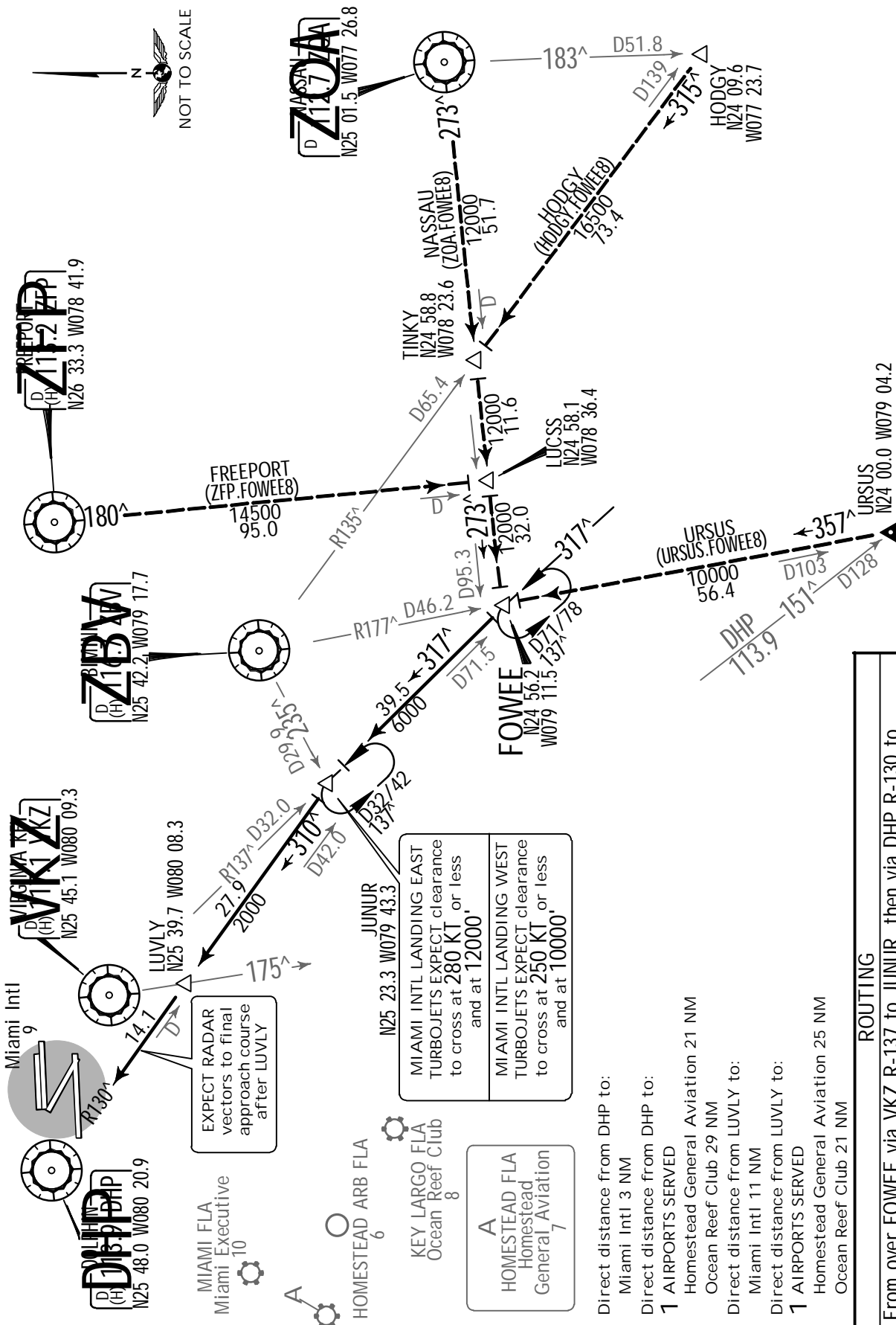
MIAMI, FLA
.STAR.

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)

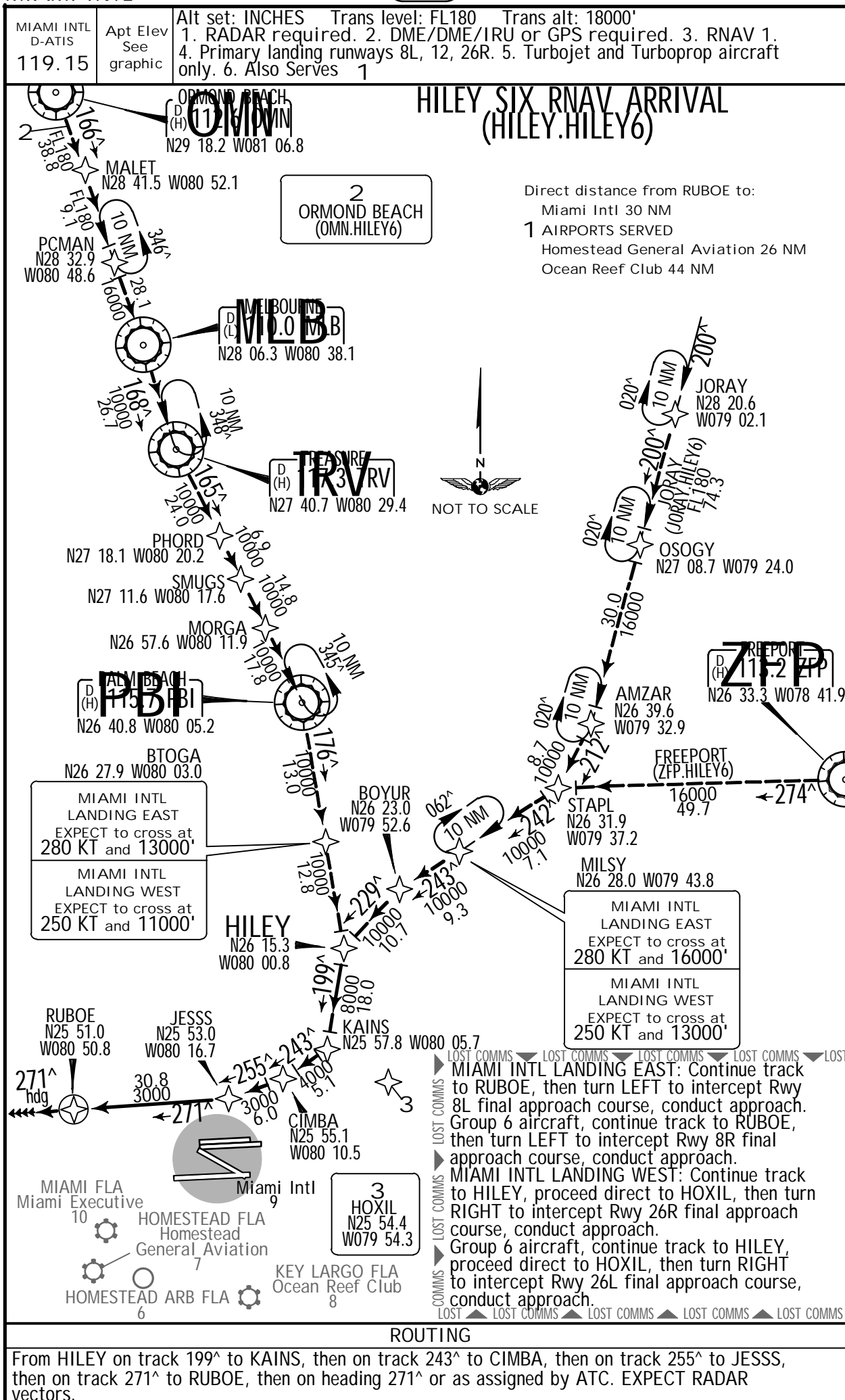


KMIA/MIA
MIAMI INTL

JEPPESEN

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

MIAMI, FLA
.RNAV.STAR.

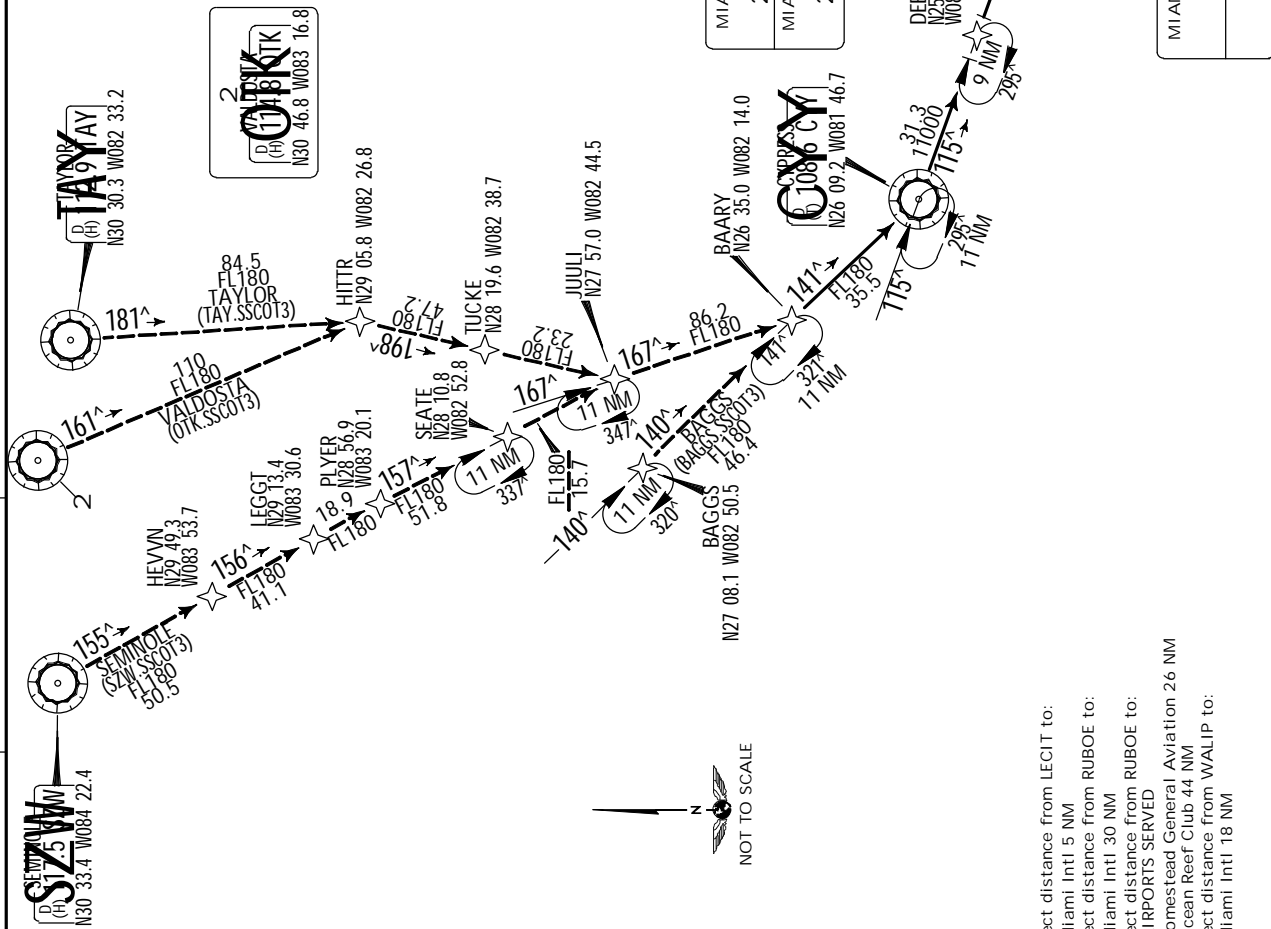


5. For non-GPS equipped aircraft, PHK DME must be operational.
6. Also Serves 1

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)

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.

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

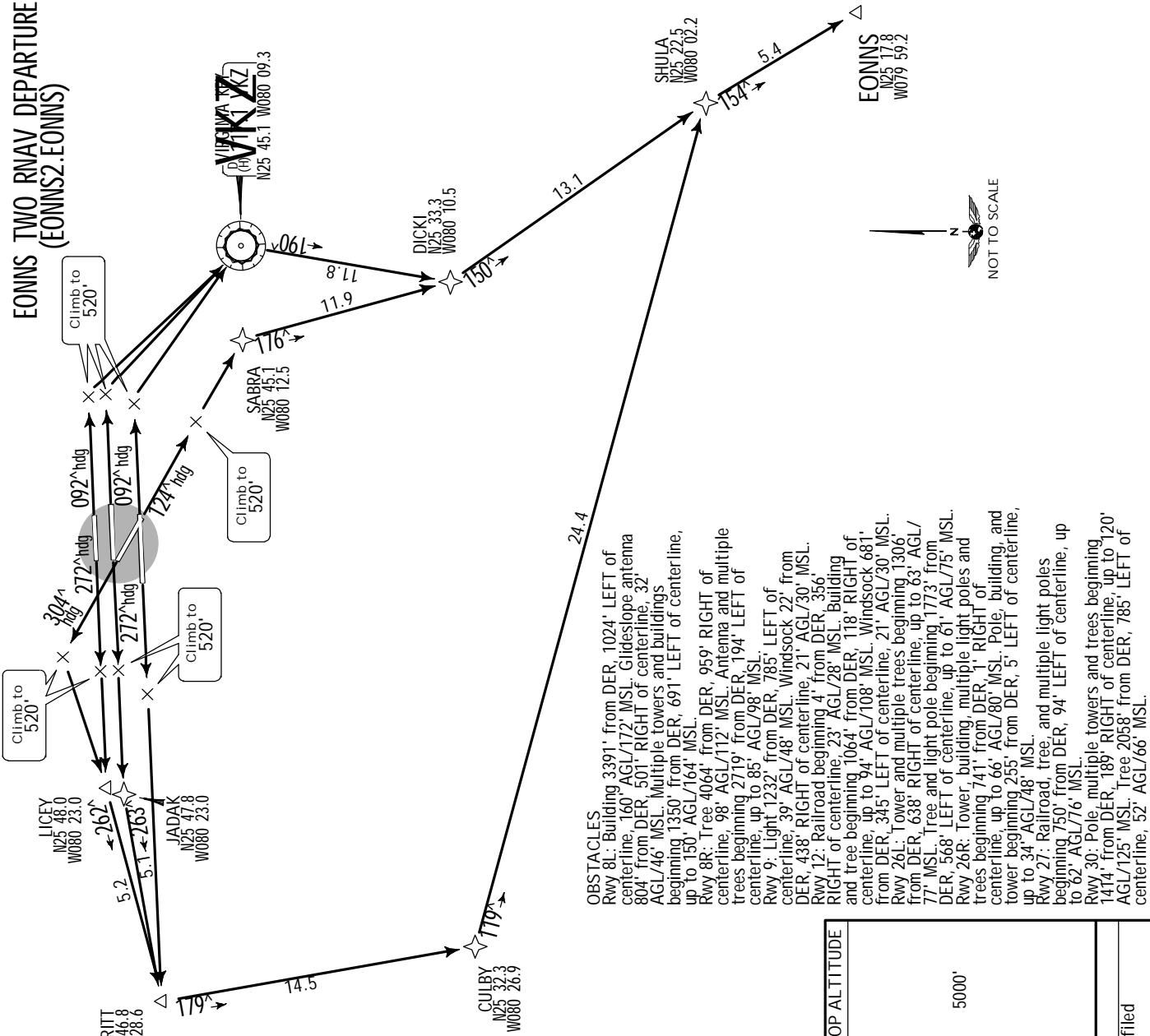
From BAARY on track 141° to CVY, then on track 115° to DEEDS, then on track 115° to SSCOT, then on track 116° to RUBOE, then on track 091° to WALIP, then on track 126° to LECIT, then on 126° heading or as assigned by ATC. EXPECT RADAR vectors.

CHANGES: Procedure renumbered

[illegible]

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)



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.		

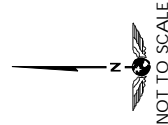
This SID requires take-off minimums (for standard minimums, refer to airport chart):

- Rwy 8L: 300-1/4, or standard (or lower) than standard, if authorized with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.
- Rwys 8R, 9: Standard (or lower than standard, if authorized) with minimum ATC climb of 500' per NM to 520'.
- Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520'.
- Rwys 26L/R: 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300' per NM to 520'.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 092° to 520', then LEFT turn direct SENOY, then via depicted route to HEDLY.	
12	Climb heading 124° to 520', then LEFT turn direct SENOY, then via depicted route to HEDLY.	5000'
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



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

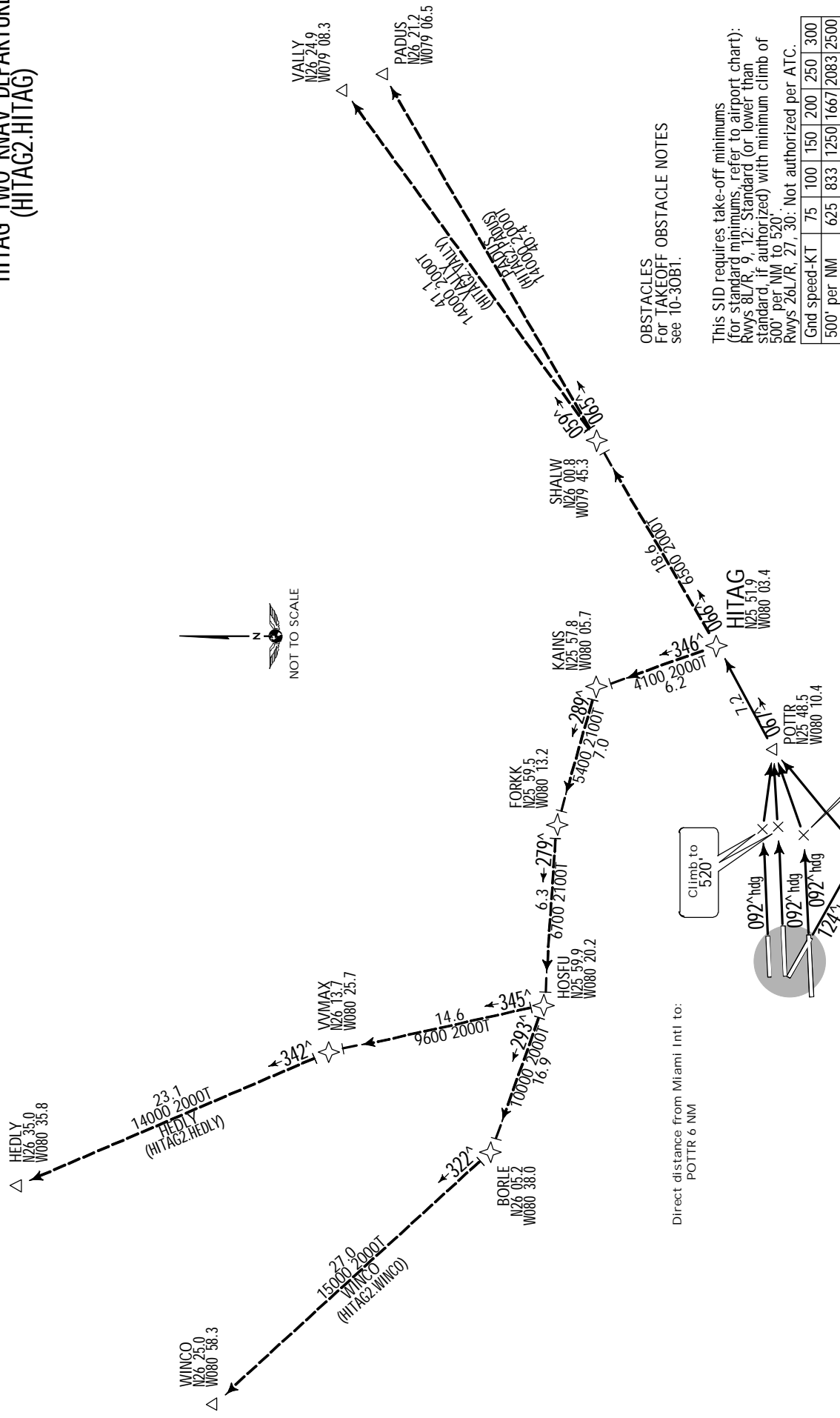
1. DME/DME/IRU or GPS required.
2. RADAR required.
3. RNAV 1.

Trans level: FL180 Trans alt: 18000'

Apt Elev

MIAMI Departure (R)
119.45

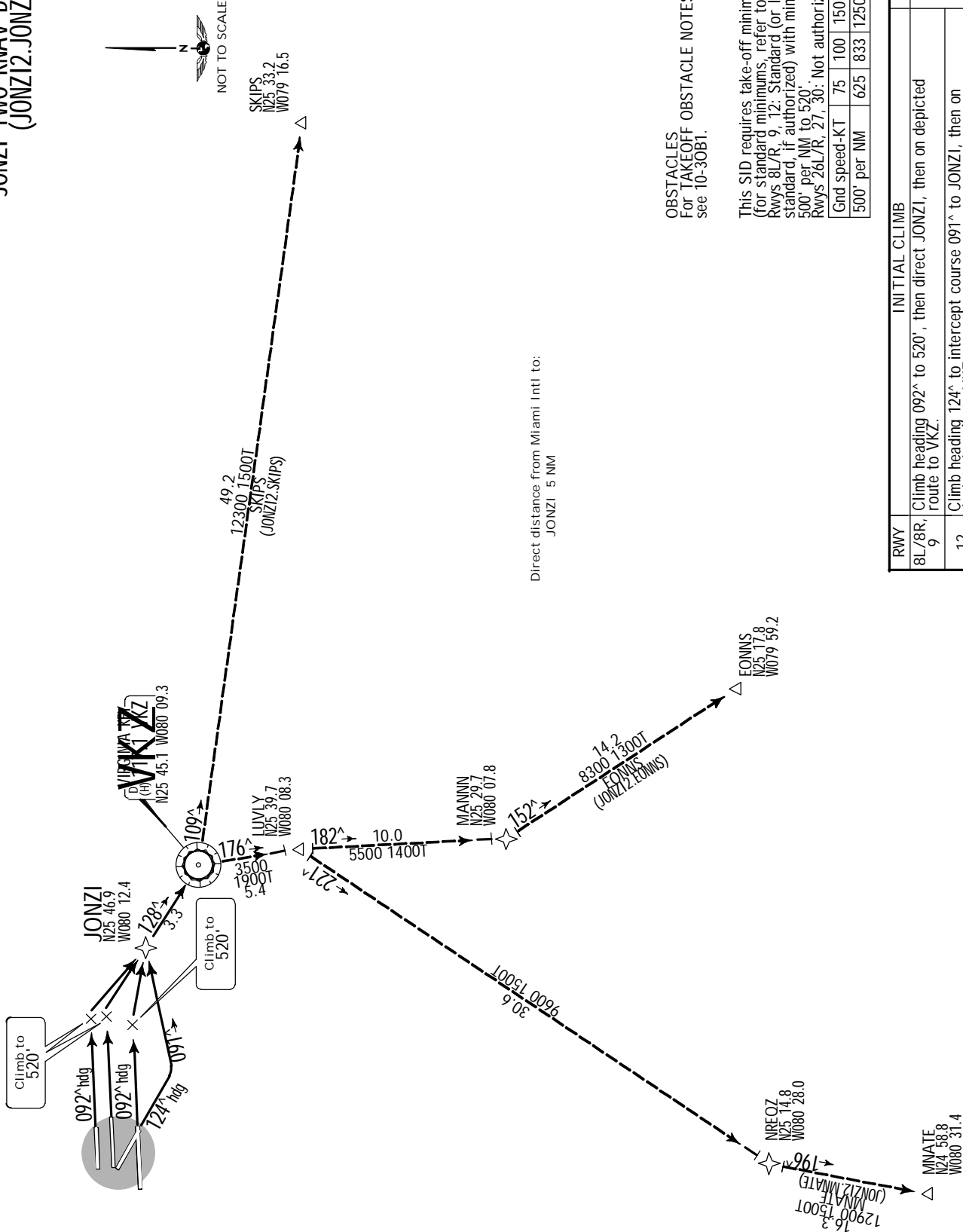
HITAG TWO RNAV DEPARTURE (HITAG2.HITAG)



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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OBSTACLES
For TAKEOFF OBSTACLE NOTES
see 10-30B1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy's 8L/R 9, 12: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 520'.
Rwy's 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

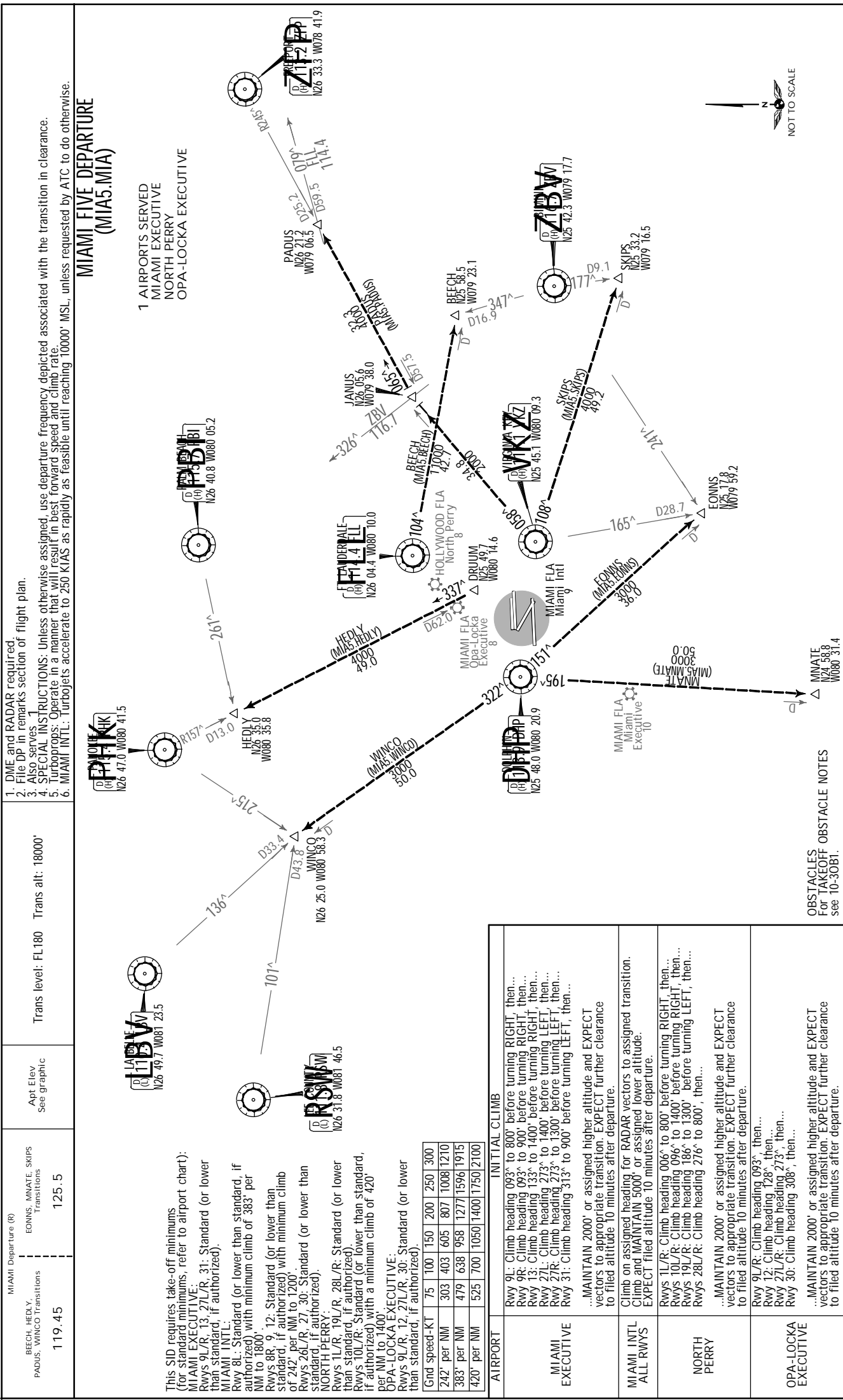
RWY	INITIAL CLIMB	TOP ALTITUDE
8L/8R, 9	Climb heading 092° to 520', then direct JONZI, then on depicted route to VKZ.	5000'
12	Climb heading 124° to intercept course 091° to JONZI, then on depicted route to VKZ.	

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.



OBSTACLES

Rwy 8L: Building 3391' from DER, 1024' LEFT of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' RIGHT of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from DER, 691' LEFT of centerline, up to 150' AGL/164' MSL.

Rwy 8R: Tree 4064' from DER, 959' RIGHT of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' LEFT of centerline, up to 85' AGL/98' MSL.

Rwy 9: Light 1232' from DER, 785' LEFT of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' RIGHT of centerline, 21' AGL/30' MSL.

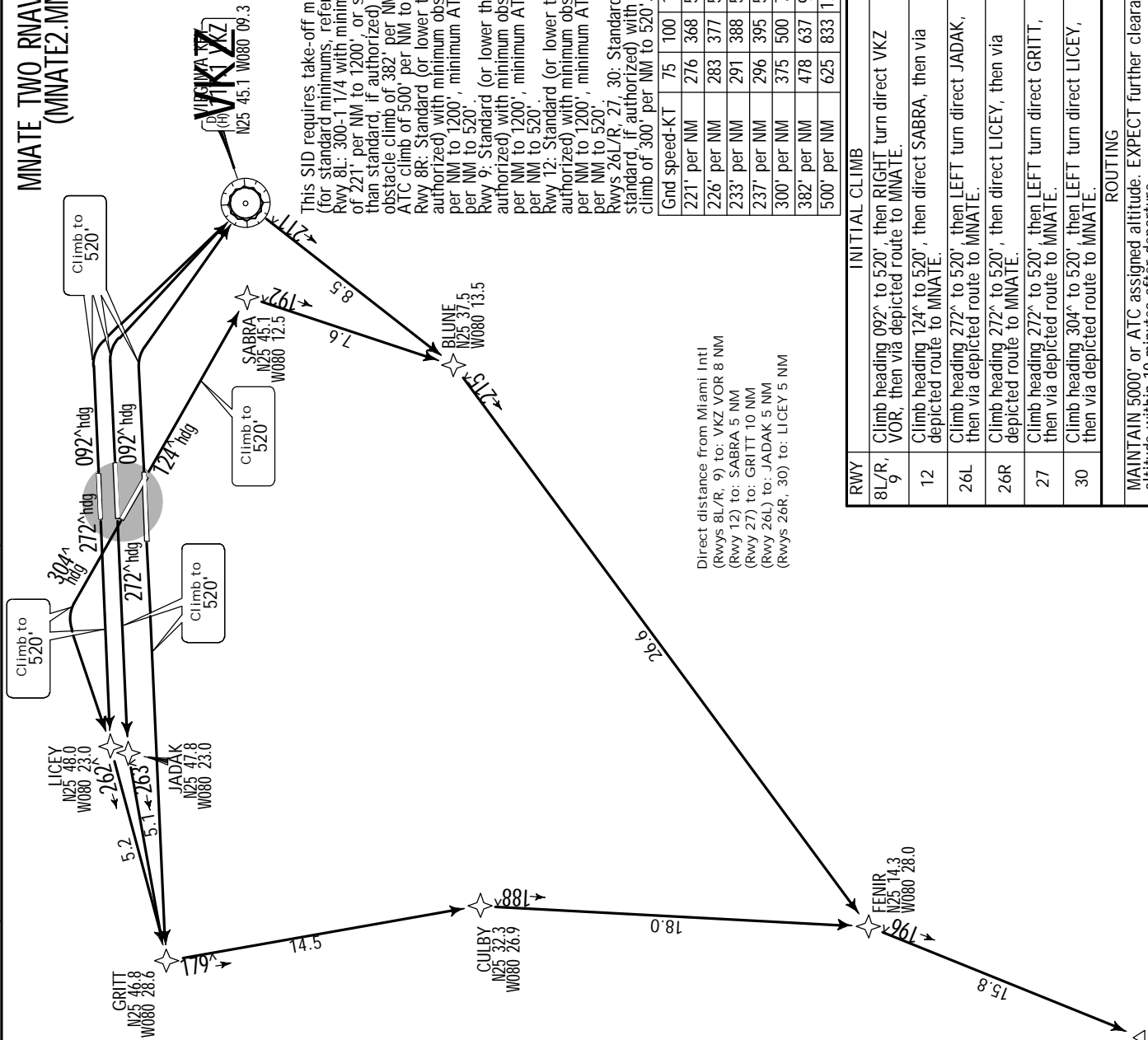
Rwy 12: Railroad beginning 4' from DER, 356' RIGHT of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' RIGHT of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' LEFT of centerline, 21' AGL/30' MSL.

Rwy 26L: Tower and multiple trees beginning 1306' from DER, 638' RIGHT of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL.

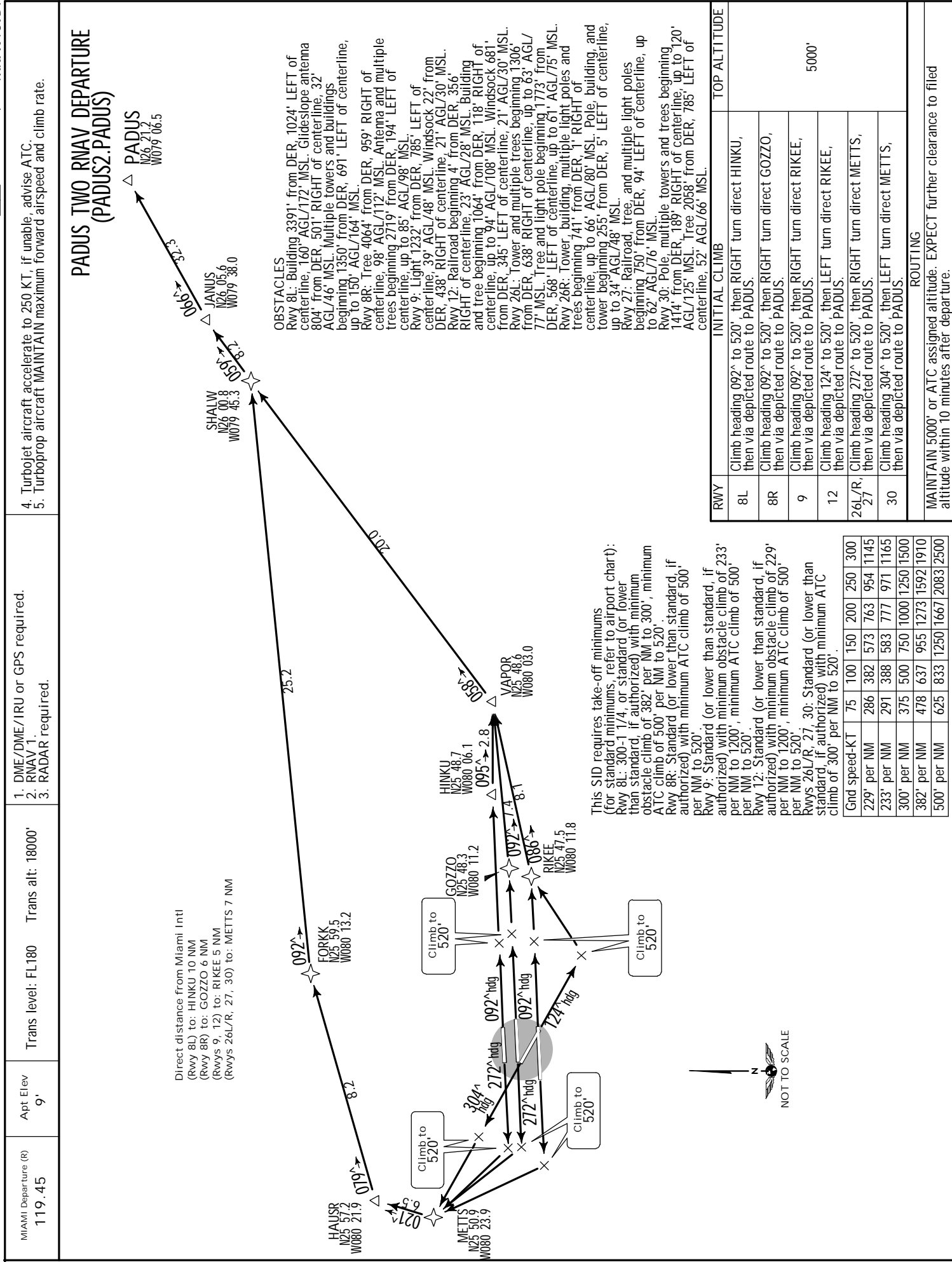
Rwy 26R: Tower, building, multiple light poles and trees beginning 741' from DER, 1' RIGHT of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from DER, 5' LEFT of centerline, up to 34' AGL/48' MSL.

Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 94' LEFT of centerline, up to 62' AGL/76' MSL.

Rwy 30: Pole, multiple towers and trees beginning 1414' from DER, 189' RIGHT of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' LEFT of centerline, 52' AGL/66' MSL.



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

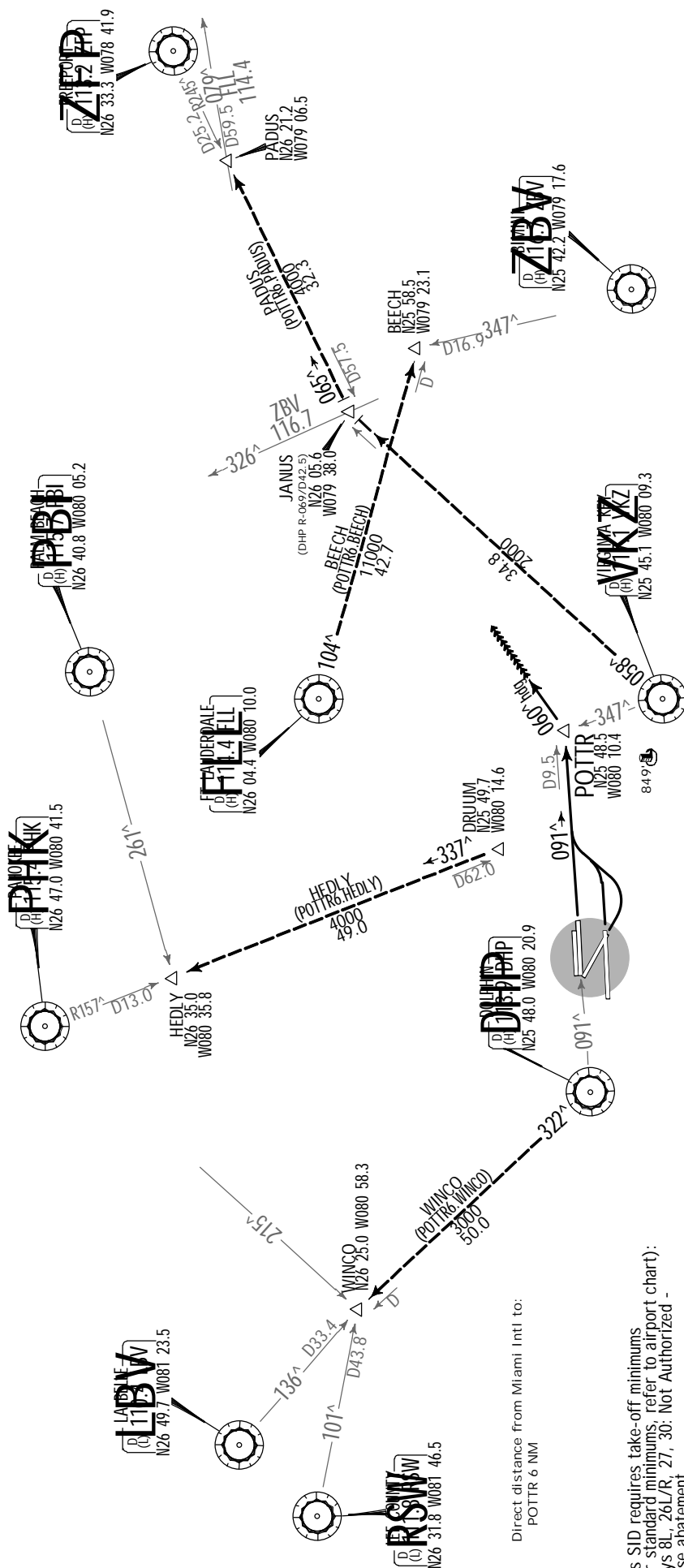


1. DME required.
2. File DP in remarks section of flight plan.
3. Turbojets only: Night use for noise abatement (2300L T-0600L T).
4. Turbojets accelerate to 250 KT as rapidly as feasible until reaching 10000', unless requested by ATC to do otherwise.

Trans level: FL180 Trans alt: 18000'

MIAMI Departure (R)	Apt Elev
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POTR SIX DEPARTURE
(POTR6.POTR)



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.

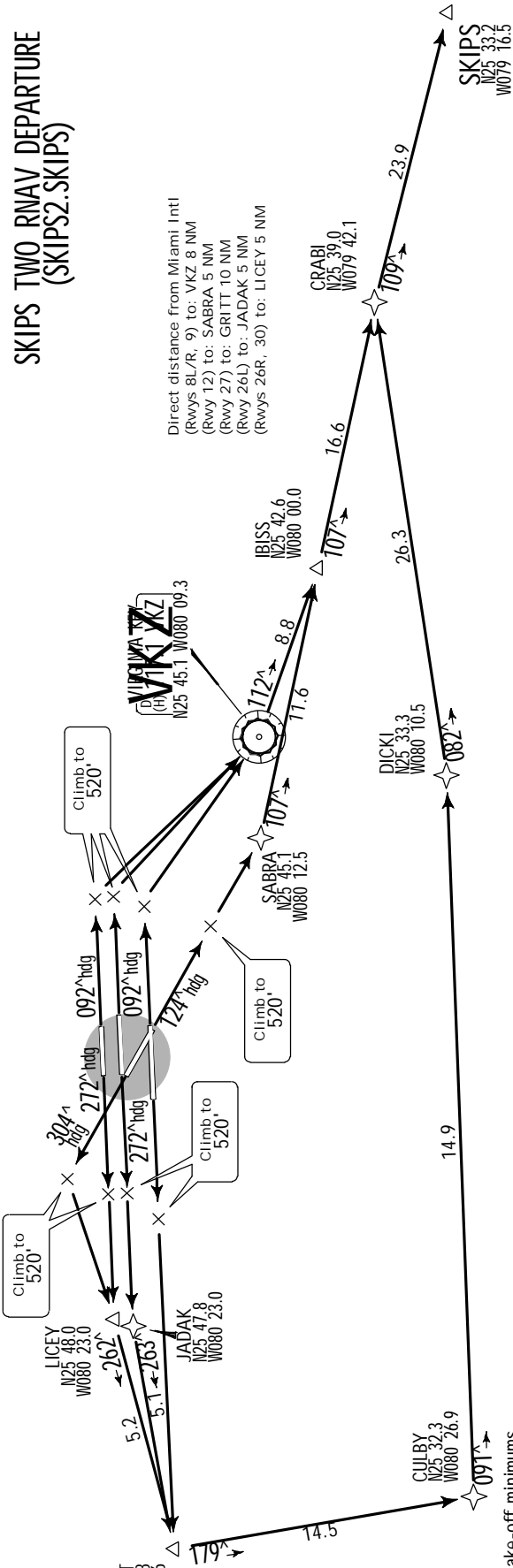
Rwy 9: Light on windsock 21' from DER, 437' RIGHT of centerline, 21'
AGL/30' MSL. Pole 702' from DER, 600' RIGHT of centerline, 21'
AGL/38' MSL. Antenna 4035' from DER, 1528' RIGHT of centerline,
1008' AGL/125' MSL. Electrical system 1231' from DER, 785' LEFT
of centerline, 32' AGL/48' MSL.

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)

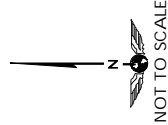


This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 8L: 300-1 1/4 with minimum obstacle climb of 221' per NM to 1200', or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.
Rwy 8R: Standard (or lower than standard, if authorized) with minimum obstacle climb of 237' per NM to 1200', minimum ATC climb of 500' per NM to 520'.
Rwy 9: Standard (or lower than standard, if authorized) with minimum obstacle climb of 233' per NM to 1200', minimum ATC climb of 500' per NM to 520'.
Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520'.
Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300' per NM to 520'.

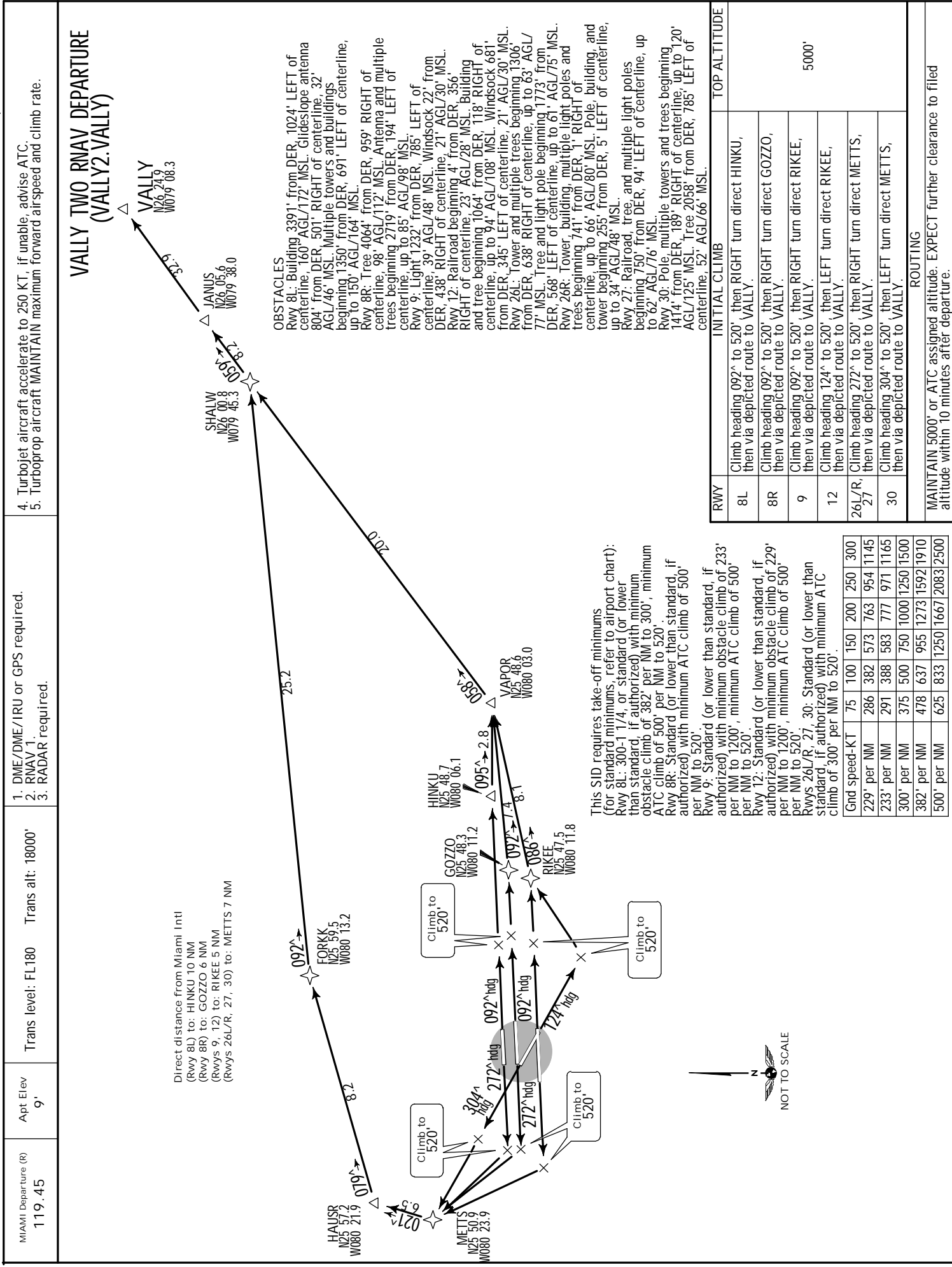
OBSTACLES
Rwy 8L: Building 3391' from DER, 1024' LEFT of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' RIGHT of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from DER, 691' LEFT of centerline, up to 150' AGL/164' MSL.
Rwy 8R: Tree 4064' from DER, 959' 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.		



MIAMI, FLA.
.SID.



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'.

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


JEPPesen
 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:

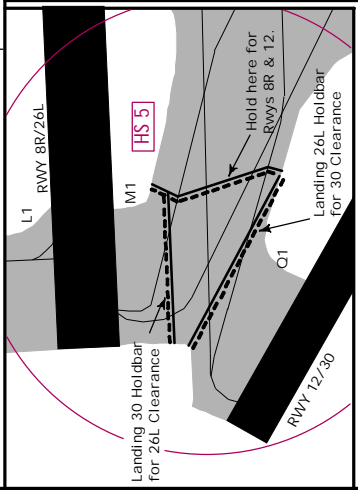
AIRPORT SIGN 38' FROM DER, 310' LEFT OF CENTERLINE, 1' AGL/8' MSL. ANTENNA ON BUILDING 1568' FROM DER, 756' LEFT OF CENTERLINE, 44' AGL/51' MSL. TREES BEGINNING 165' FROM DER, 45' LEFT OF CENTERLINE, UP TO 115' AGL/122' MSL. TREES BEGINNING 1059' FROM DER, 229' RIGHT OF CENTERLINE, UP TO 107' AGL/114'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

Arrival D-ATIS VOT 112.0	Departure D-ATIS 133.67	ACAIS: D-ATIS TWIP	MIAMI Clearance 135.35	Ground Rwys 8L/R, 12, 26L/R 121.8	MIAMI Departure (R) 270°-089° 119.45	270°-089° 123.9	090°-269° 125.5	270°-089° 119.45	090°-269° 125.5	Rwys 9, 27, 30 127.5
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Tower 270°-089° 118.3	090°-269° 123.9	MIAMI Clearance 135.35	Ground Rwys 8L/R, 12, 26L/R 121.8	MIAMI Departure (R) 270°-089° 119.45	270°-089° 123.9	090°-269° 125.5	270°-089° 119.45	090°-269° 125.5	Rwys 9, 27, 30 127.5
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Aircraft with a wingspan greater than 78' (24m) are prohibited from entering the General Aviation Center ramp.

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

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
- Spot 1
- Spot 3
- Spots 17, 18
- Spots 24, 25, 26, 27
- East gates located on Concourse J and adjacent remote parking area
- All gates located in Northeast Corner Area
- Spots 52, 53
- All gates located on Western U Cargo Area
- Spot 73
- All gates located on Eastern U Cargo Area
- Spot 75

Spots 1 and 3: Apron Control and pushback request will be made using ARINC frequency 128.02 (call sign "Miami Gates").

Spots 5, 6, 7, 8, 9, 10, 13, 14 & 15: American Apron Control and pushback request will be made using ARINC frequency 130.95.

Spots 16, 17, 18, 19, & 20: Apron Control and pushback request will be made using ARINC frequency 130.5 (call sign "Miami Gates").

Spots 21, 22, 23, 24, 25, 26, & 27: Apron Control and pushback request will be made using ARINC frequency 132.37 (call sign "Miami Gates").

Spots 52, 53: Apron Control and pushback request will be made using ARINC frequency 129.07 (call sign "Miami Gates").

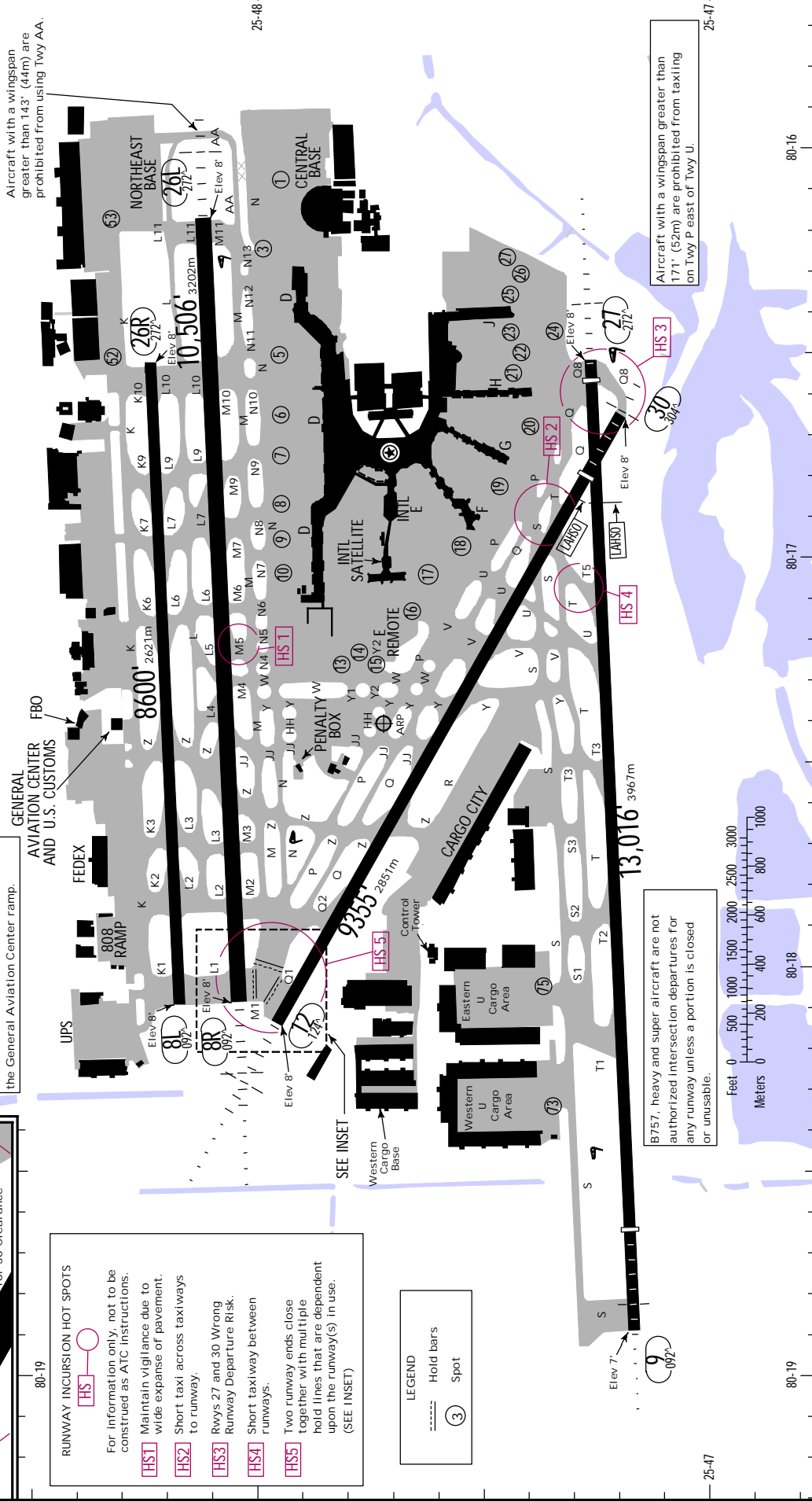
Spots 73, 75: Pushback will be made via MIAMI ATC on frequency 121.8 or 127.5.

All aircraft requiring engine start prior to pushback must contact ARINC frequency 130.5 (call sign "Miami Gates") for startup clearance.

80-17

80-16

25-48



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.

25-47

80-18

80-17

80-16

25-47

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					USABLE LENGTHS		LAHSO Distance	TAKE-OFF	WIDTH
	—LANDING BEYOND—		Glide Slope						
8L	HIRL CL REIL	PAPI-L (angle 3.00°)	grooved	RVR					150' 46m
1	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	2	26L	HIRL CL MALSR	TDZ PAPI-L (angle 3.00°)	RVR		9545' 2909m		200' 61m
			HIRL CL MALSF	PAPI-L (angle 3.00°)	RVR		9405' 2867m		
2 Grooved.									
9	27		HIRL CL MALSR	PAPI-L (angle 3.00°)	grooved	RVR	311,397' 3474m	10,325' 3147m	150' 46m
							12,755' 3888m	11,699' 3566m	
3 Last 261' (80m) is unavailable for landing distance computations.									
12	4	30	HIRL CL MALSR	PAPI-R (angle 3.00°)	grooved	RVR	5 8579' 2615m	7513' 2290m	150' 46m
			HIRL CL MALS	PAPI-L (angle 3.00°)	grooved	RVR	6 7913' 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.									

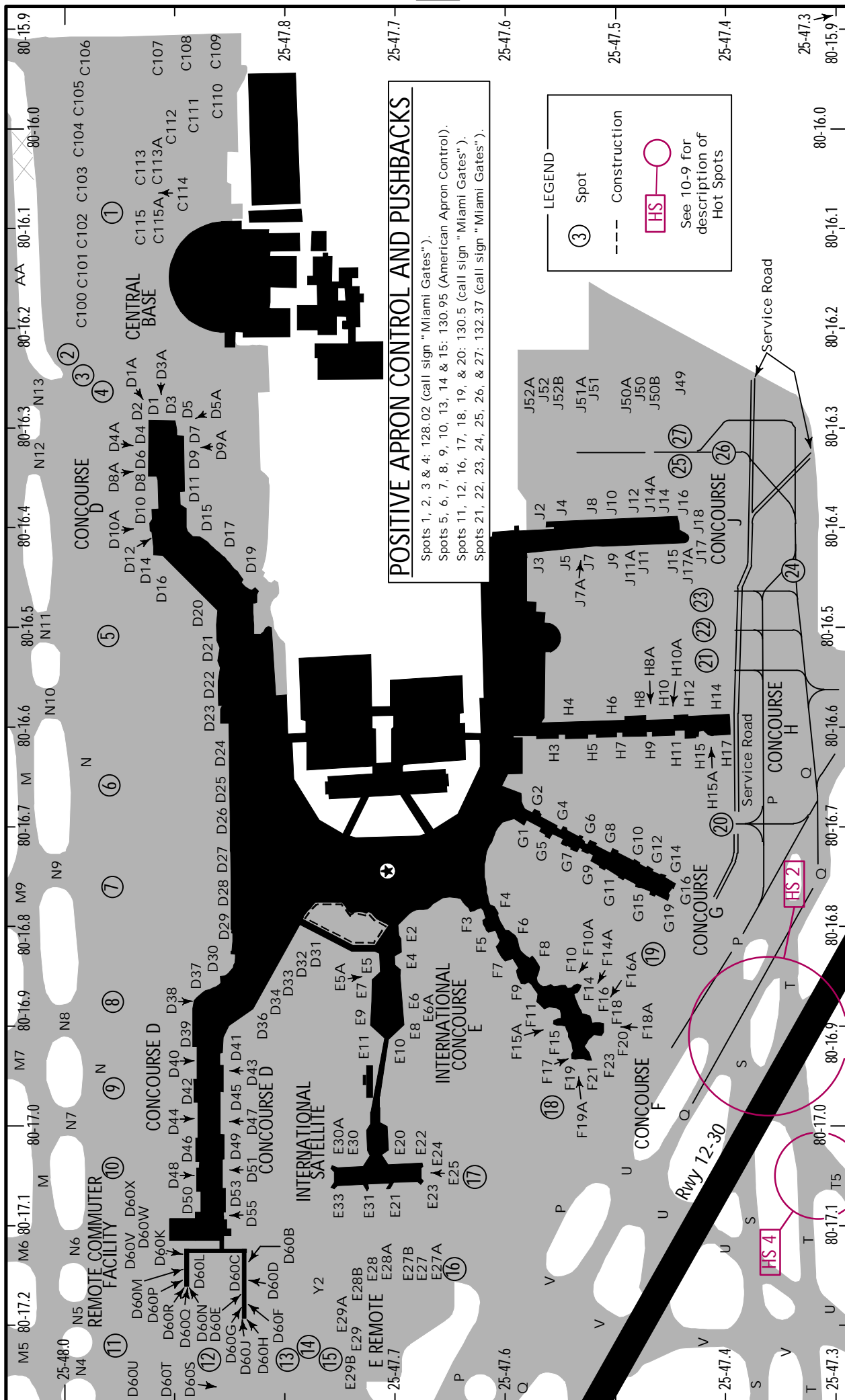
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE									
Rwys 12, 27									
2 operating RVRs are required All operating RVRs are controlling			Adequate Vis Ref		STD				
CL & HIRL		CL, or RCLM & HIRL			3 & 4 Eng		1 & 2 Eng		
TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1		
Mid RVR 5	Mid RVR 10								
Rollout RVR 5	Rollout RVR 10								
Rwys 8R, 26L, 30									
Both RVRs are required and controlling			Adequate Vis Ref		STD				
CL & HIRL		CL, or RCLM & HIRL			3 & 4 Eng		1 & 2 Eng		
TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1		
Rollout RVR 5	Rollout RVR 10								
Rwy 9									
With Mlm climb of 240' /NM to 1200'									
2 operating RVRs are required All operating RVRs are controlling			Adequate Vis Ref		STD				
CL & HIRL		CL, or RCLM & HIRL			3 & 4 Eng		1 & 2 Eng		
TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1		
Mid RVR 5	Mid RVR 10								
Rollout RVR 5	Rollout RVR 10								
Rwy 26R			Rwy 8L						
Adequate Vis Ref		STD		With Mlm climb of 382' /NM to 300'					Other
		3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref		STD		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) Z 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 8L RNAV (GPS) Z Rwy 8R RNAV (RNP) Y Rwy 27 RNAV (RNP) Z Rwy 30							RNAV (RNP) Y Rwy 12 RNAV (RNP) Y Rwy 30
A									
B									
C									
D									

KMIA/MIA

1 JUL 16 10-9B

MIAMI, FLA
MIAMI INTL



KMIA/MIA


JEPPesen

1 JUL 16

10-9C

MIAMI, FLA

MIAMI INTL

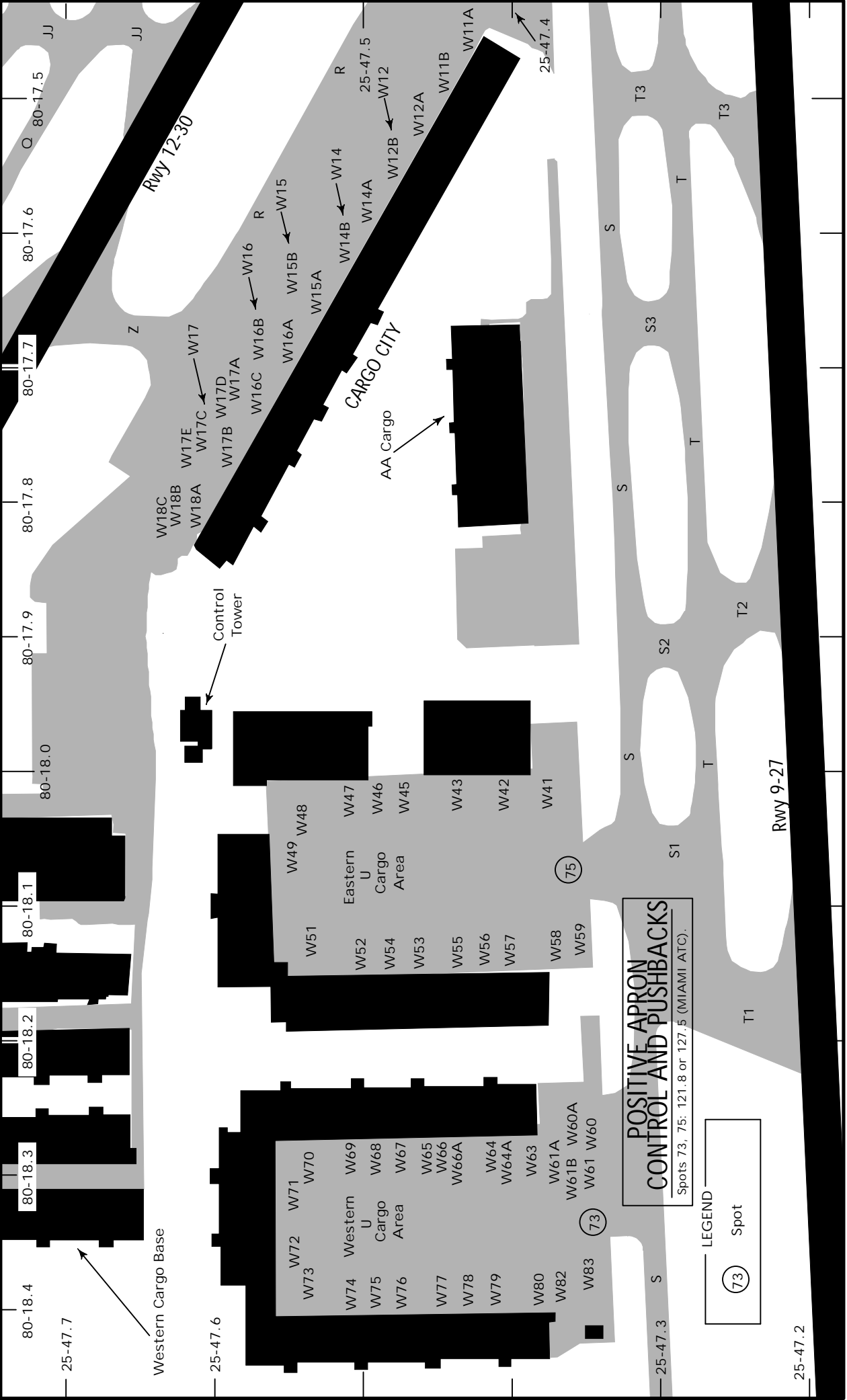
PARKING BAY COORDINATES

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

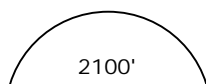
KMIA/MIA

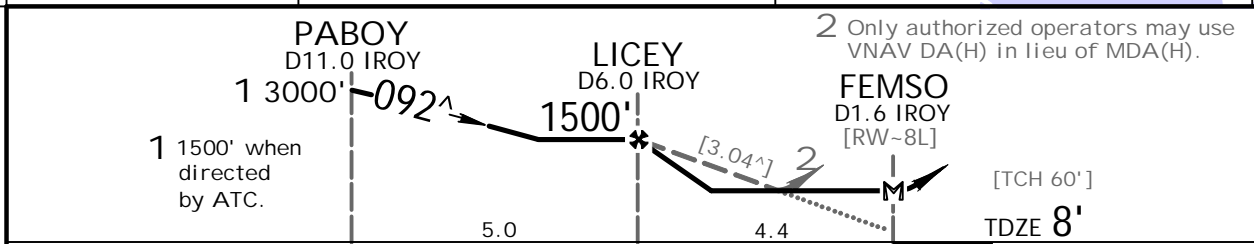
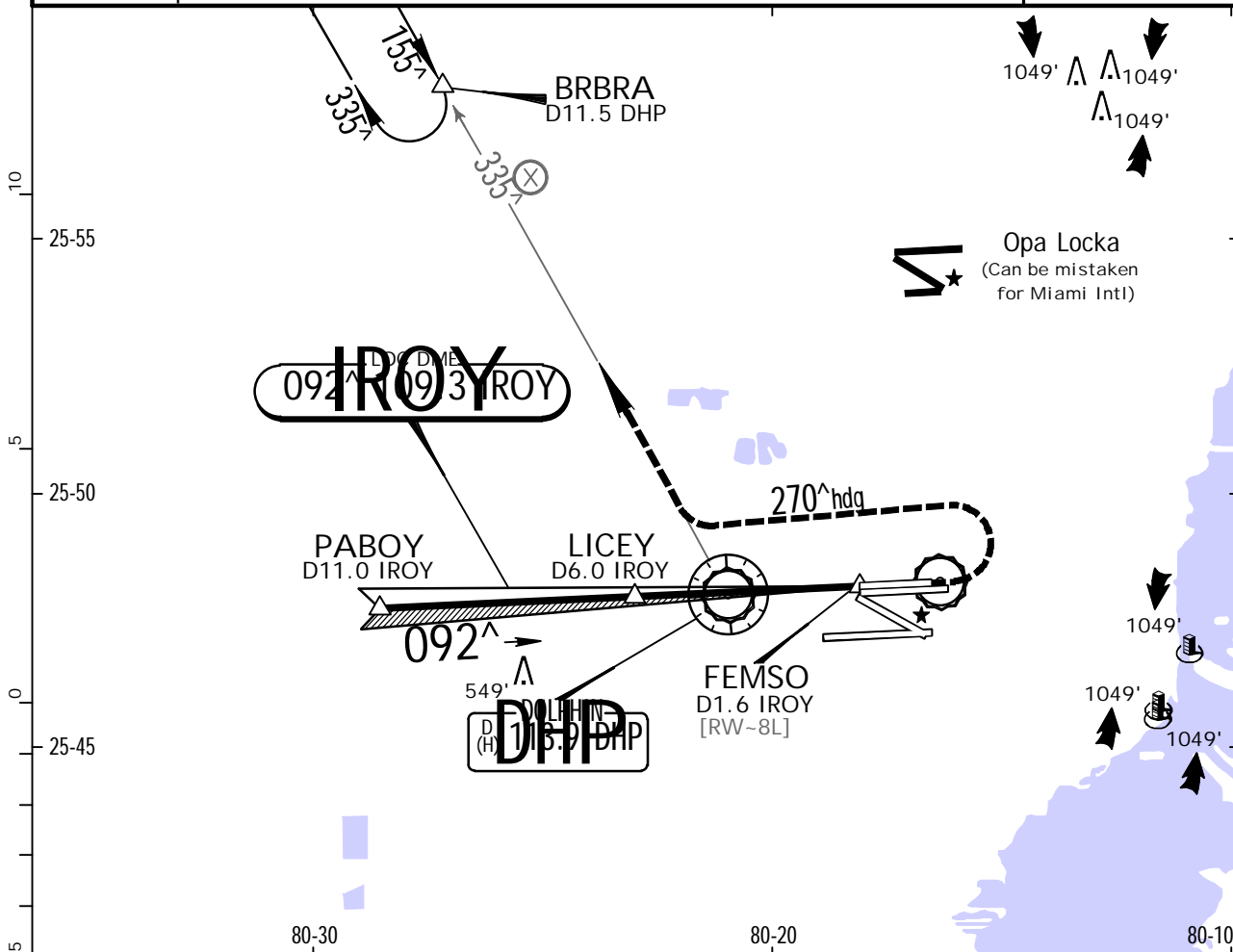
MIAMI INTL

5 DEC 14 (11-1)

MIAMI, FLA
LOC DME Rwy 8L

BRIEFING STRIP ^{nm}

D-ATIS Arrival	MIAMI Approach (R)		MIAMI Tower		Ground	Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30
119.15	124.85		270°-089°	090°-269°	121.8	127.5	
LOC IROY 109.3	Final Apch Crs 092°	Minimum Alt LICEY 1500' (1492')	MDA(H) 440' (432')	Apt Elev 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	R-335
MAP at FEMSO											

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

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

CHANGES: None.

JEPPesen, 2003, 2012. ALL RIGHTS RESERVED.

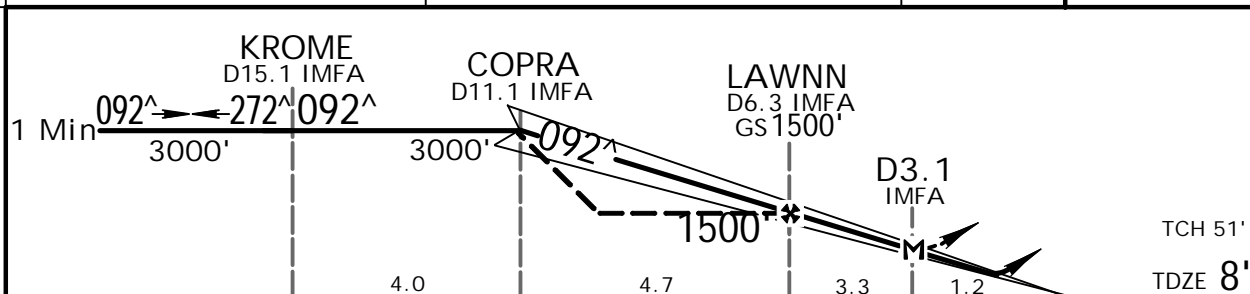
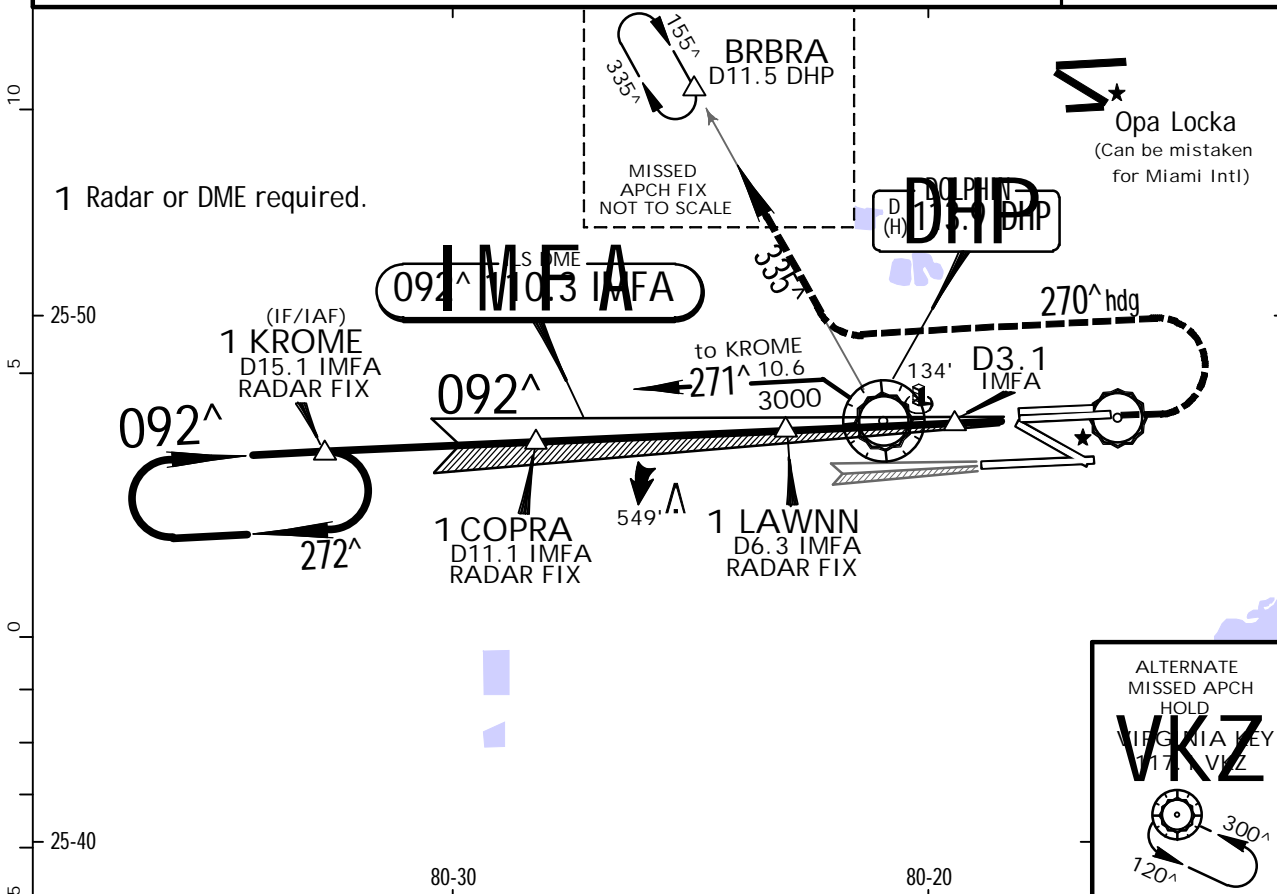
KMIA/MIA
MIAMI INTL

JEPPesen
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° 118.3	090°-269° 123.9	Rwys 8L/R, 12, 26L/R 121.8	Rwys 9, 27, 30 127.5
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 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.							
Trans level: FL 180 Trans alt: 18000'							



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					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		1½		RVR 50 or 1		
B							
C					RVR 50 or 1		1½
D					RVR 60 or 1¼		1¾

TERPS AMEND 30D 11 DEC 2014

KMIA/MIA

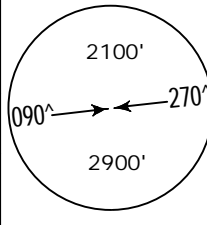
MIAMI INTL

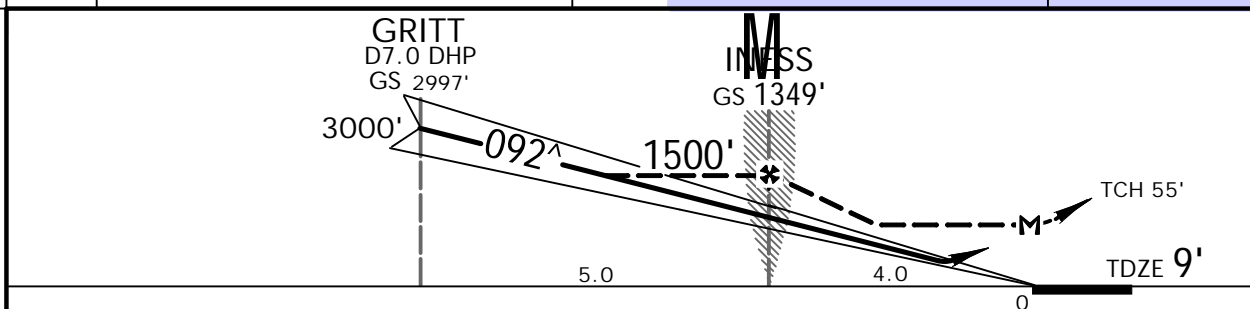
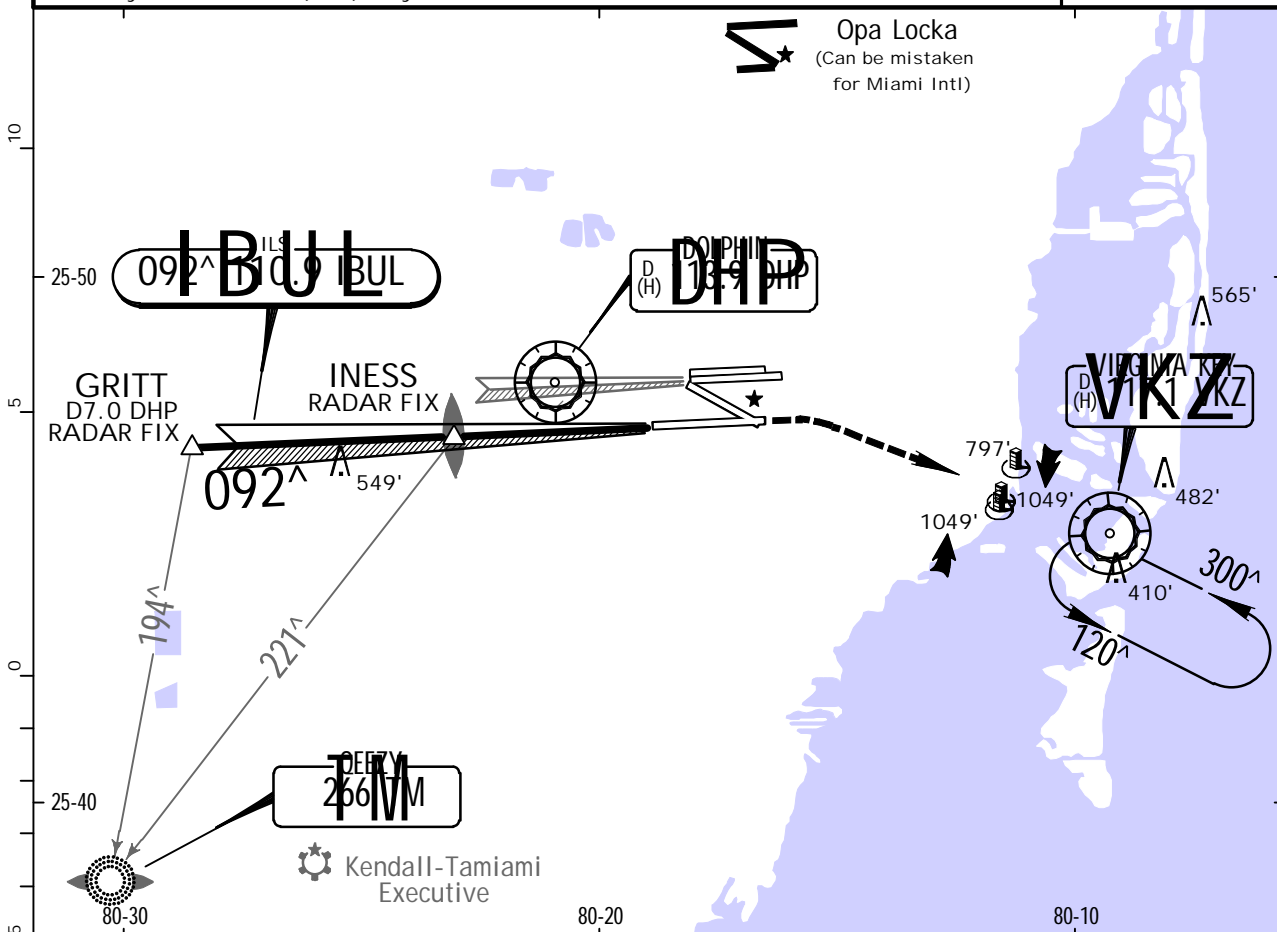
JEPPESSEN
5 DEC 14 (11-3)

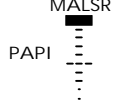

MIAMI, FLA

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					

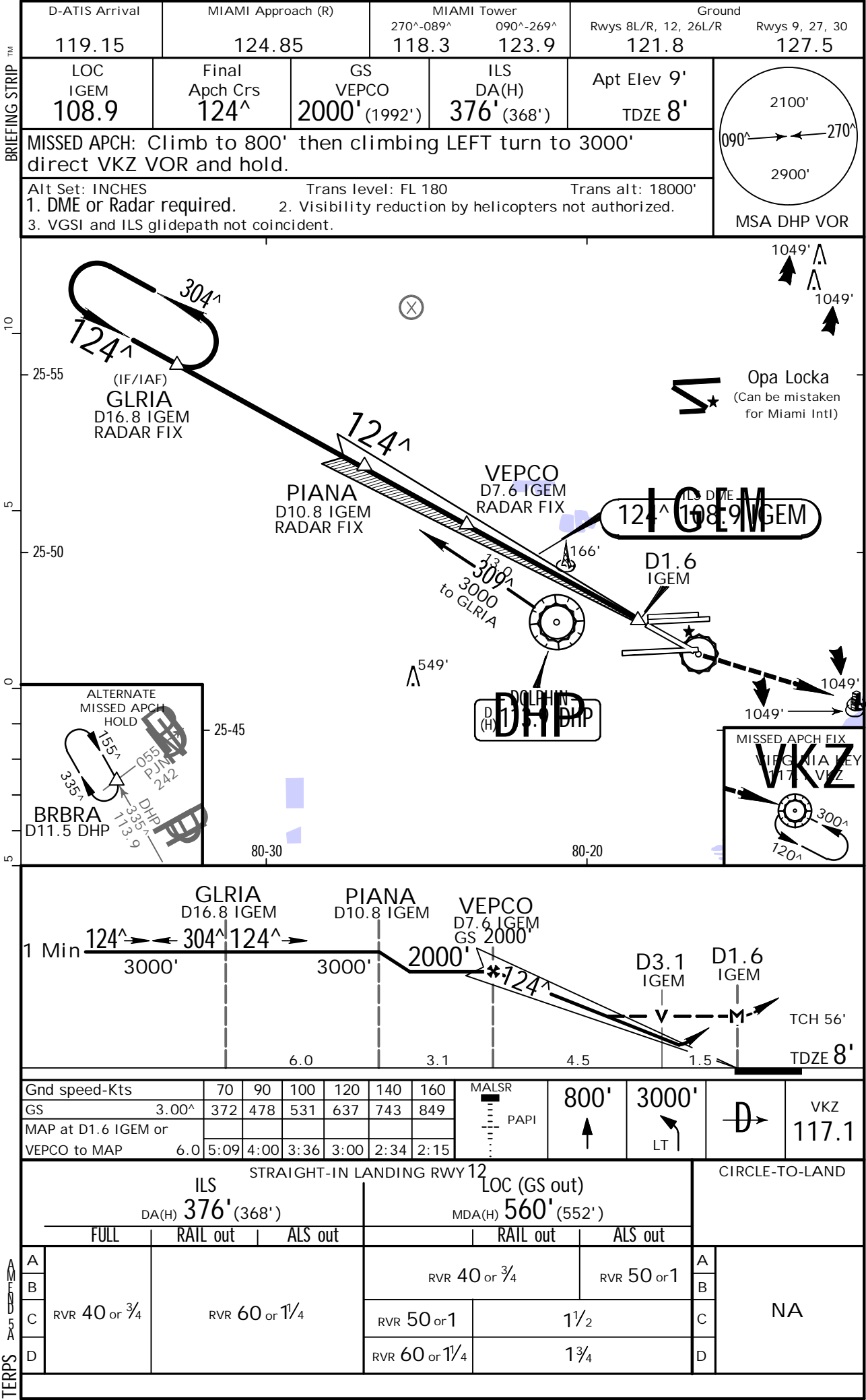
STRAIGHT-IN LANDING RWY ⁹			CIRCLE-TO-LAND			
ILS DA(H) 209' (200')		LOC (GS out) MDA(H) 440' (431')			NA	
FULL		RAIL or ALS out		RAIL out ALS out		
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2			RVR 40 or 3/4
B			RVR 40 or 3/4		RVR 60 or 1 1/4	
C			RVR 50 or 1		1 1/2	
D						

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

KMIA/MIA
MIAMI INTL

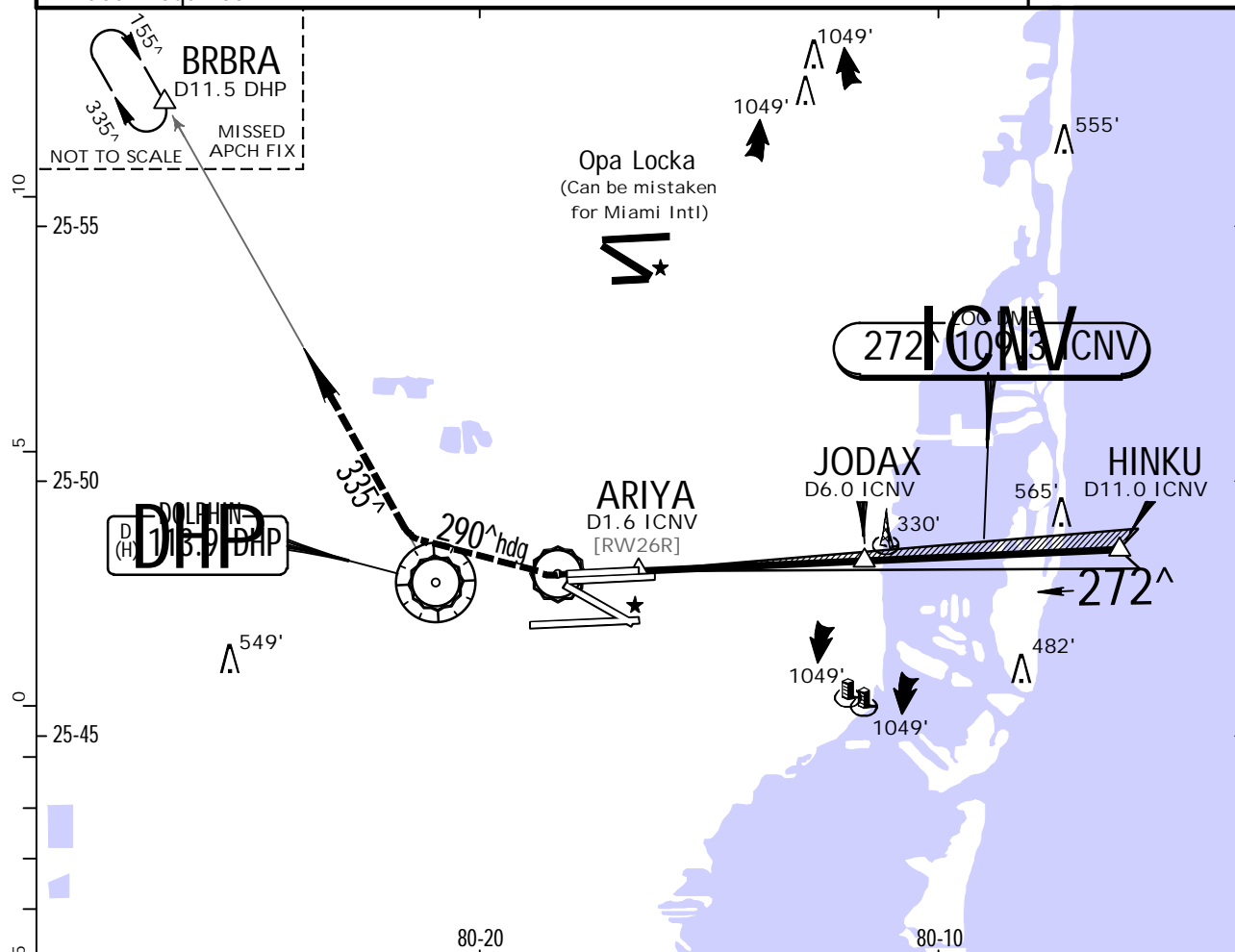
JEPPESSEN
5 DEC 14 (11-4)

MIAMI, FLA
ILS or LOC Rwy 12

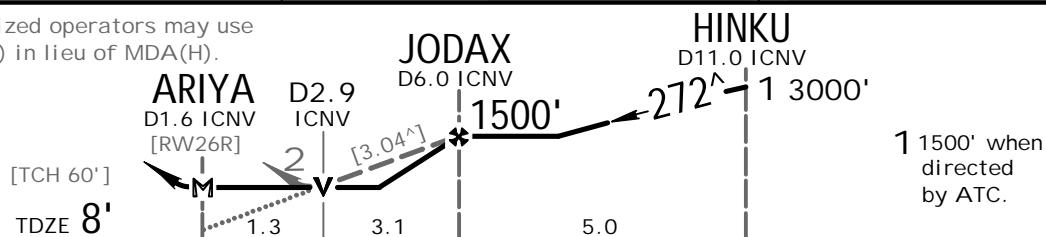


LOC DME Rwy 26R

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 ICNV	Final Apch Crs	Minimum Alt JODAX	MDA(H)	Apt Elev	
109.3	272^	1500' (1492')	480' (472')	9'	
				TDZE 8'	
<p>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.</p>					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Radar required.				MSA DHP VOR	



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



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

REIL
PAPI-L

800'

2000'

PT

290[^] and 113.9^{DHP}
hdg R-335

STRAIGHT-IN LANDING RWY 26R

CIRCLE-TO-LAND

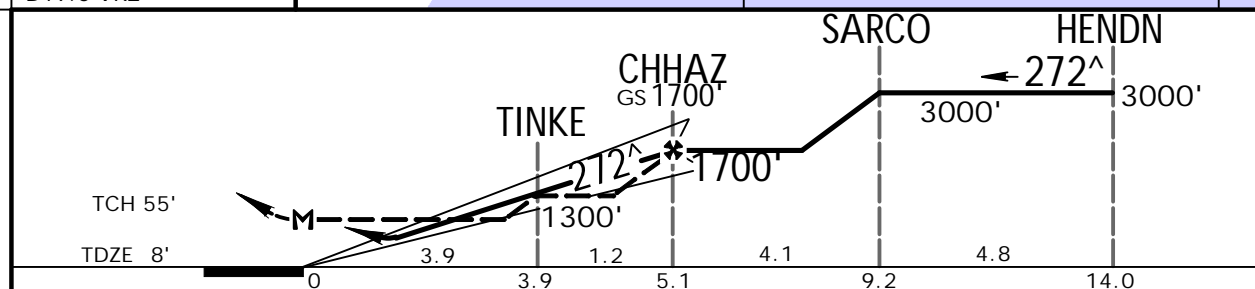
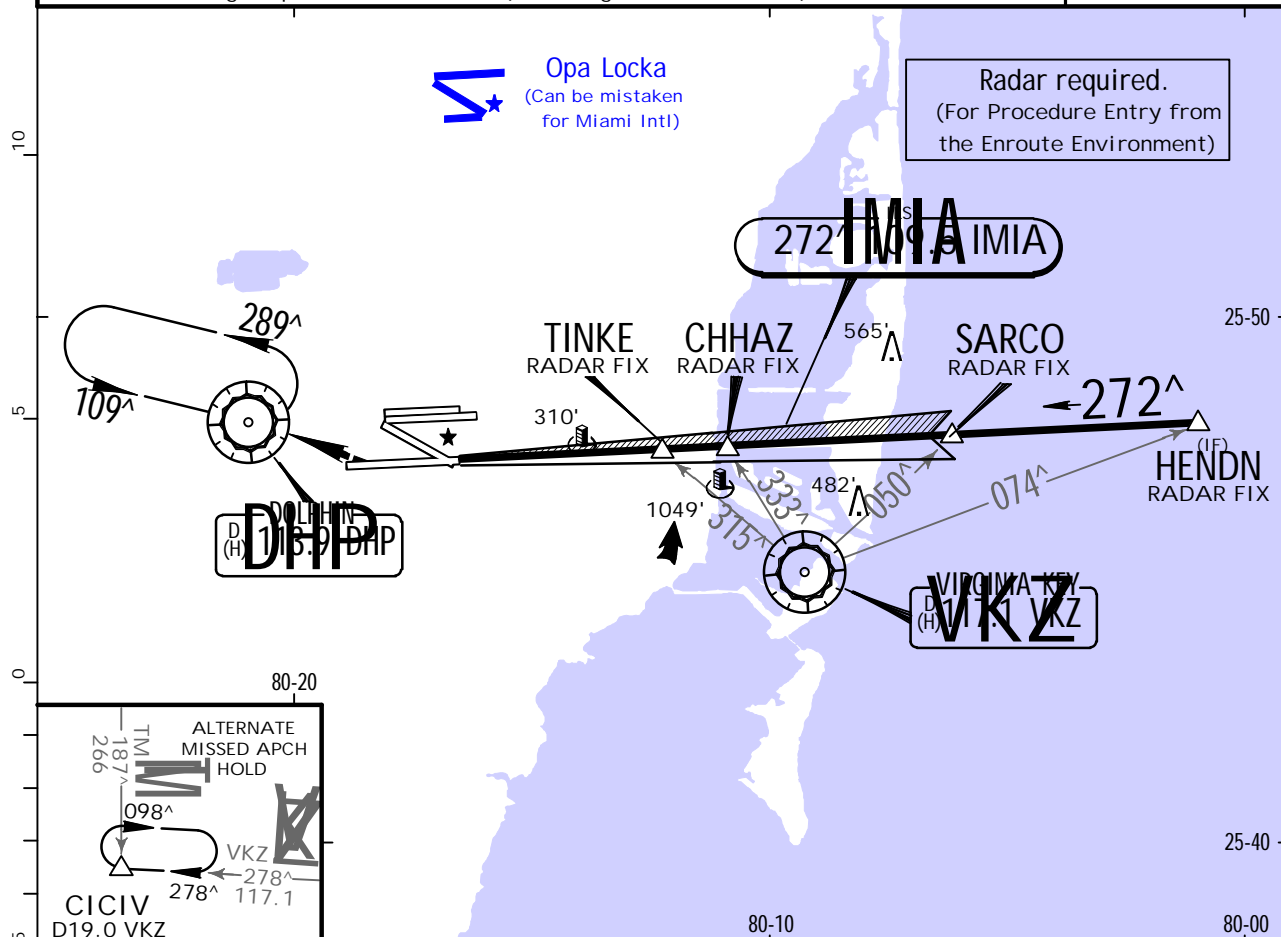
MDA(H) 480' (472')

A	1
B	
C	$1\frac{1}{4}$
D	$1\frac{1}{2}$

A	NA
B	
C	
D	

ILS or LOC Rwy 27

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270°-089° 090°-269°		Rwys 9, 27, 30	Ground Rwys 8L/R, 12, 26L/R
119.15	124.85	118.3	123.9	127.5	121.8
LOC IMIA 109.5	Final Apch Crs 272°	GS CHHAZ 1700' (1692')	ILS DA(H) 208' (200')	Apt Elev 9' TDZE 8'	
<p>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.</p>					
<p>Ait Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>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').</p>					



Gnd speed-Kts	70	90	100	120	140	160	
GS 3.00^	372	478	531	637	743	849	
CHHAZ to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55	

TERPS.

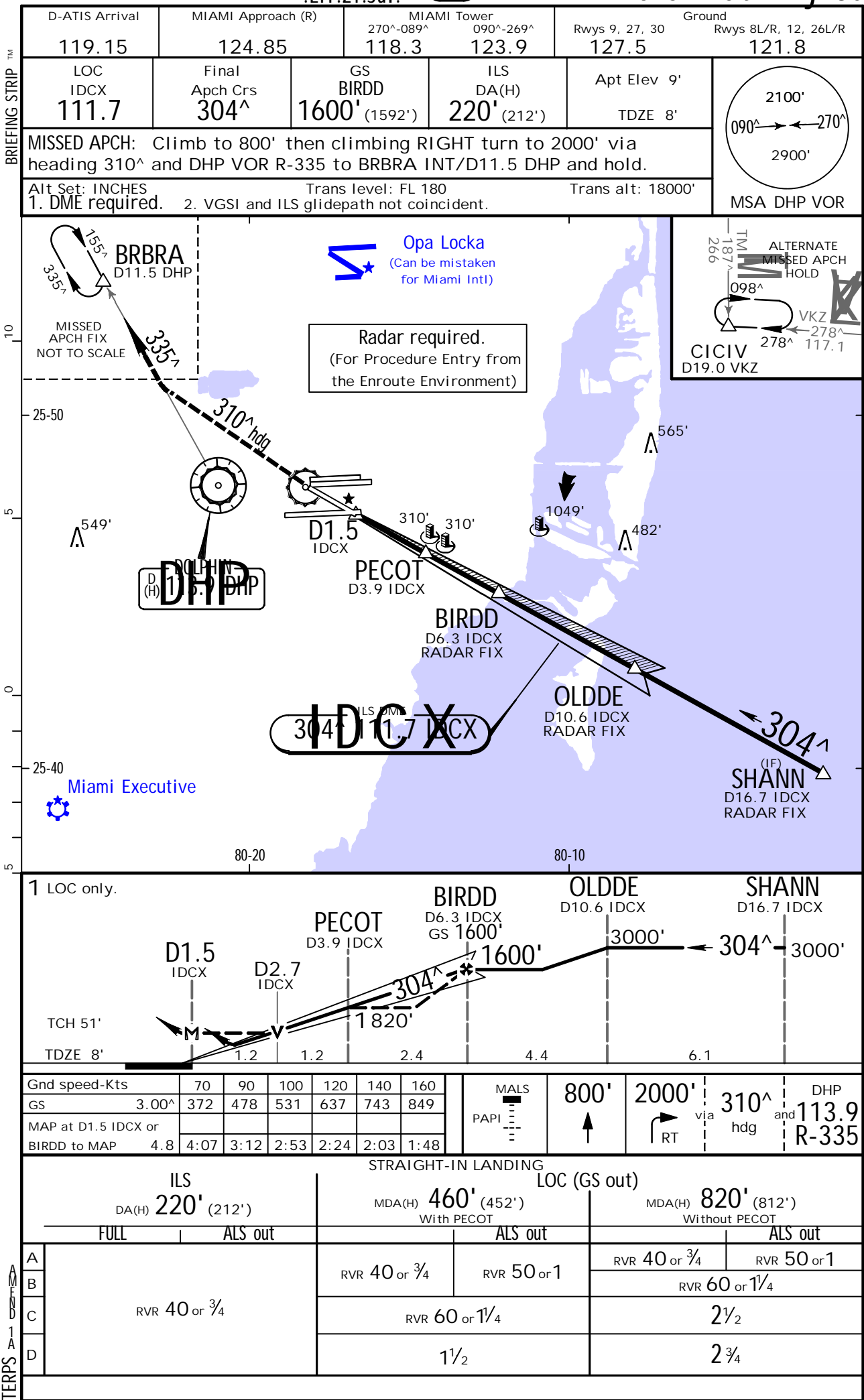
ILS		STRAIGHT-IN LANDING		LOC (GS out)	
DA(H) 208' (200')		MDA(H) 560' (552') with TINKE		MDA(H) 1300' (1292') without TINKE	
FULL		RAIL/ALS out		RAIL/ALS out	
A	RVR 24 or 1½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾
B					RVR 60 or 1¼
C					
D			RVR 60 or 1¼	1¾	3

LINE 3 - RWYWD 20 21 JUL 2010

KMIA/MIA
MIAMI INTL

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

MIAMI, FLA
ILS or LOC Rwy 30

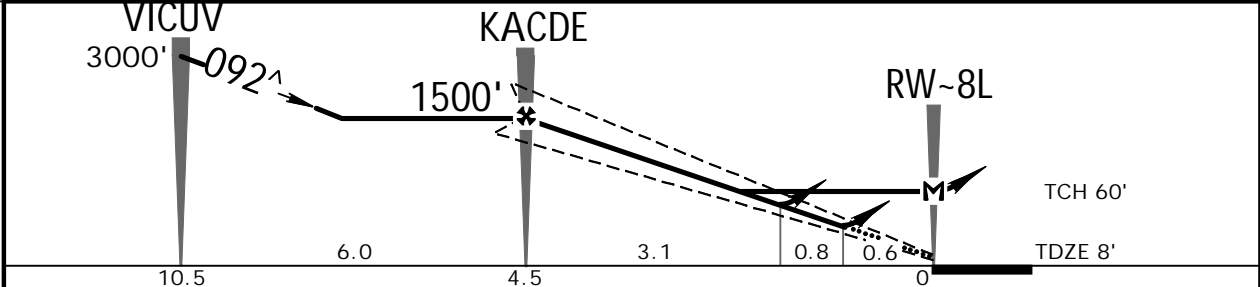
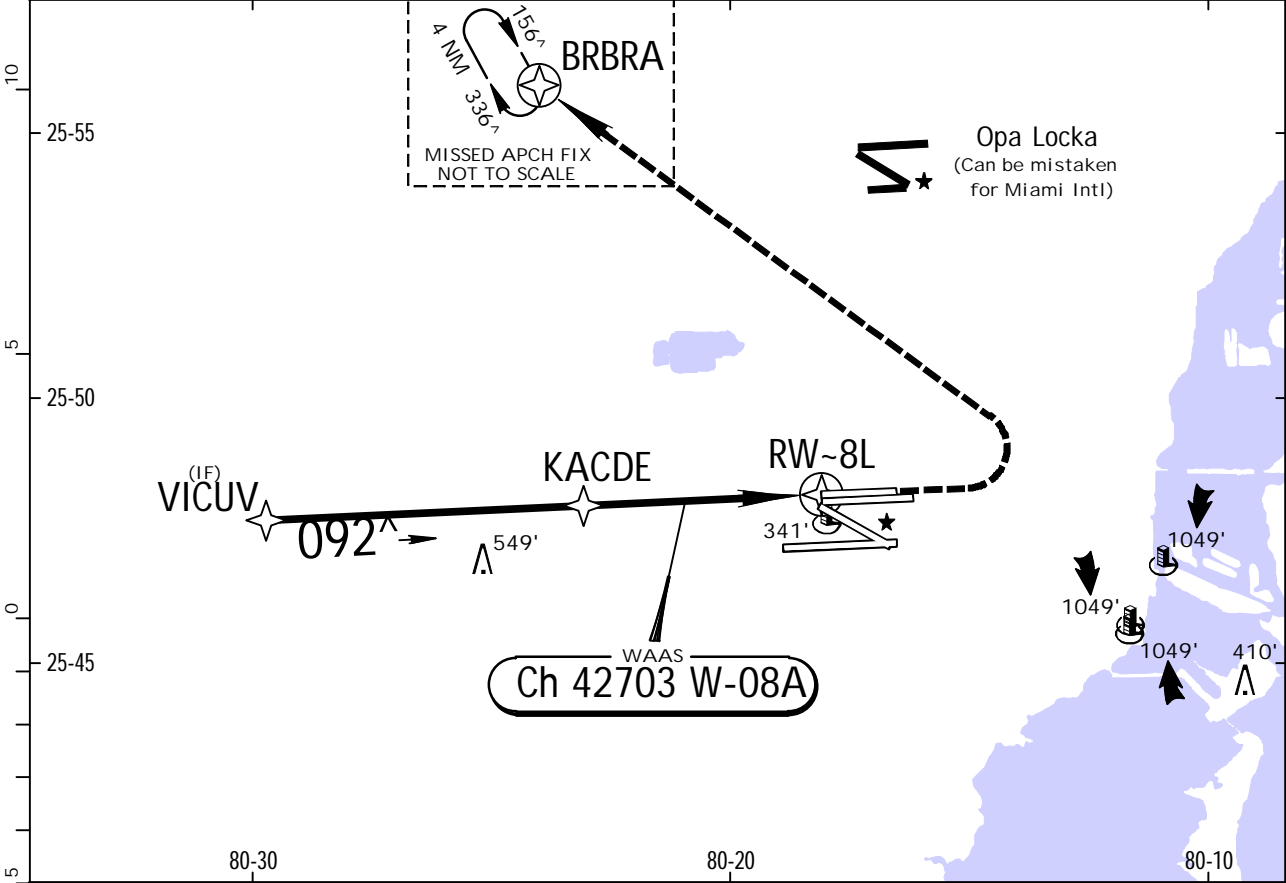


KMIA/MIA
MIAMI INTL

9 OCT 15 12-1

MIAMI, FLA
RNAV (GPS) Rwy 8L

D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower		Ground	
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
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 Trans level: FL 180 Trans alt: 18000'					
1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5^C (41^F) or above 54^C (130^F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 9. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. Helicopter visibility reduction below RVR 5000 not authorized.					



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

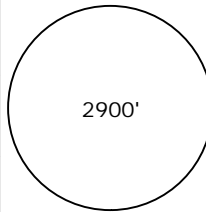
MIAMI INTL

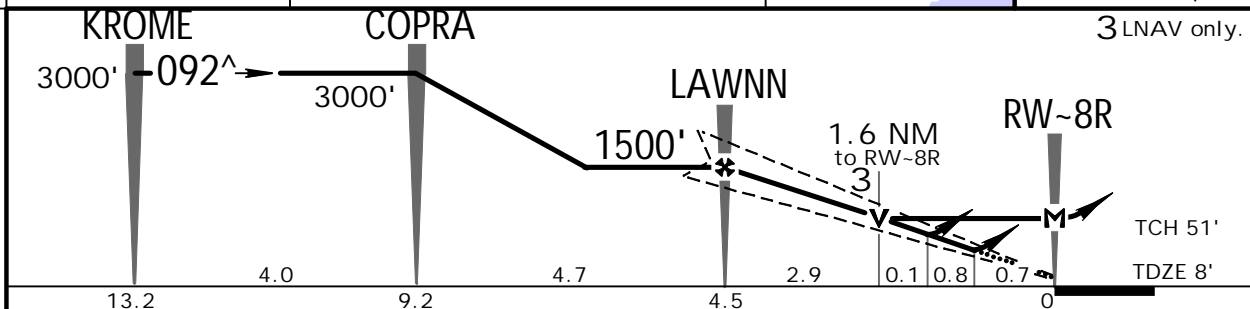
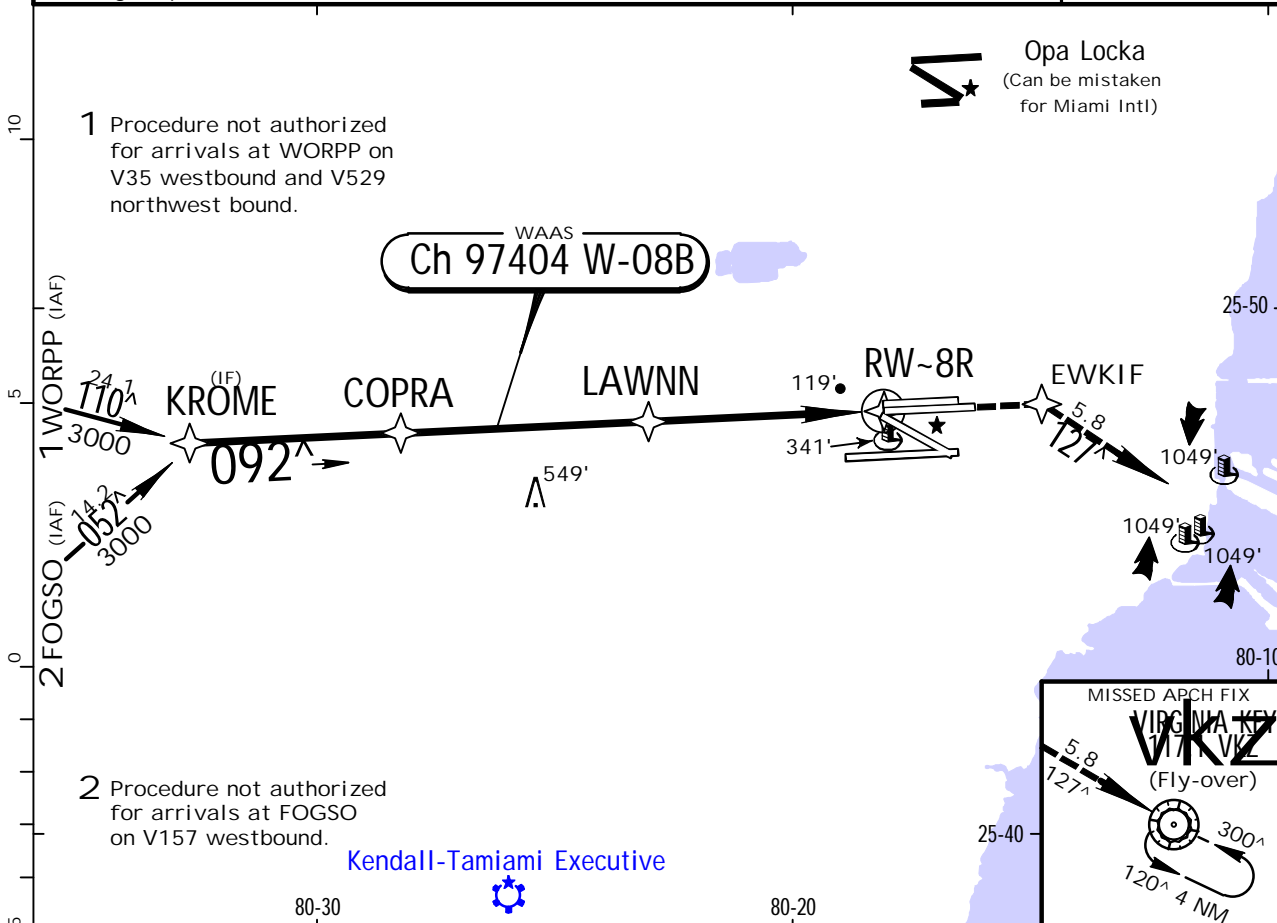
9 OCT 15 (12-2)

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.						



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	RVR 50 or 1	1 1/2
D					RVR 60 or 1/4	1 3/4

TERPS AMEND 1A 30 MAY 2013

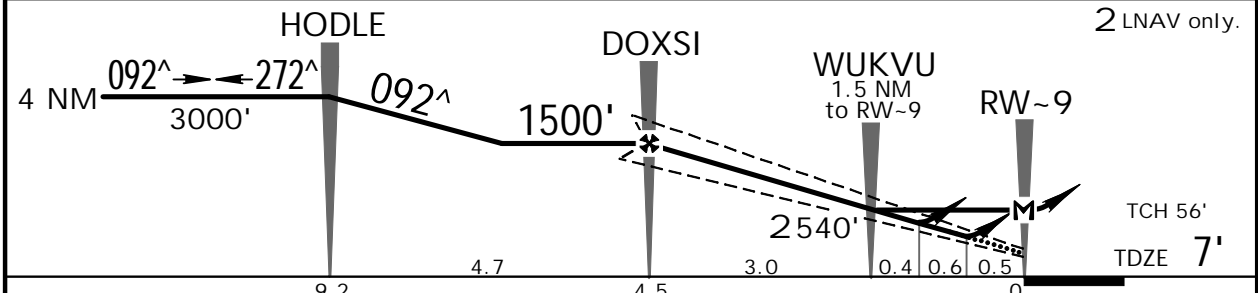
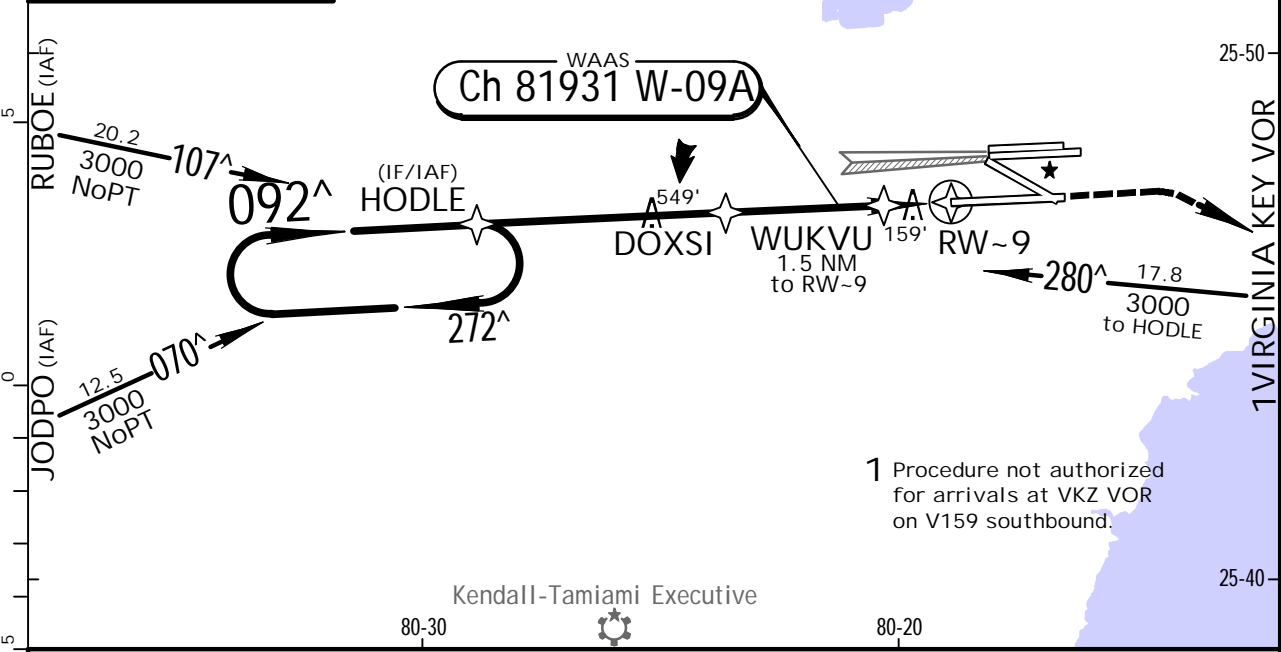
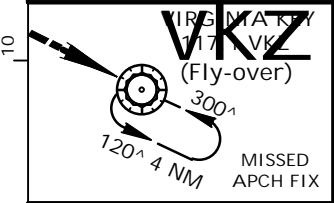
KMIA/MIA
MIAMI INTL

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	MALS	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											

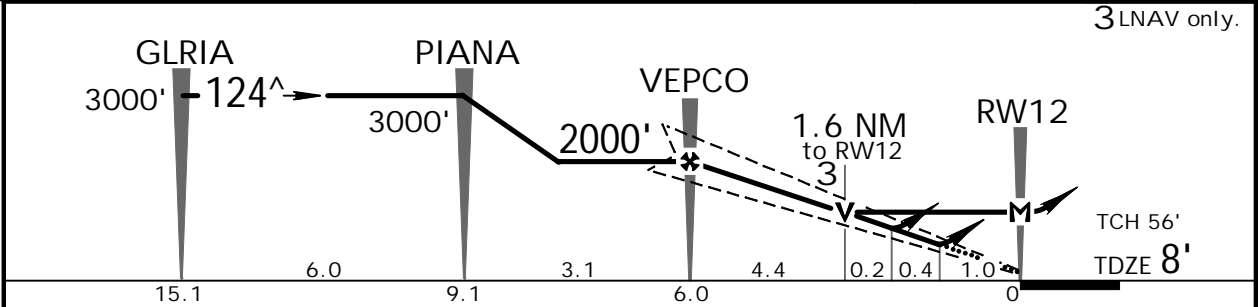
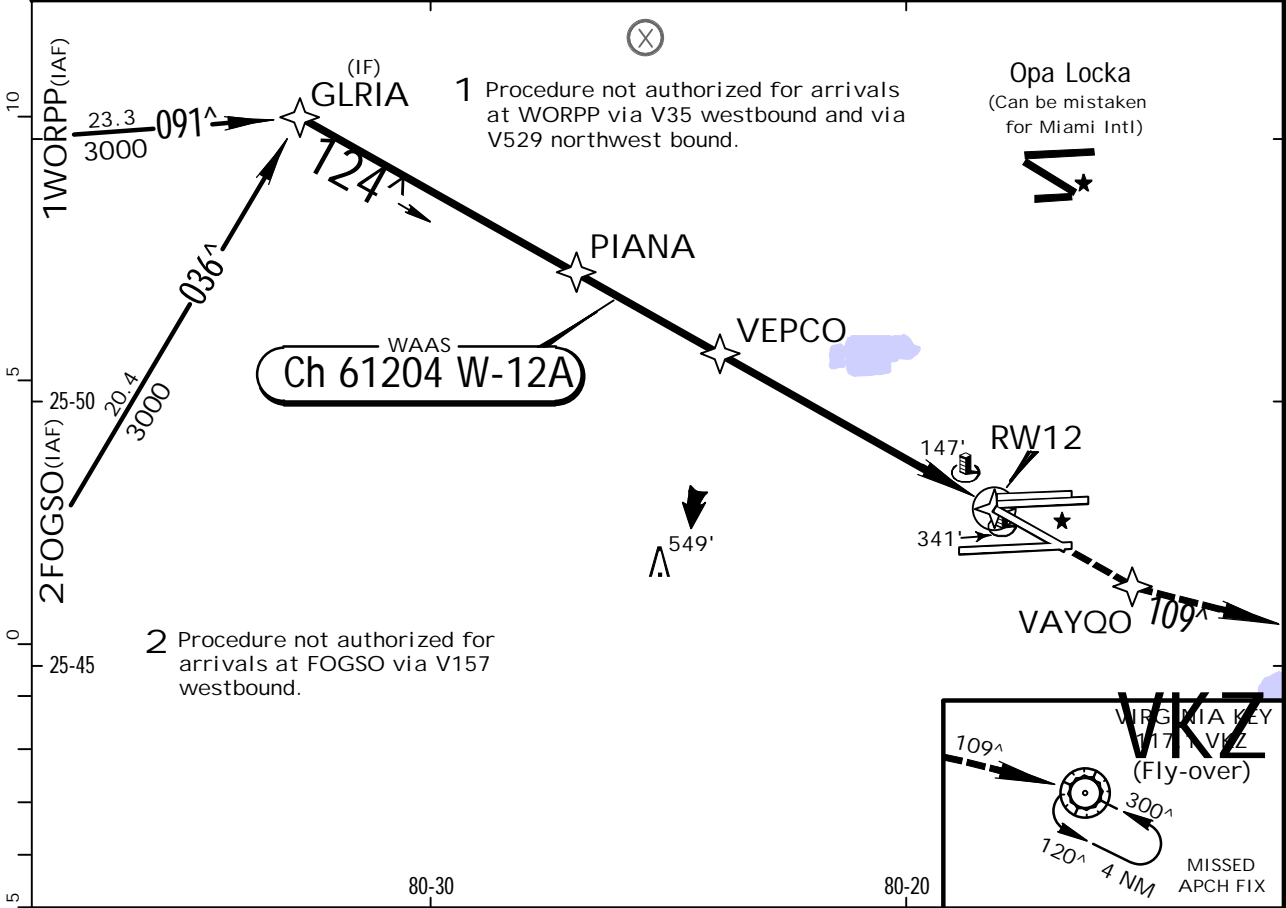
TERPS			STRAIGHT-IN LANDING RWY 9			LNAV		
LPV DA(H) 207' (200')			LNAV/VNAV DA(H) 428' (421')			LNAV MDA(H) 460' (453')		
RAIL or ALS out			RAIL out ALS out			RAIL out ALS out		
A						RVR 40 or 3/4	RVR 40 or 3/4	RVR 55 or 1
B								
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 46 or 7/8	RVR 50 or 1	1 3/8	RVR 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 Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 49^C (120^F). 3. VGSI and RNAV glidepath not coincident. 4. Visibility reduction by helicopters not authorized. 5. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided.					



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		STRAIGHT-IN LANDING RWY 12		LNAV	
DA(H) 390' (382')		LNAV/VNAV DA(H) 506' (498')		LNAV MDA(H) 600' (592')	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out	
A				RVR 40 or 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

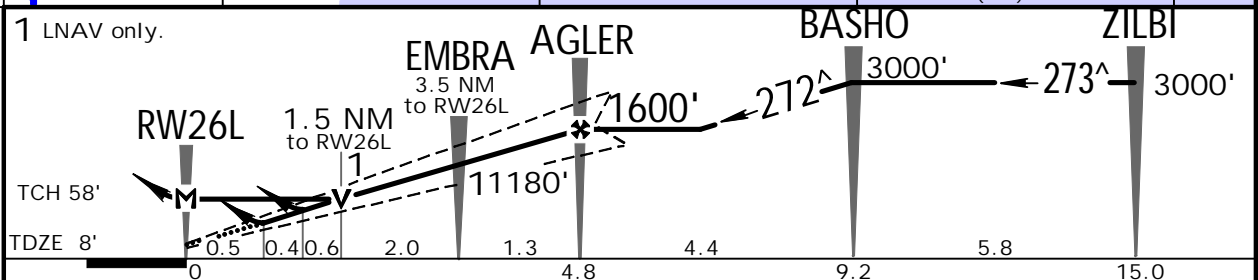
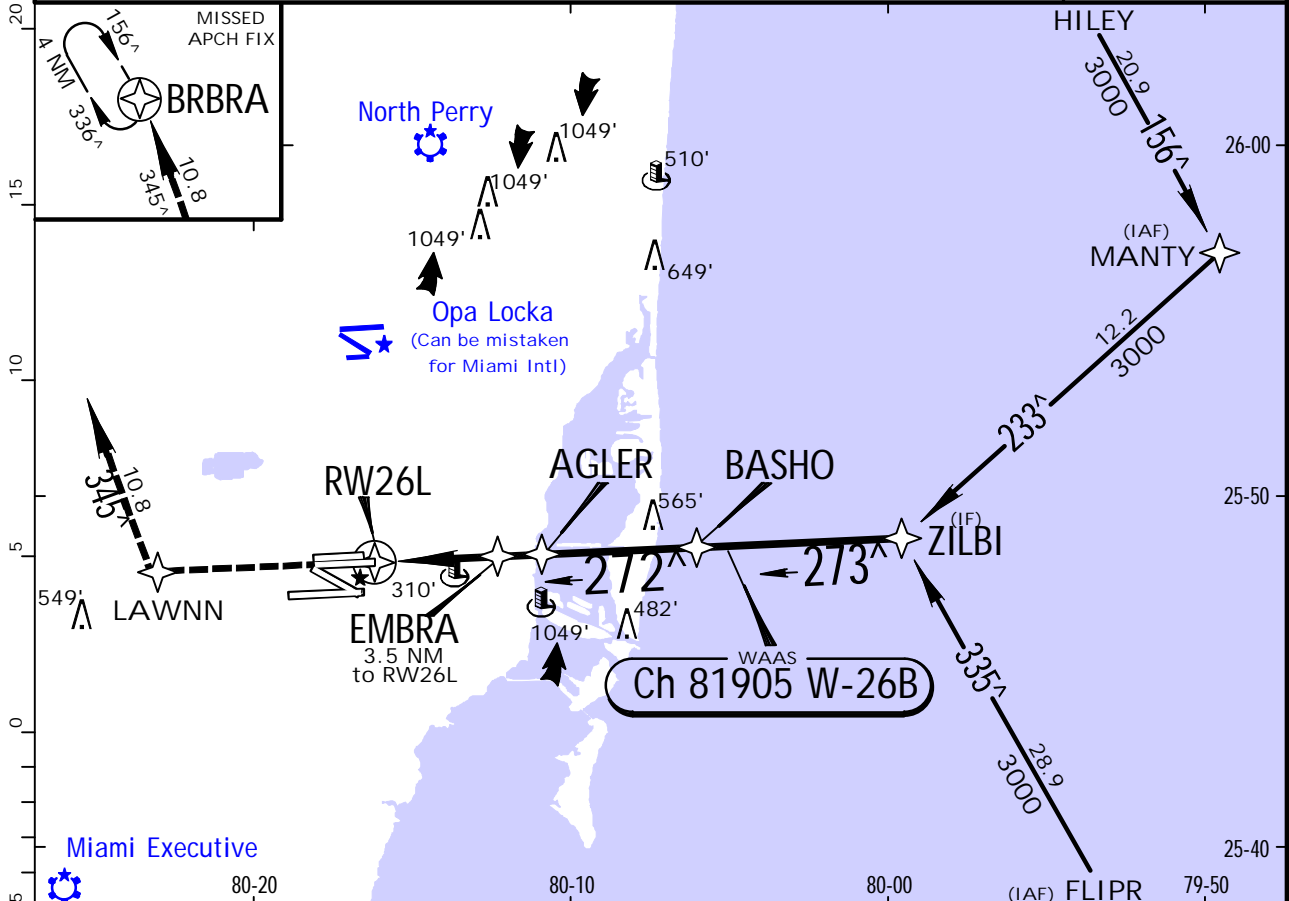
KMIA/MIA

MIAMI INTL

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

RNAV (GPS) Z Rwy 26L
MIAMI, FLA

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		LNAV/VNAV		LNAV	
DA(H) 208' (200')		DA(H) 348' (340')		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

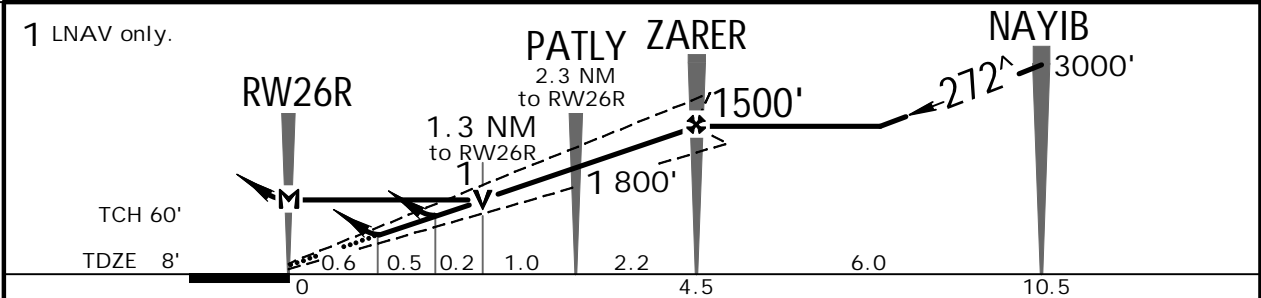
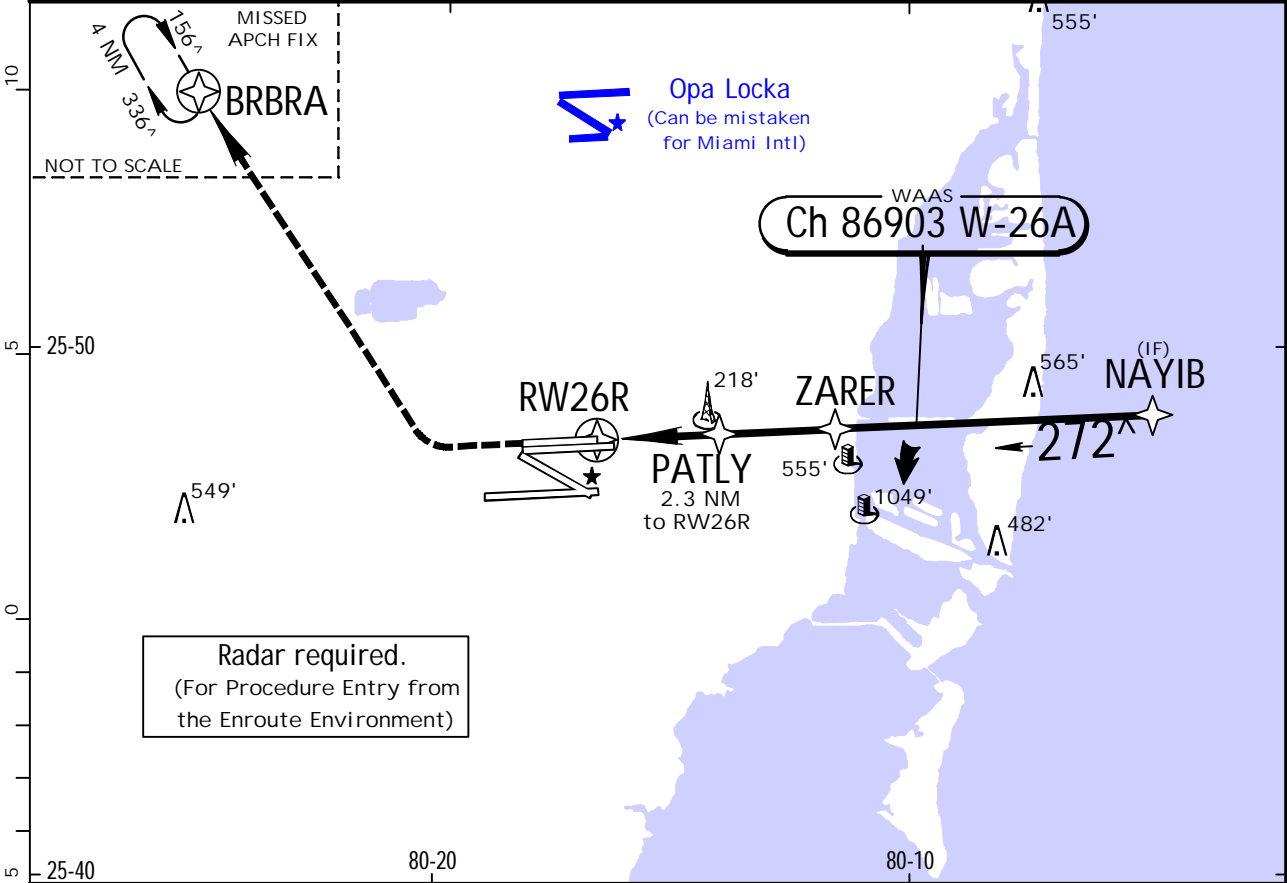
(12-6)

.Eff.21.Jul.

RNAV (GPS) Rwy 26R

MIAMI, FLA

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 86903 W-26A	Final Apch Crs 272^	Minimum Alt ZARER 1500' (1492')	LPV DA(H) 265' (257')	Apt Elev 9' TDZE 8'	<div></div> <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					



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

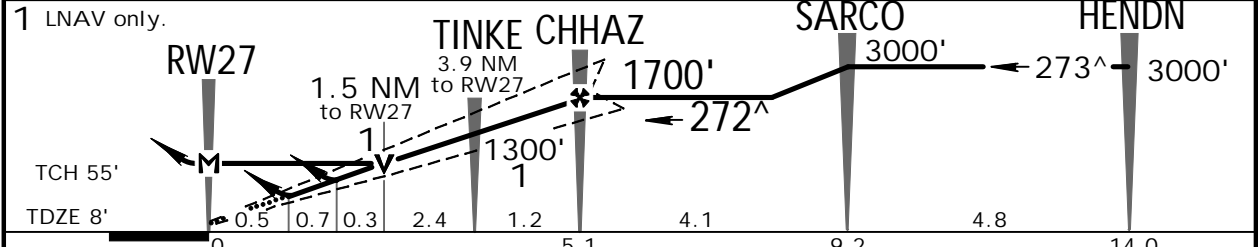
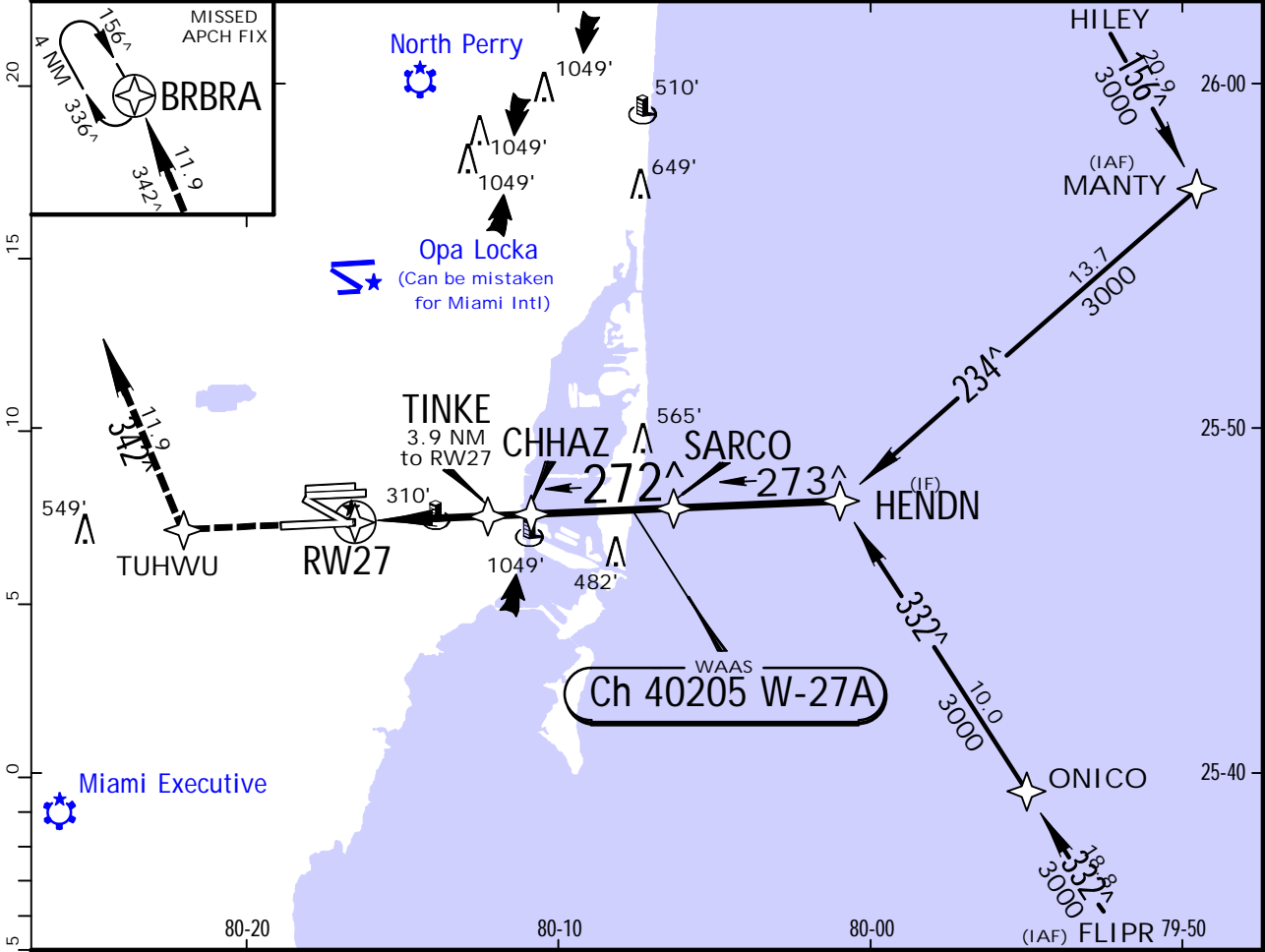
TERPS.		STRAIGHT-IN LANDING		1 LNAV	
LPV DA(H) 265' (257')		LNAV/VNAV DA(H) 433' (425')		MDA(H) 480' (472')	
A	3/4		1 3/8	1	
B					
C				1 3/8	
D					
1 LNAV procedure not authorized during simultaneous operations.					

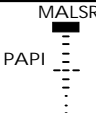

KMIA/MIA
MIAMI INTL

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	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW27										

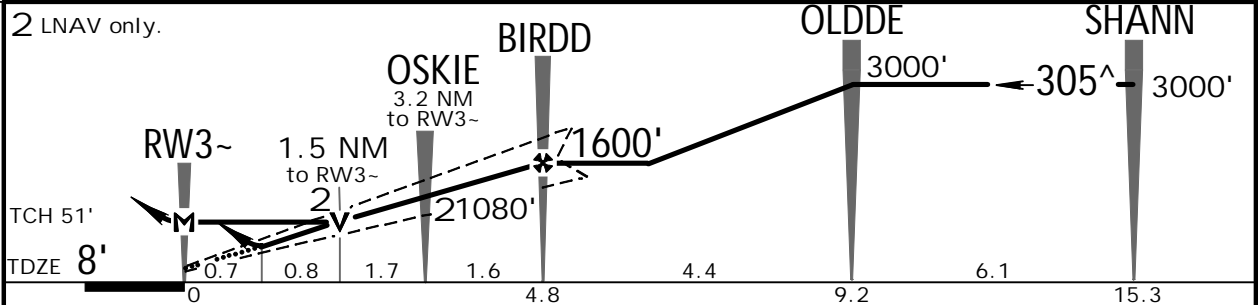
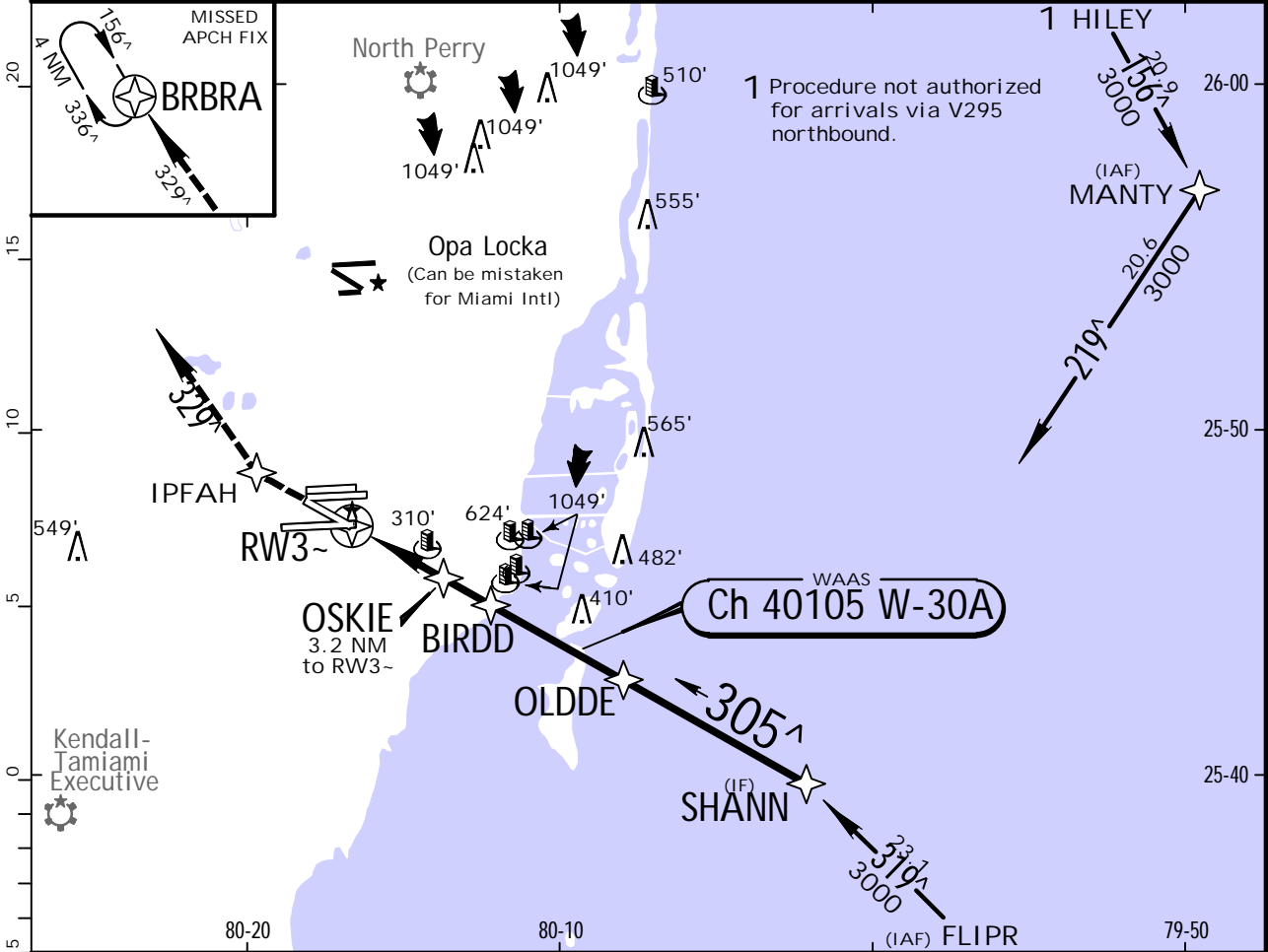
TERPS.		STRAIGHT-IN LANDING		LNAV	
LPV DA(H) 208' (200')		LNAV/VNAV DA(H) 440' (432')		LNAV MDA(H) 560' (552')	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A				RVR 24 or 1/2	RVR 50 or 1
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 3/8	
D				RVR 60 or 1/4	1 3/4

KMIA/MIA
MIAMI INTL

JEPPESEN
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	MAL S		3000'		IPFAH
Glide Path Angle	3.00°	372	478	531	637	743	PAPI		↑		
MAP at RW3~											

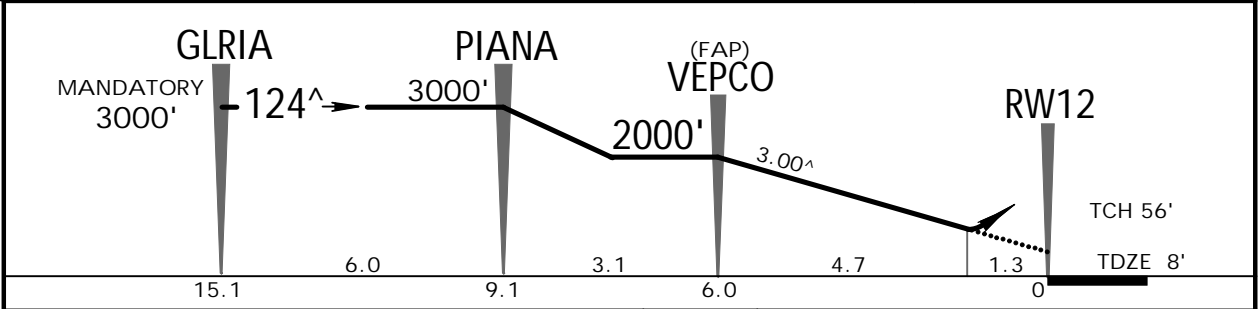
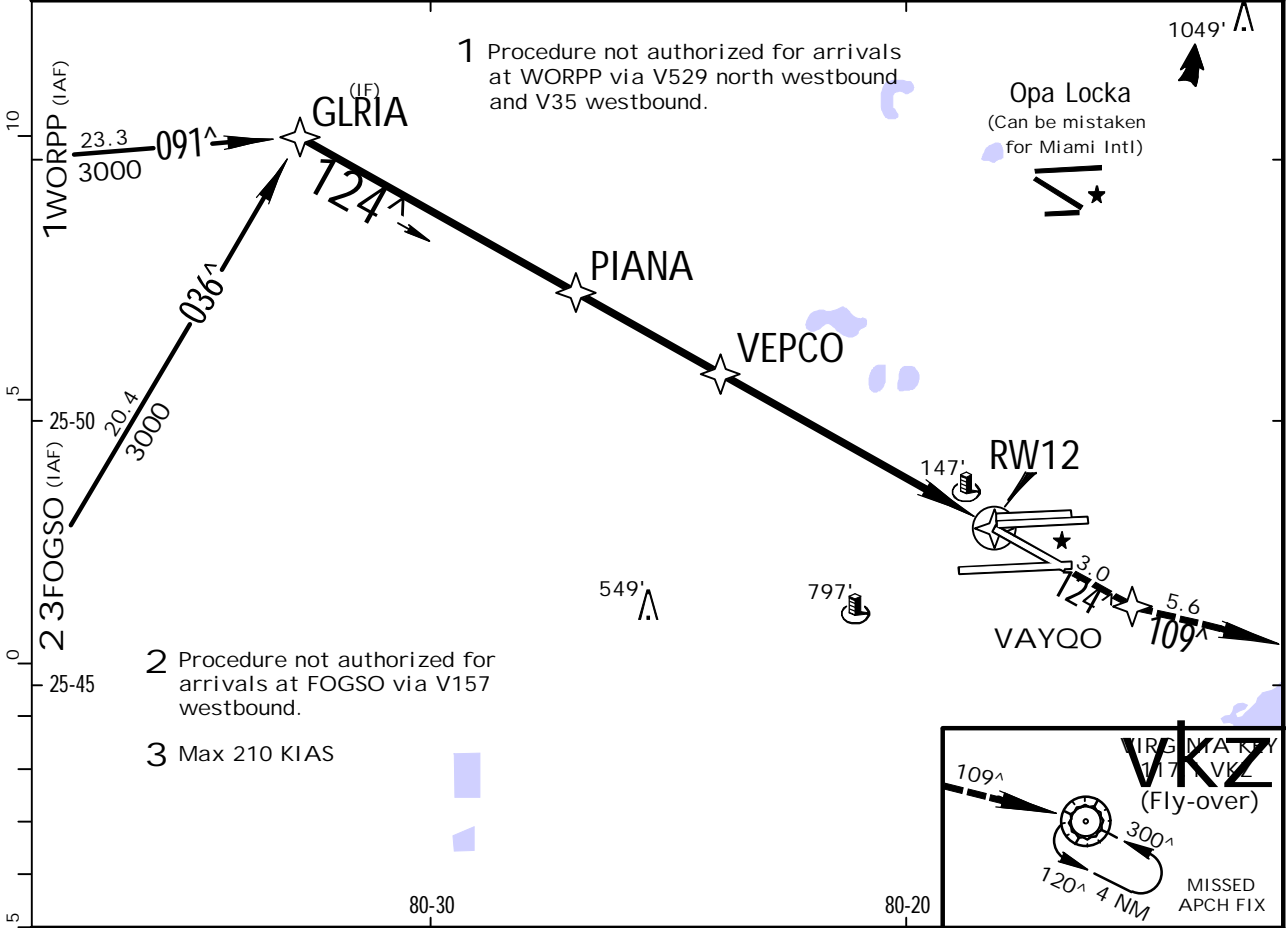
STRAIGHT-IN LANDING RWY 30					
LPV DA(H) 285' (277')			LNAV MDA(H) 560' (552')		
ALS out			ALS out		
RVR 50 or 1			RVR 40 or 3/4		
			RVR 50 or 1		
			1 1/2		
			1 3/4		

KMIA/MIA
MIAMI INTL

JEPPESSEN
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

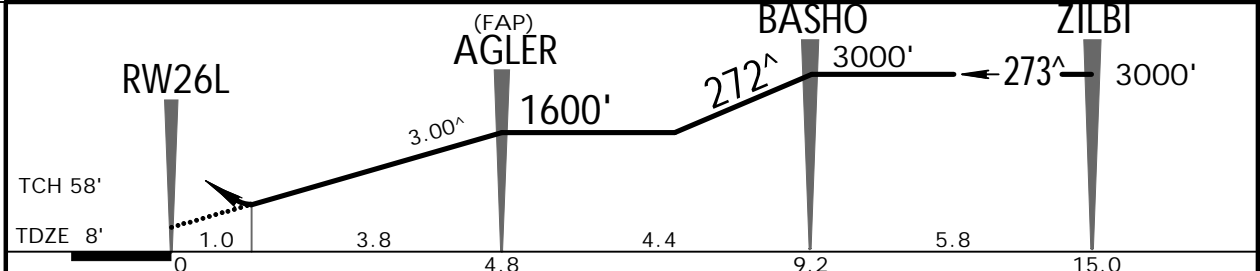
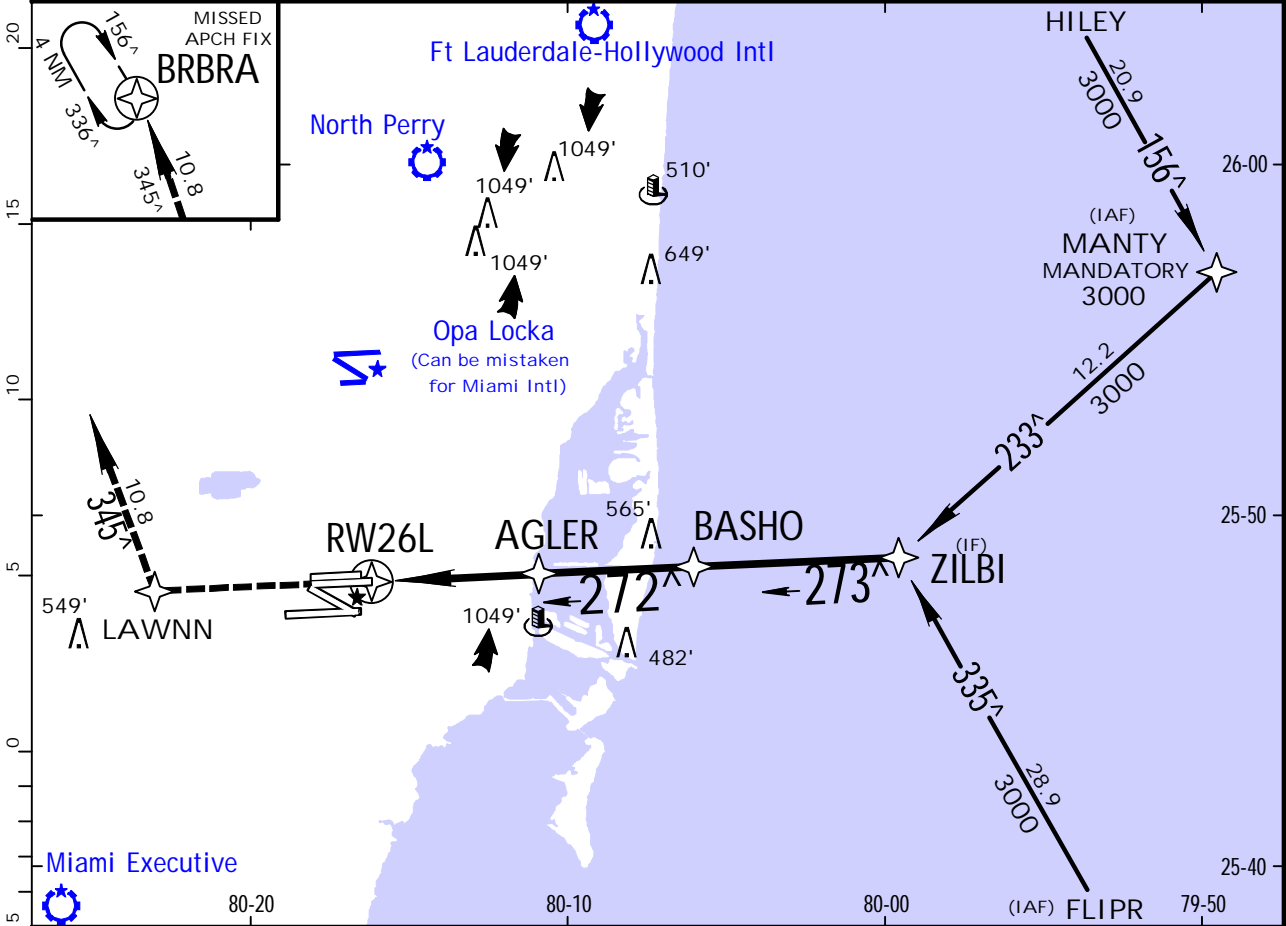
A	RVR 50 or 1	1½
B		
C		
D		



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^	090^~269^	Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30
			118.3	123.9	121.8	127.5
RNAV	Final Apch Crs 272^	Minimum Alt AGLER 1600' (1592')	RNP 0.20 DA(H) 370' (362')	Apt Elev 9' TDZE 8'	<div>2900'</div> <div>MSA RW26L</div>	
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').						



Gnd speed-Kts	70	90	100	120	140	160		2000'		LAWNN
Glide Path Angle 3.00°	372	478	531	637	743	849				
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	
B			
C			
D	RVR 60 or 1/4	1 3/8	

KMIA/MIA

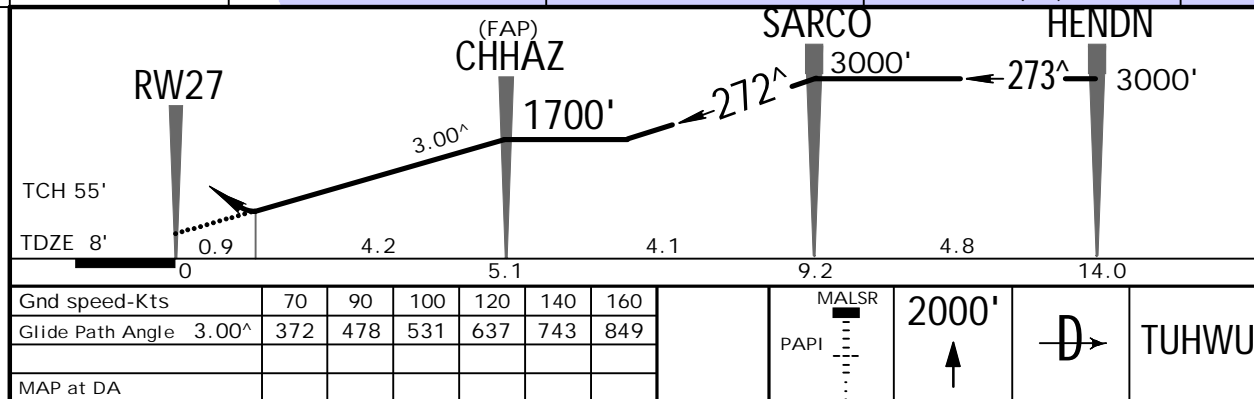
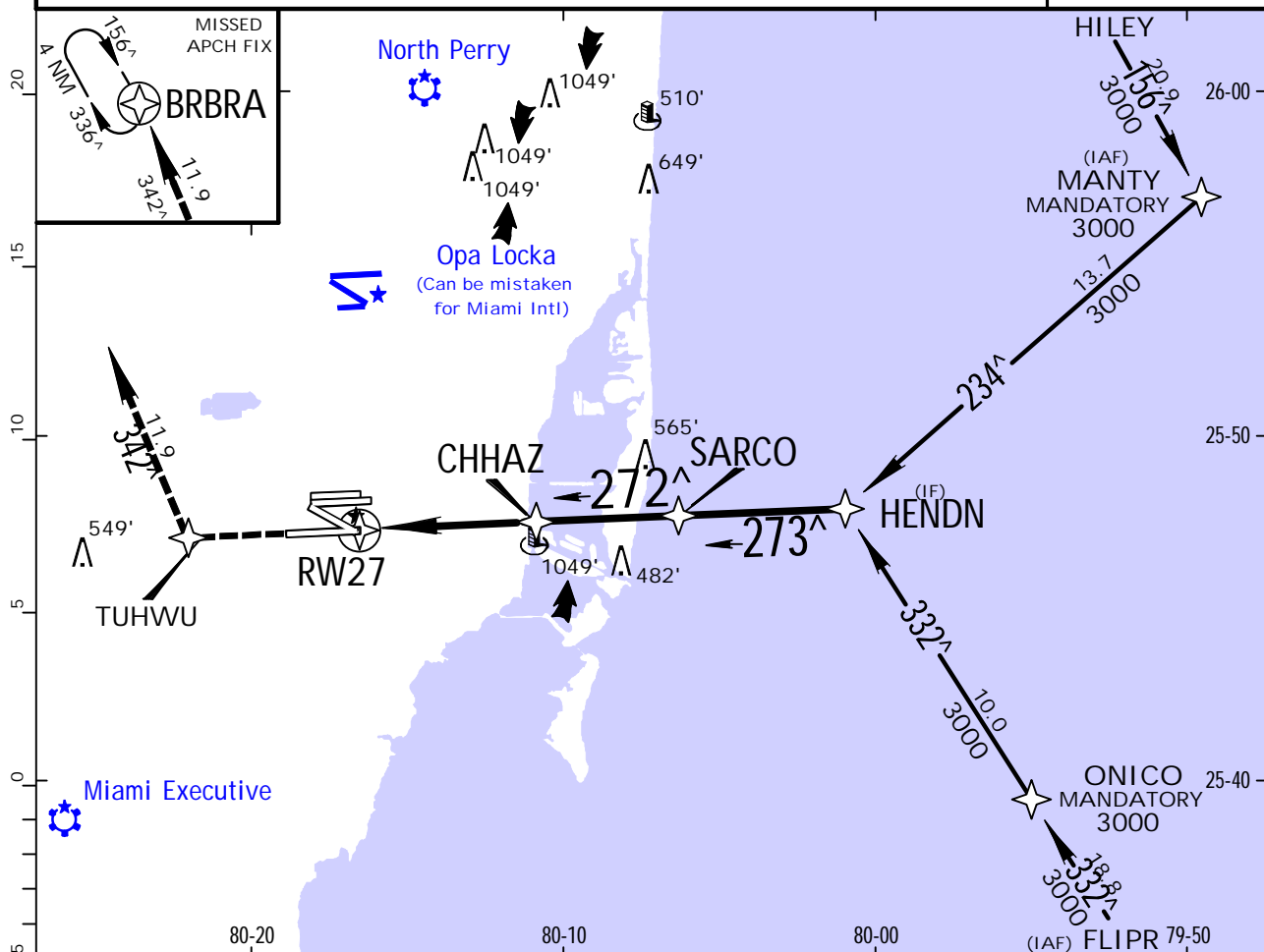
MIAMI INTL

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^	090°-269^	Rwys 9, 27, 30	Rwys 8L/R, 12, 26L/R	
		118.3	123.9	127.5	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').						



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	RVR 30 or 5/8	RVR 50 or 1	RVR 45 or 7/8
B			
C			
D			

TERPS AMEND 2 21 JUL 2016

KMIA/MIA

MIAMI INTL

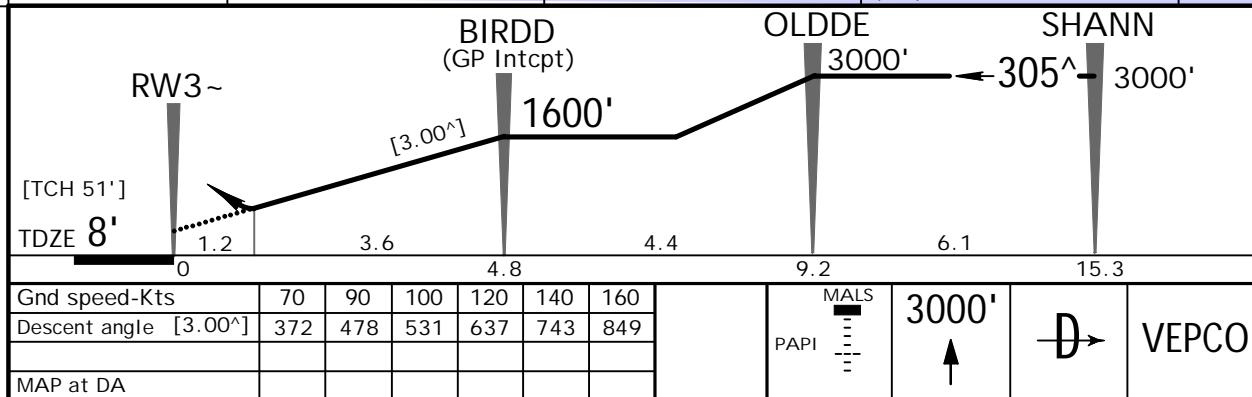
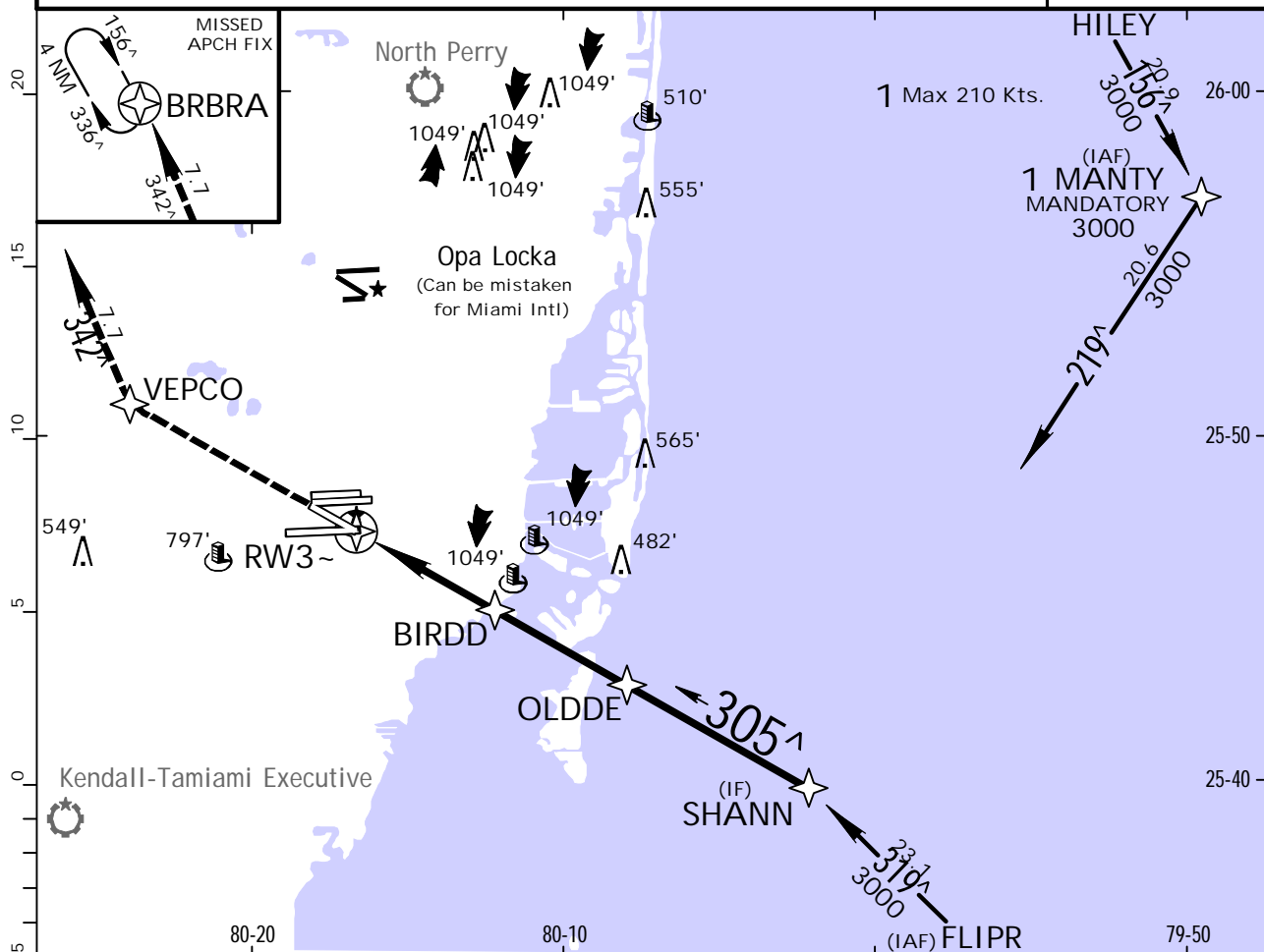
24 JUN 11 **12-24**

MIAMI, FLA

RNAV (RNP) Y Rwy 30

BRIEFING STRIP™

D-ATIS Arrival	MIAMI Approach (R)		MIAMI Tower		Ground	
119.15	124.85		270°-089^ 118.3	090°-269^ 123.9	Rwys 9, 27, 30 127.5	Rwys 8L/R, 12, 26L/R 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 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.						
Trans level: FL 180			Trans alt: 18000'			



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

Chart changes since cycle 14-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SARASOTA/BRADENTON, FL (SARASOTA-BRADENTON INTL - KSRQ)				
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

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 KSRQ

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.