

## List of pages in this Trip Kit

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Terminal Charts For KMIA

Revision Letter For Cycle 07-2023

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## 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: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1058 Z  
Sunset: 2345 Z

## Runway Information

Runway: 08L  
Length x Width: 8600 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 9 ft  
Lighting: Edge, Centerline, REIL

Runway: 08R  
Length x Width: 10506 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 9 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 09  
Length x Width: 13016 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 8 ft  
Lighting: Edge, ALS, Centerline

Displaced Threshold: 1358 ft

Runway: 12

Length x Width: 9360 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 9 ft

Lighting: Edge, ALS, Centerline

Runway: 26L

Length x Width: 10506 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 9 ft

Lighting: Edge, ALS, Centerline

Runway: 26R

Length x Width: 8600 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 9 ft

Lighting: Edge, Centerline, REIL

Runway: 27

Length x Width: 13016 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 9 ft

Lighting: Edge, ALS, Centerline

Displaced Threshold: 261 ft

Runway: 30

Length x Width: 9360 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 9 ft

Lighting: Edge, ALS, Centerline

Displaced Threshold: 945 ft

## Communication Information

ATIS: 133.675 Departure Service

ATIS: 119.150 Arrival Service

Miami Tower: 123.900

Miami Tower: 118.300 Initial Contact

Miami Ground: 121.800

Miami Ground: 127.500

Miami Gates Ramp/Taxi: 130.325

Miami Gates Ramp/Taxi: 130.500

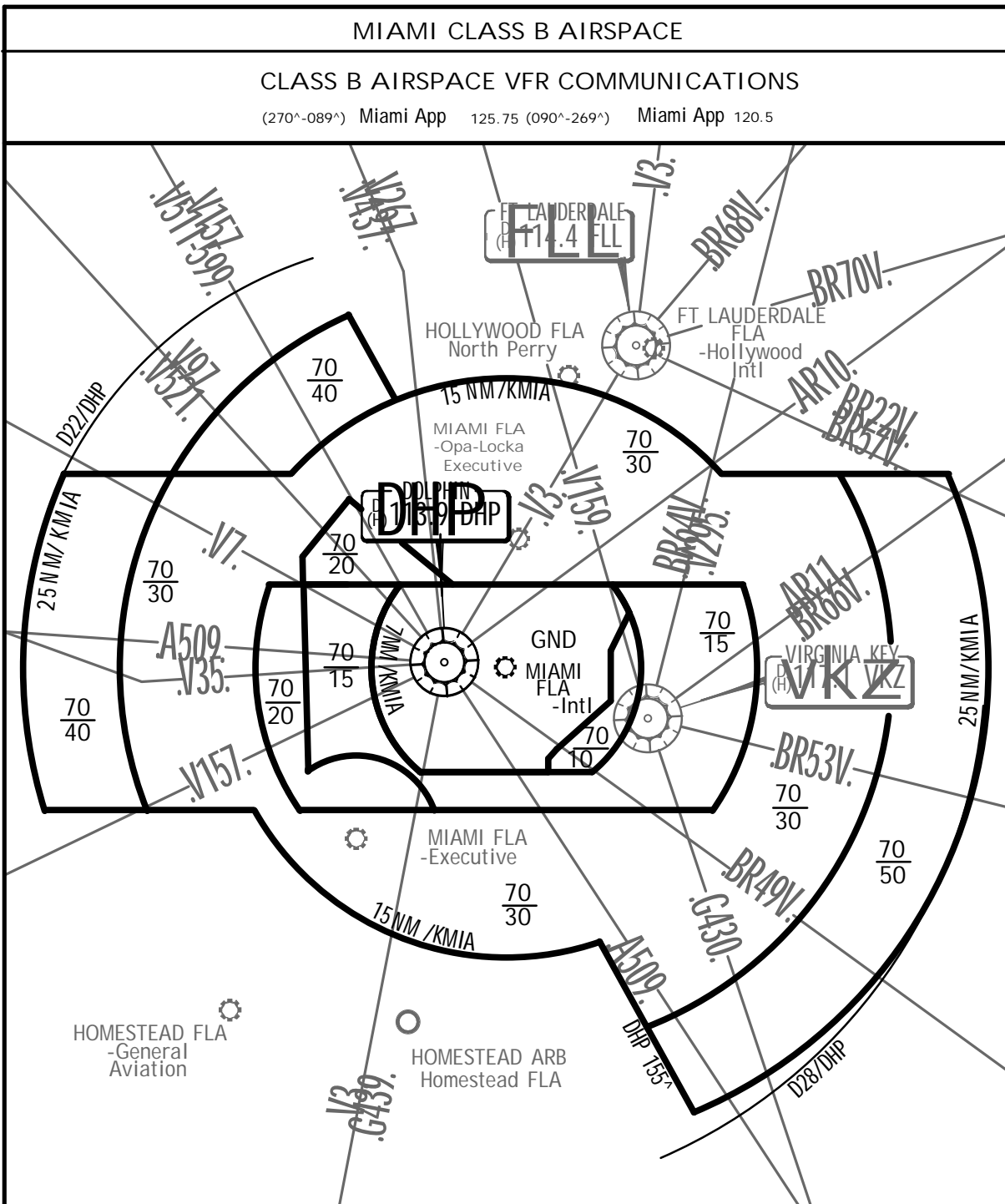
Miami Gates Ramp/Taxi: 130.950

Miami Gates Ramp/Taxi: 131.600

Miami Gates Ramp/Taxi: 132.375

Miami Gates Ramp/Taxi: 129.075

Miami Gates Ramp/Taxi: 129.000  
Miami Gates Ramp/Taxi: 128.025  
Miami Gates Ramp/Taxi: 120.350  
Miami Clearance Delivery: 135.350  
Miami Approach: 133.775  
Miami Approach: 124.850 (270°-89°) Initial Contact  
Palm Beach Approach: 124.600  
Miami Approach: 125.500  
Miami Approach: 125.750 (270°-89°)  
Miami Approach: 26.302 Military  
Miami Approach: 31.770 Military  
Miami Approach: 31.820 Military  
Miami Approach: 32.252 Military  
Miami Approach: 35.022 Military  
Miami Approach: 126.050  
Miami Approach: 35.410 Military  
Miami Approach: 37.092 Military  
Miami Approach: 37.190 Military  
Miami Approach: 128.600  
Miami Approach: 118.100  
Miami Approach: 119.450  
Miami Approach: 119.700  
Miami Approach: 120.500 (90°-269°)  
Miami Airport Radar Service Area: 119.700  
Miami Airport Radar Service Area: 128.600  
Miami Terminal Control Area: 120.500 (90°-269°)  
Miami Terminal Control Area: 125.750 (270°-89°)  
Miami Departure: 119.700  
Miami Departure: 120.500 (90°-269°)  
Miami Departure: 125.500 (90°-269°)  
Miami Departure: 125.750 (270°-89°)  
Miami Departure: 119.450 (270°-89°) Initial Contact  
Miami Departure: 126.050  
Miami Departure: 128.600  
Miami Departure: 35.410 Military  
Miami UNICOM: 123.000  
Miami Radar: 125.250 (120°-300°) Out to 25 mi.



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

**FLIGHT PROCEDURES**

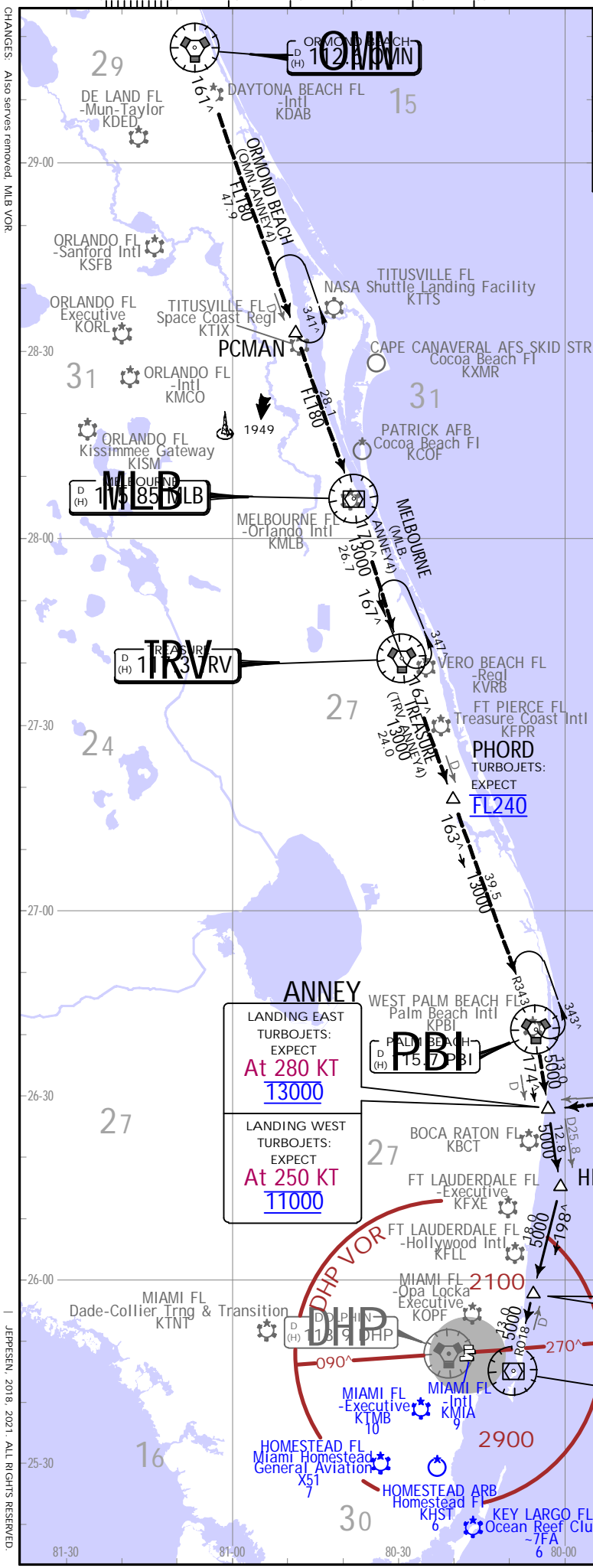
IFR Flights-Aircraft within the Class B airspace are required to operate in accordance with ATC clearances and instructions.

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.

KMIA/MIA  
MIAMI INTL

D-ATIS 119.15	Apt Elev See Graphic	Alt set: INCHES 1. DME required. 2. RADAR required. 3. Turbojets and turboprops only.	Trans level: FL180
<b>ANNEY 4 ARRIVAL (ANNEY.ANNEY4)</b>			
ROUTING			
From over ANNEY on PBI R174 to HILEY, then on VKZ R018 to KAINS, then on VKZ R018 to VKZ VOR. EXPECT RADAR vectors to final approach course after KAINS.			



**ANNEY**

LANDING EAST  
TURBOJET:  
EXPECT  
**At 280 KT**  
13000

LANDING WEST  
TURBOJET:  
EXPECT  
**At 250 KT**  
11000

**PBI**

D (H) 15.7 PBI

**KAINS**

EXPECT RADAR vectors to final approach course after KAINS

**VKZ**

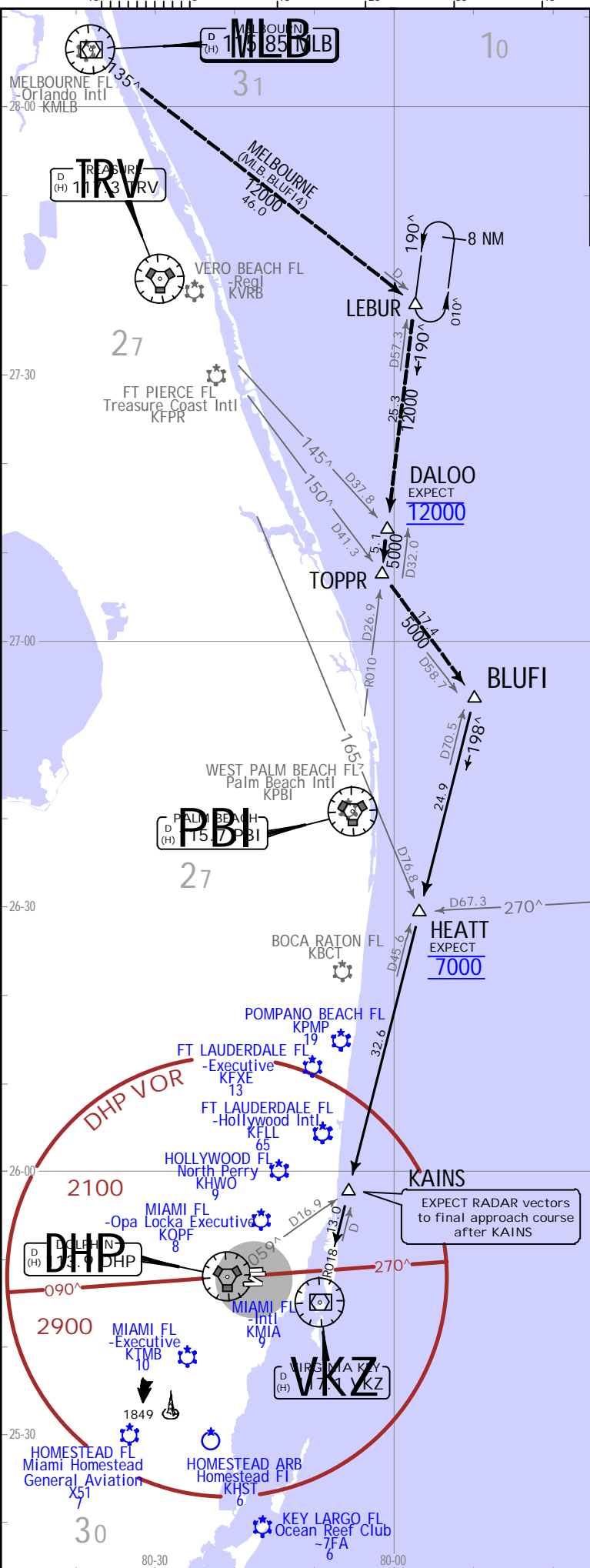
D (H) 11.1 VKZ

**ZFP**

D (H) 11.2 ZFP

**ANNEY 4 ARRIVAL (ANNEY.ANNEY4)**

CHANGES: Also services removed: MLB.VOR



D-ATIS 119.15	Apt Elev See Graphic	Alt set: INCHES Trans level: FL180 1. RADAR required. 2. MELBOURNE Transition available to Miami Intl, Homestead ARB, Miami Homestead General Aviation, Ocean Reef Club and Miami Executive arrivals only when Miami Intl is landing West. 3. Turboprops only.
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**BLUFI 4 ARRIVAL (BLUFI.BLUFI4)**

**ROUTING**

From over BLUFI on VKZ R018 to HEATT, KAINS and VKZ VOR. EXPECT RADAR vectors to final approach course after KAINS.

KIA/MIA  
MIAMI INTL

6 AUG 21  
JEPPESSEN  
10-2A  
Eff: 12 Aug.

MIAMI, FLA  
STAR

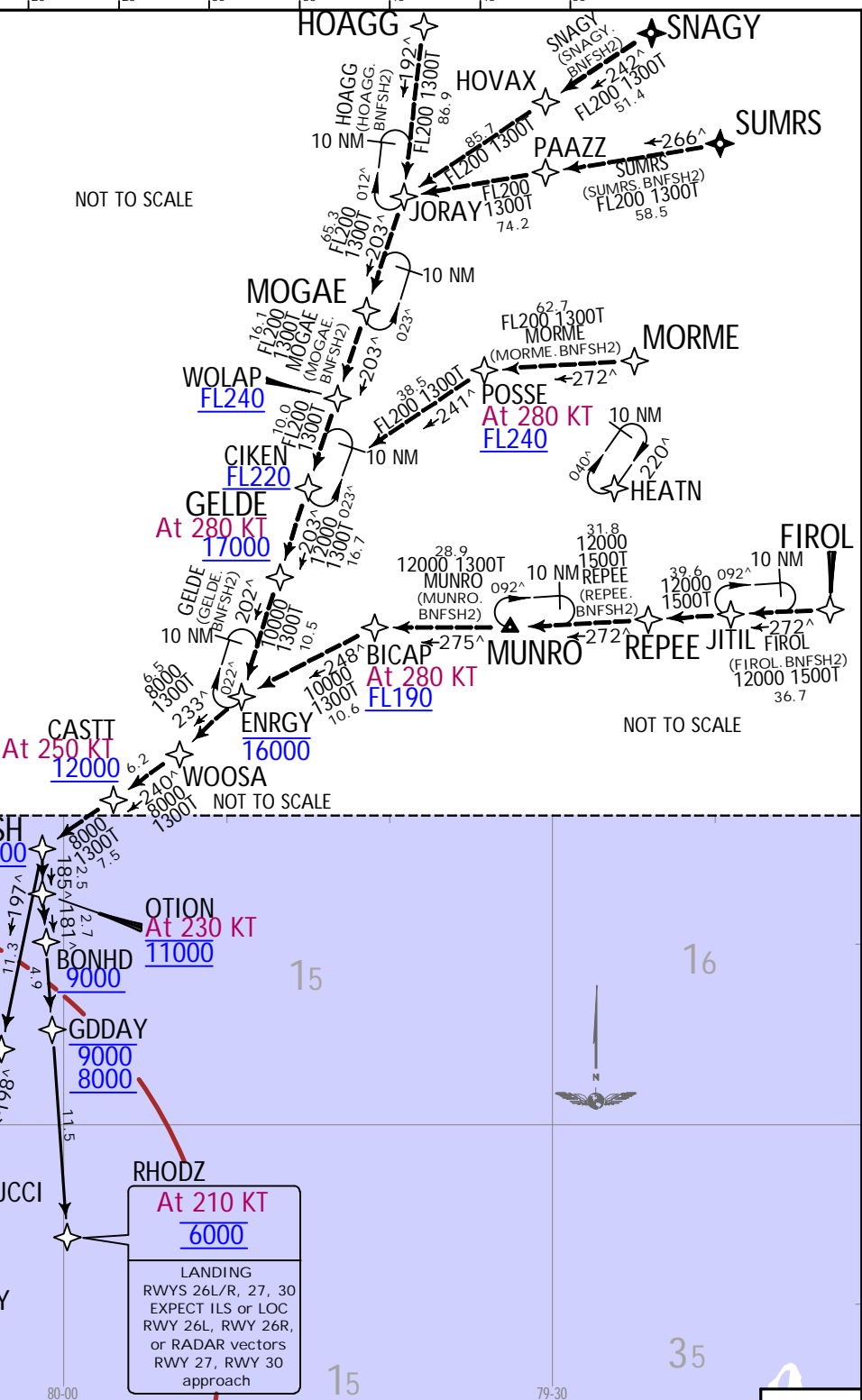
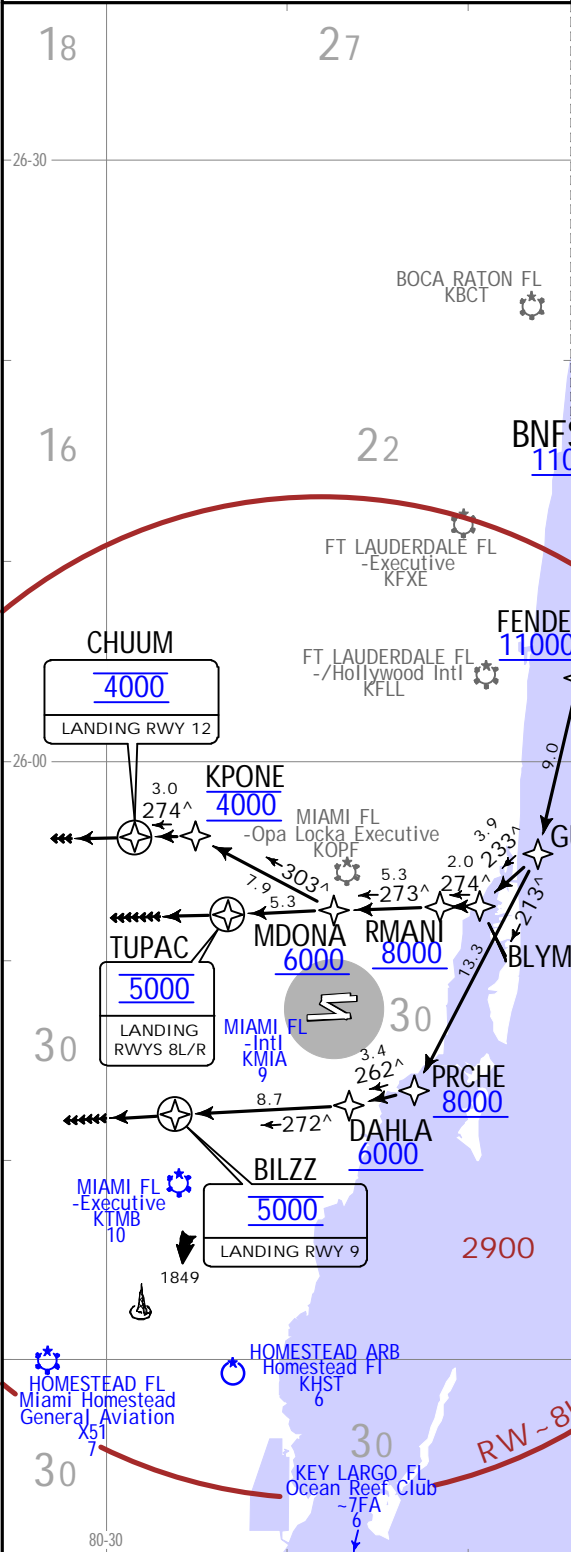
**BLUFI 4 ARRIVAL**  
**(BLUFI.BLUFI4)**

JEPPESSEN, 2018, 2021. ALL RIGHTS RESERVED.

CHANGES: Procedure revised / renumbered

K/MIA/MIA  
MIAMI INTL

D-ATIS <b>119.15</b>	Apt Elev See Graphic
Alt Set: INCHES Trans Level: FL180	
RNAV 1 - DME/DME/IRU or GPS SNAGY, FIROL, SUMRS, MORME transitions: GPS	
<ol style="list-style-type: none"> <li>1. RADAR required.</li> <li>2. Jet aircraft only, excluding EA50, E50P, SF50, C510, C525 aircraft, which should file TARPEN RNAV STAR.</li> <li>3. Landing EAST use Rwy 12 transition, landing WEST use Rwy 26R transition. EXPECT runway assignment from MIA approach prior to BNFSH.</li> <li>4. Do not file FIROL, MOGAE or GELDE transition - to be assigned by ATC.</li> <li>5. MUNRO transition for Grand Bahama departures only.</li> <li>6. REPEE transition for Abaco departures only.</li> </ol>	
<b>BNFSH 2 RNAV ARRIVAL (BNFSH.BNFSH2) (ALL RWYS)</b>	



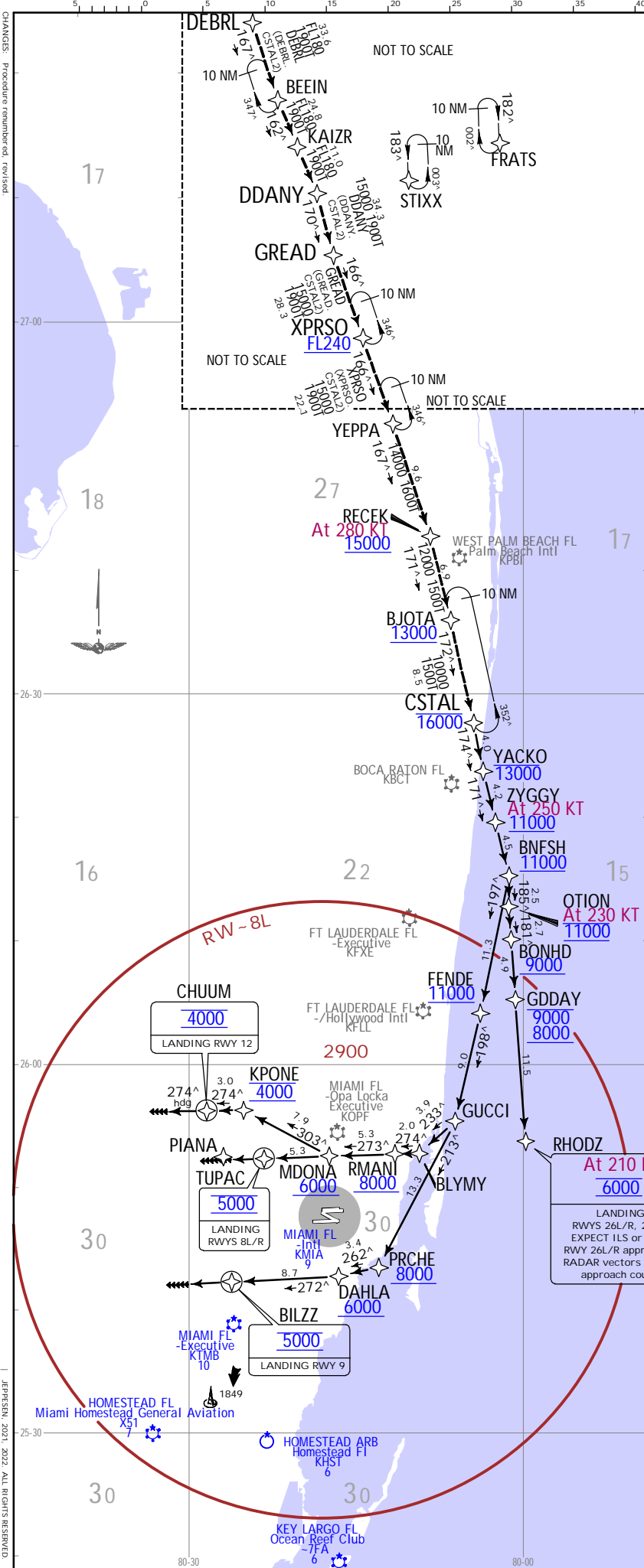
RWYS	ROUTING
8L/R	From BNFSH on track 197° to cross FENDE at or above 11000, then on track 198° to GUCCI, then on track 233° to BLYMY, then on track 274° to cross RMANI at or above 8000, then on track 273° to cross MDONA at or above 6000, then on track 273° to cross TUPAC at 5000, then on track 273°. EXPECT RADAR vectors to final approach course.
9	From BNFSH on track 197° to cross FENDE at or above 11000, then on track 198° to GUCCI, then on track 213° to cross PRCHE at or above 8000, then on track 262° to cross DAHLA at or above 6000, then on track 272° to cross BILZZ at 5000, then on track 272°. EXPECT RADAR vectors to final approach course.
12	From BNFSH on track 197° to cross FENDE at or above 11000, then on track 198° to GUCCI, then on track 233° to BLYMY, then on track 274° to cross RMANI at or above 8000, then on track 273° to cross MDONA at or above 6000, then on track 303° to cross KPONE at 4000, then on track 274° to cross CHUUM at 4000, then on track 274°. EXPECT RADAR vectors to final approach course.
26L/R, 27, 30	From BNFSH on track 185° to cross OTION at 11000 and at 230 KT, then on track 181° to cross BONHD at or above 9000, then on track 181° to cross GDDAY between 8000 and 9000, then on track 181° to cross RHODZ at 6000 and at 210 KT. EXPECT ILS or LOC Rwy 26L, Rwy 26R, or RADAR vectors Rwy 27, Rwy 30 approach.

**BNFSH 2 RNAV ARRIVAL  
(BNFSH.BNFSH2)  
(ALL RWYS)**

28 OCT 22  
**JEPPesen**  
 (10-2B) . EFF 3. NOV. RNAV STAR  
**MIAMI, FLA**

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D-ATIS <b>119.15</b>		Apt Elev See Graphic
Alt Set: INCHES Trans level: FL180		
RNAV 1 - DME/DME/IRU or GPS		
<ol style="list-style-type: none"> <li>1. RADAR required.</li> <li>2. Jet aircraft only, excluding EA5-, E5-P, SF5-, C51-, C525 aircraft, which should file TARPEN RNAV STAR.</li> <li>3. Landing EAST use Rwy 12 transition, landing WEST use Rwy 26R transition. EXPECT runway assignment from MIA approach prior to CSTAL.</li> <li>4. DDANY transition for KMCO, KORL, KSFB, KISM, KLEE departures only.</li> <li>5. Do not file GREAD or XPRSO transition - to be assigned by ATC.</li> </ol>		
<b>CSTAL 2 RNAV ARRIVAL (CSTAL.CSTAL2) (ALL RWYS)</b>		
RWY	ROUTING	
8L/R	From CSTAL on track 174° to cross YACKO at or below 13000, then on track 171° to cross ZYGGY at or above 11000 and at 250 KT, then on track 171° to cross BNFSH at or above 11000, then on track 197° to cross FENDE at or above 11000, then on track 198° to GUCCI, then on track 233° to BLYMY, then on track 274° to cross RMANI at or above 8000, then on track 273° to cross MDONA at or above 6000, then on track 273° to cross TUPAC at 5000, then on track 273°. EXPECT RADAR vectors to final approach course.	
9	From CSTAL on track 174° to cross YACKO at or below 13000, then on track 171° to cross ZYGGY at or above 11000 and at 250 KT, then on track 171° to cross BNFSH at or above 11000, then on track 197° to cross FENDE at or above 11000, then on track 198° to GUCCI, then on track 213° to cross PRCHE at or above 8000, then on track 262° to cross DAHLA at or above 6000, then on track 272° to cross BILZZ at 5000, then on track 272°. EXPECT RADAR vectors to final approach course.	
12	From CSTAL on track 174° to cross YACKO at or below 13000, then on track 171° to cross ZYGGY at or above 11000 and at 250 KT, then on track 171° to cross BNFSH at or above 11000, then on track 197° to cross FENDE at or above 11000, then on track 198° to GUCCI, then on track 233° to BLYMY, then on track 274° to cross RMANI at or above 8000, then on track 273° to cross MDONA at or above 6000, then on track 303° to cross KPONE at 4000, then on track 274° to cross CHUUM at 4000, then on heading 274°. EXPECT RADAR vectors to final approach course.	
26L/R, 27, 30	From CSTAL on track 174° to cross YACKO at or below 13000, then on track 171° to cross ZYGGY at or above 11000 and at 250 KT, then on track 171° to cross BNFSH at or above 11000, then on track 185° to cross OTION at 11000 and at 230 KT, then on track 181° to cross BONHD at or above 9000, then on track 181° to cross GDDAY between 8000 and 9000, then on track 181° to cross RHODZ at 6000 and at 210 KT. EXPECT ILS or RNAV RWY 26L/R approach or RADAR vectors to final approach course.	

**KMIA/MIA**  
 MIAMI INTL  
 13 MAY 22  
 (10-2C) EFF: 19 MAY 22  
 RNAV STAR  
**MIAMI, FLA**

**JEPPESSEN**  
 CSTAL 2 RNAV ARRIVAL  
 (CSTAL.CSTAL2)  
 (ALL RWYS)

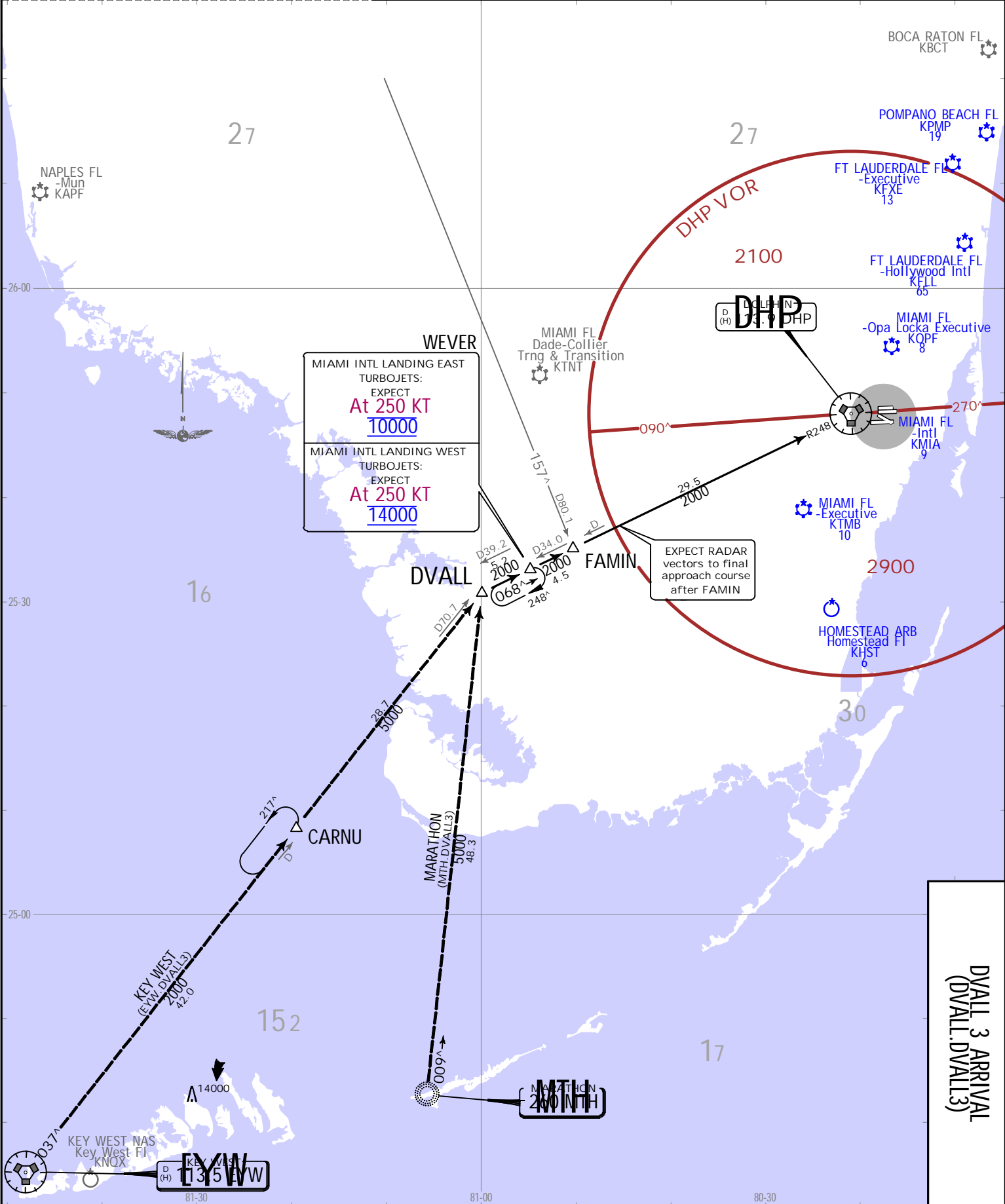
CHANGES: Procedure renumbered, revised.  
 13 MAY 22  
 (10-2C) EFF: 19 MAY 22  
 RNAV STAR  
 ALL RIGHTS RESERVED

CHANGES: None



NOT TO SCALE

D-ATIS 119.15	Apt Elev See Graphic	Alt set: INCHES 1. RADAR required. 2. DME required. 3. MARATHON Transition: ATC assigned only.
<b>DVALL 3 ARRIVAL (DVALL.DVALL3)</b>		
ROUTING		
From over DVALL via DHP R248 to DHP VOR. EXPECT RADAR vectors to final approach course after FAMIN.		



**DVALL 3 ARRIVAL (DVALL.DVALL3)**  
 MIAMI, FLA STAR

MIAMI, FLA  
 MIAMI INTL

JEPPESEN  
 13 MAY 22 (10-2D) Eff. 19 May

MIAMI, FLA  
 STAR

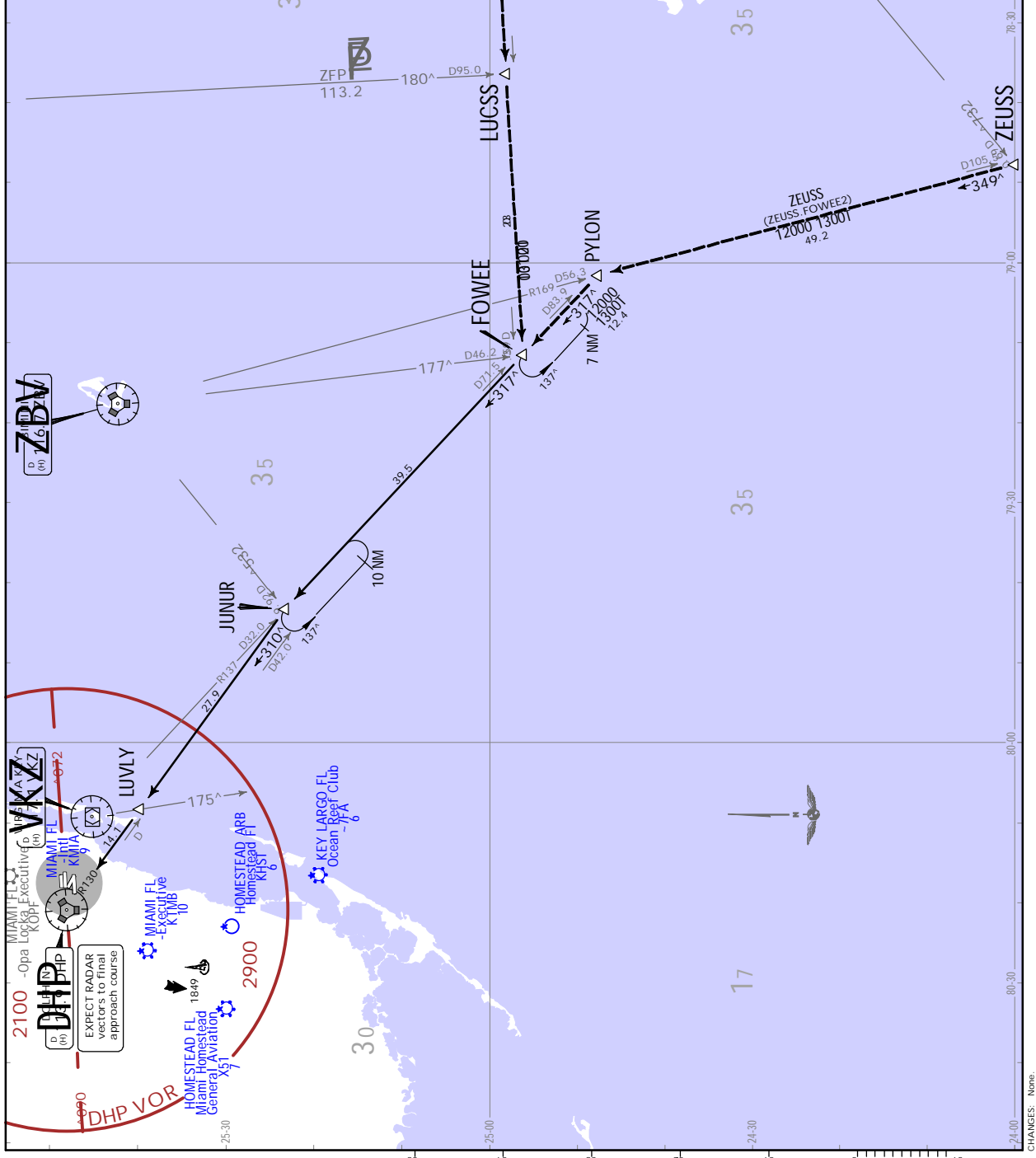
JEPPESEN, 2018, 2021. ALL RIGHTS RESERVED.

**KMIA/MIA**  
MIAMI INTL

**MIAMI, FLA**  
STAR

**JEPPESSEN**  
2 SEP 22 (10-2F) Eff. 8.Sep.

D-ATIS <b>119.15</b>	Apt Elev See Graphic
AIT Set: INCHES Trans level: FL180	
1. RADAR required.	
2. DME required.	
<b>FOWEE 2 ARRIVAL (FOWEE.FOWEE2)</b>	
ROUTING	
From over FOWEE on VKZ R137 to JUNUR, then on DHP R130 to LUVLY, then on DHP R130 to DHP VOR. EXPECT RADAR vectors to final approach course.	

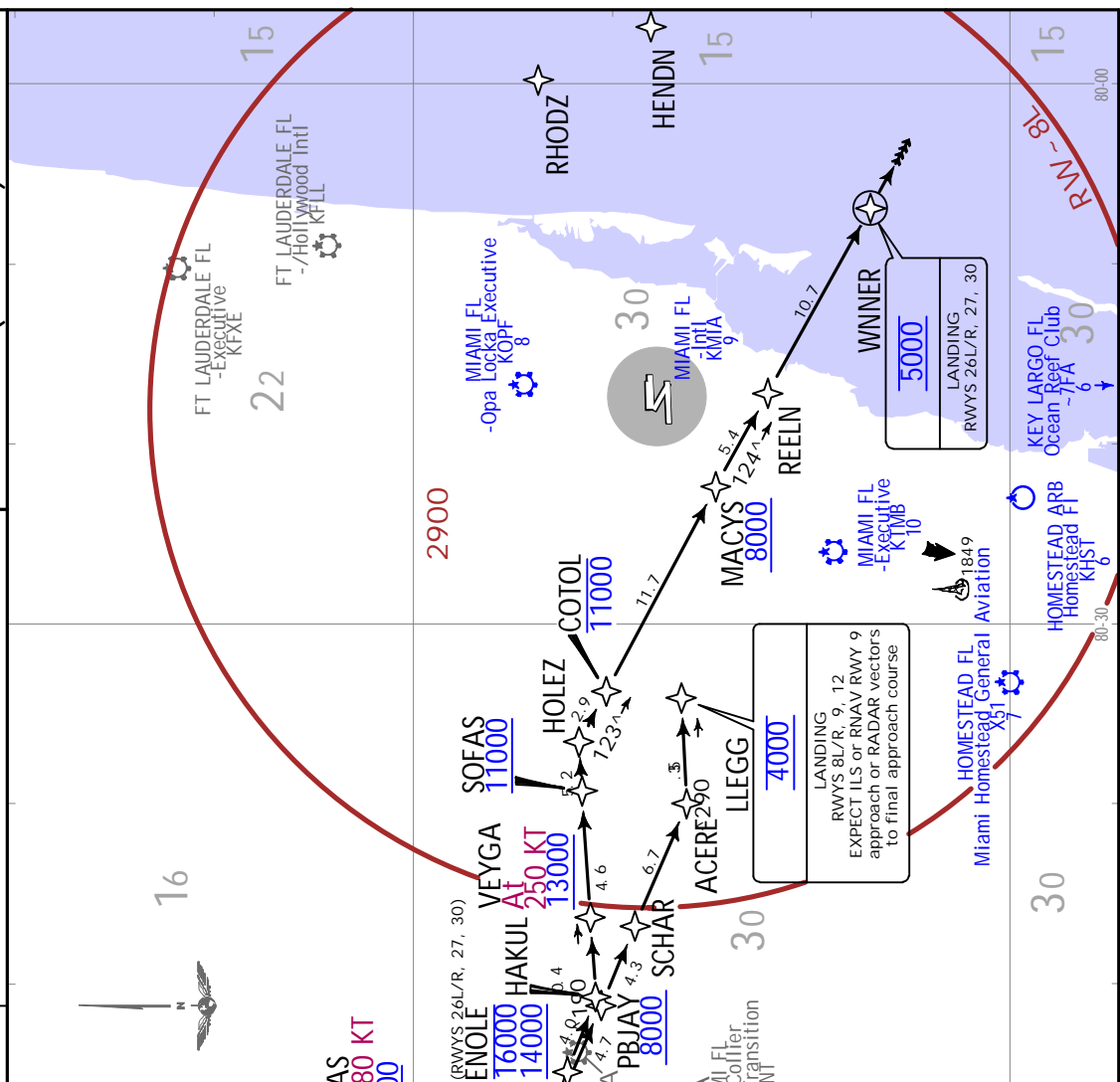


**MIAMI, FLA**  
**.RNAV.STAR**

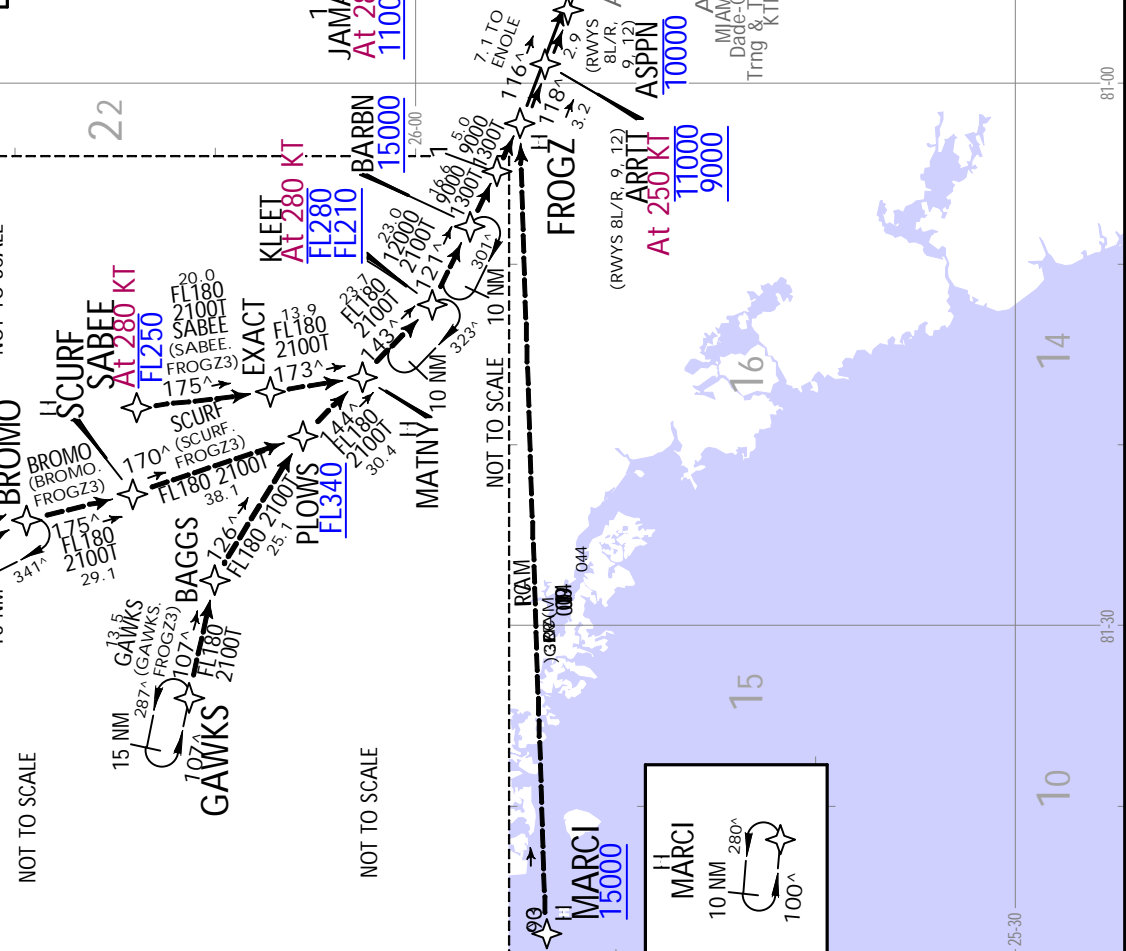
**JEYPESEN**  
 2 SEP 22 10-2G Eff.8.Sep.

**KMIA/MIA**  
**MIAMI INTL**

<b>ROUTING</b>	<b>D-ATIS</b> 119.15	<b>Apt Elev</b> See Graphic
<b>RWY</b>	<b>Alt Set:</b> INCHES <b>Trans level:</b> FL180	
<b>18</b>	From FROGZ on track 118° to cross ARRTT between 9000 and 11000 and at 250 KT, then on track 118° to cross ASPPN at or below 10000, then on track 118° to cross PBJAY at or above 8000, then on track 118° to SCHAR, then on track 118° to ACERE, then on track 092° to cross LLEGG at 4000. EXPECT ILS or RNAV RWY 9 approach or RADAR vectors to final approach course.	1. RADAR required. 2. Jet aircraft only. 3. Landing EAST use Rwy 9 transition, landing WEST from MIA approach prior to FROGZ. 4. Do not file BROMO or SCURF transition - to be assigned by ATC. 5. SABEE transition for traffic departing KTPA area only.
<b>16</b>	From FROGZ on track 116° to cross ENOLE between 14000 and 16000, then on track 116° to HAKUL, then on track 091° to cross VEYGA at or above 13000 and at 250 KT, then on track 091° to cross SOFAS at or above 11000, then on track 091° to HOLEZ, then on track 123° to cross COTOL at or below 11000, then on track 123° to cross MACYS at or above 8000, then on track 124° to REELN, then on track 124° to cross WINNER at 5000, then on track 124°. EXPECT RADAR vectors to final approach course.	

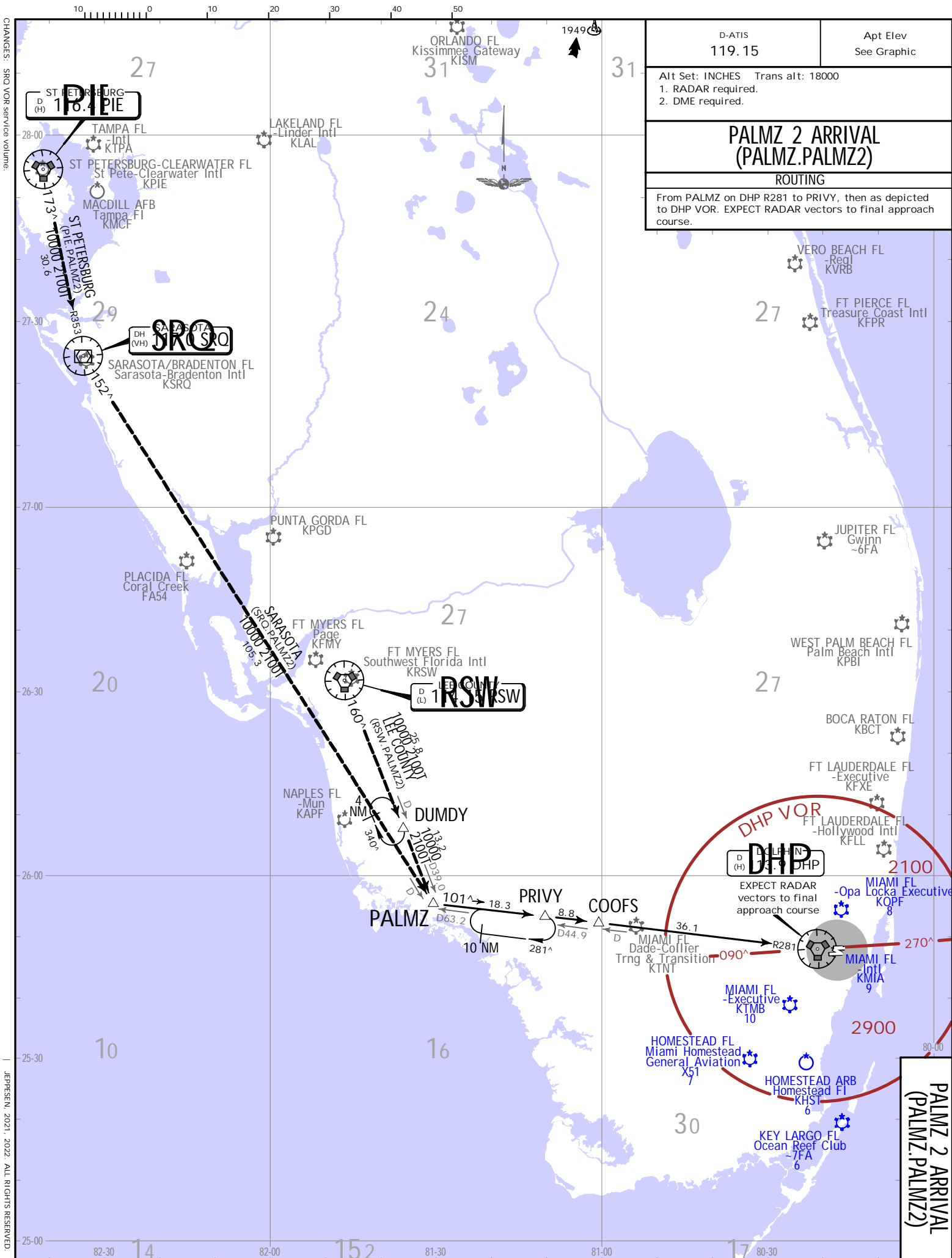


<b>16</b>	<b>FRÖGZ</b> 10 NM 721 <sup>A</sup> 307 <sup>A</sup>	<b>SCURF</b> 10 NM 175 <sup>A</sup> 355 <sup>A</sup>
<b>18</b>	<b>MATNY</b> 10 NM 147 <sup>A</sup> 327 <sup>A</sup>	<b>NOT TO SCALE</b>
<b>22</b>	<b>NOT TO SCALE</b>	<b>NOT TO SCALE</b>



MIAMI INTL

D-ATIS 119.15	Apt Elev See Graphic
Alt Set: INCHES Trans alt: 18000 1. RADAR required. 2. DME required.	
<b>PALMZ 2 ARRIVAL (PALMZ.PALMZ2)</b>	
<b>ROUTING</b>	
From PALMZ on DHP R281 to PRIVY, then as depicted to DHP VOR. EXPECT RADAR vectors to final approach course.	



23 DEC 22  
 JEPPESSEN  
 MIAMI, FLA  
 STAR

CHANGES: SRC VOR service volume  
 JEPPESSEN, 2021, 2022. ALL RIGHTS RESERVED.

**MIAMI, FLA**  
**.RNAV.STAR**

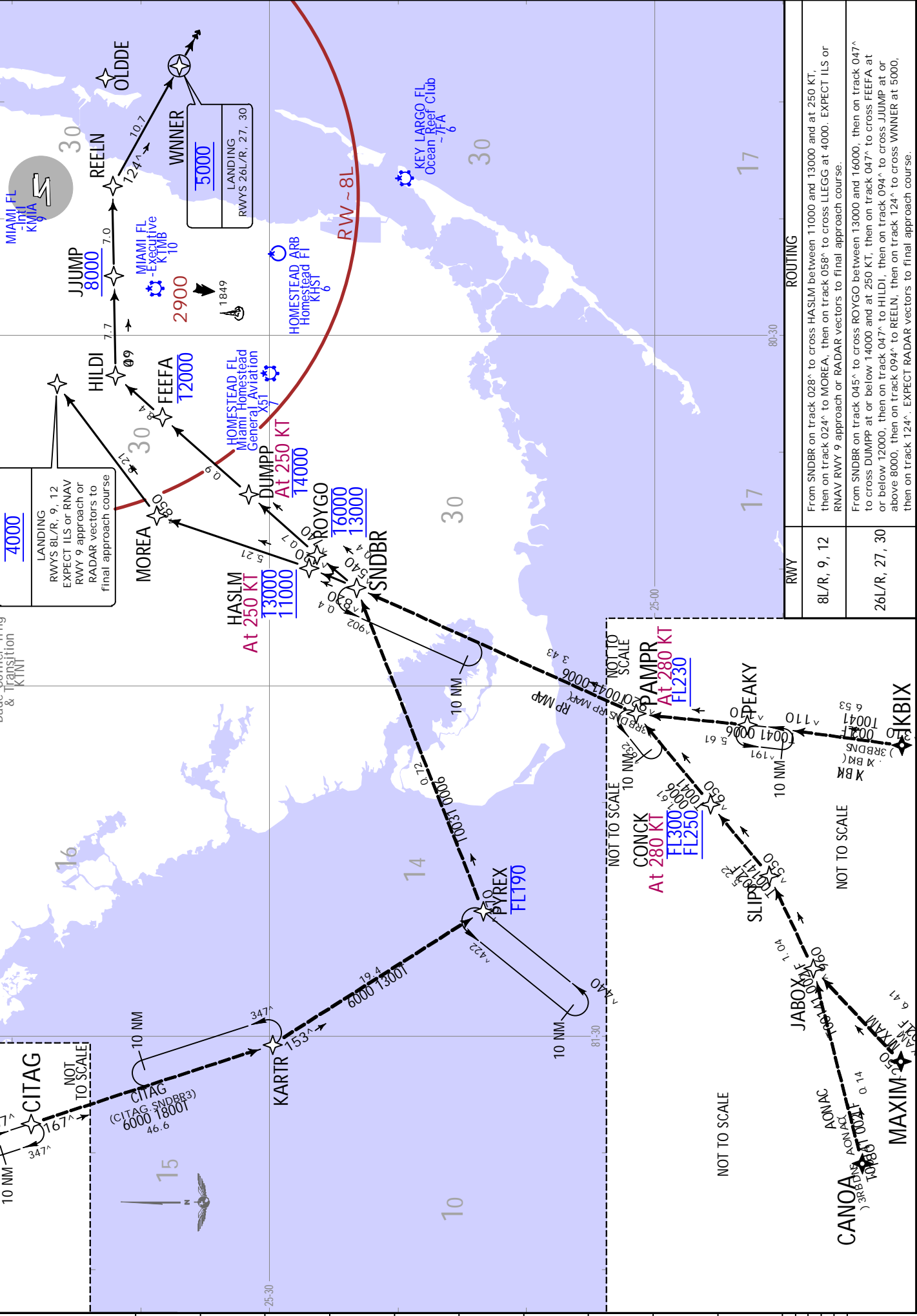
**JEPPESSEN**  
 23 DEC 22  
 (10-2K) .Eff. 29.Dec.

**KMIA/MIA**  
 MIAMI INTL

**SNDBR 3 RNAV ARRIVAL**  
**(SNDBR.SNDBR3)**  
**(ALL RWYS)**

**LEGG**  
**4000**  
 LANDING  
 RWYS 8L/R, 9, 12  
 EXPECT ILS or RNAV  
 RWY 9 approach or  
 RADAR vectors to  
 final approach course

Alt Set: INCHES Trans Level: FL180  
 RNAV 1 - DME/DME/IRU or GPS  
 CANOA, MAXIM, IKBIX transitions: GPS



RWY	ROUTING
8L/R, 9, 12	From SNDBR on track 028° to cross HASLM between 11000 and 13000 and at 250 KT, then on track 024° to MOREA, then on track 058° to cross LLEGG at 4000. EXPECT ILS or RNAV RWY 9 approach or RADAR vectors to final approach course.
26L/R, 27, 30	From SNDBR on track 045° to cross ROYGO between 13000 and 16000, then on track 047° or below 12000, then on track 047° to HILDI, then on track 094° to cross JJUMP at or above 8000, then on track 094° to REELN, then on track 124° to cross WINNER at 5000, then on track 124°. EXPECT RADAR vectors to final approach course.

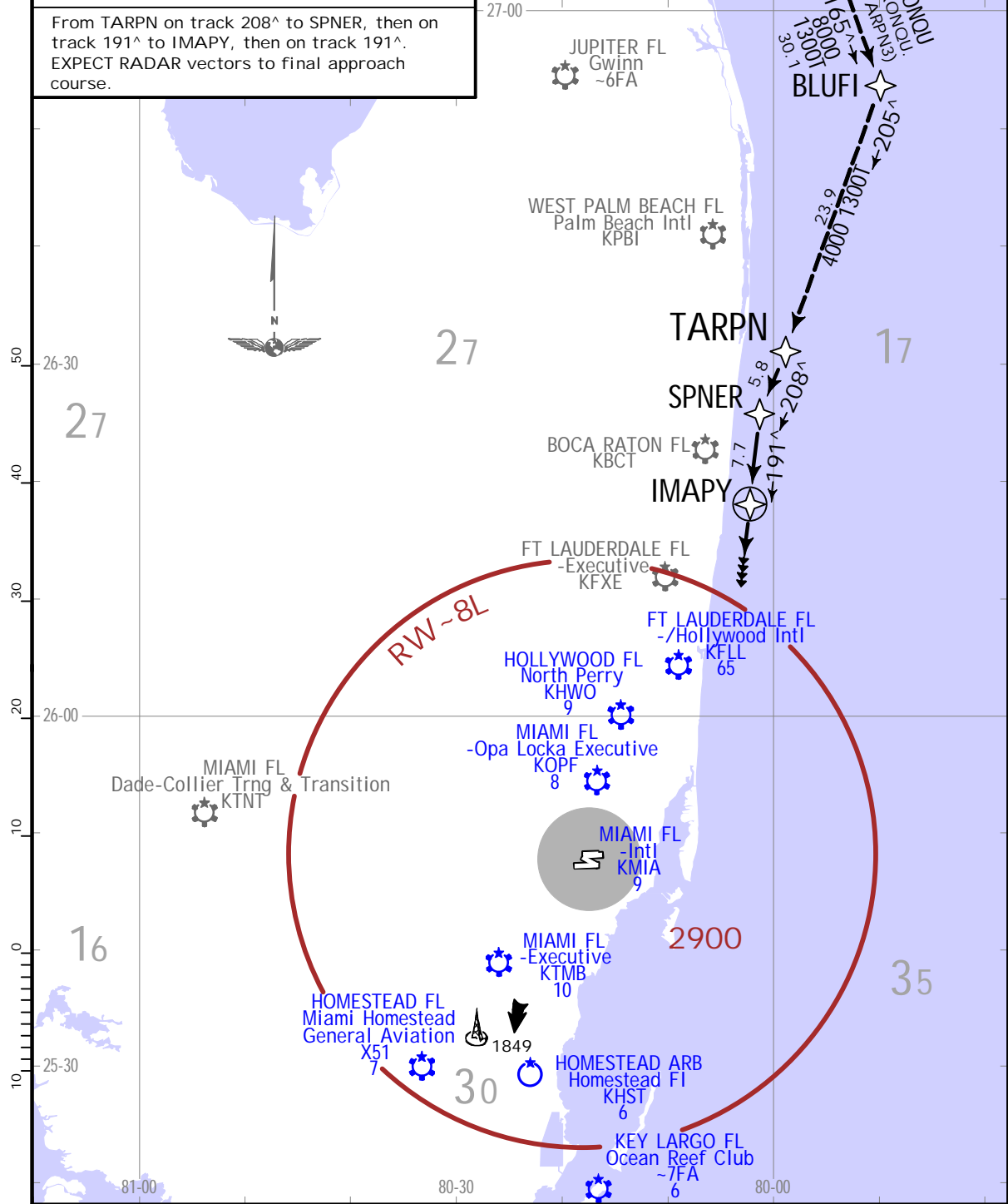
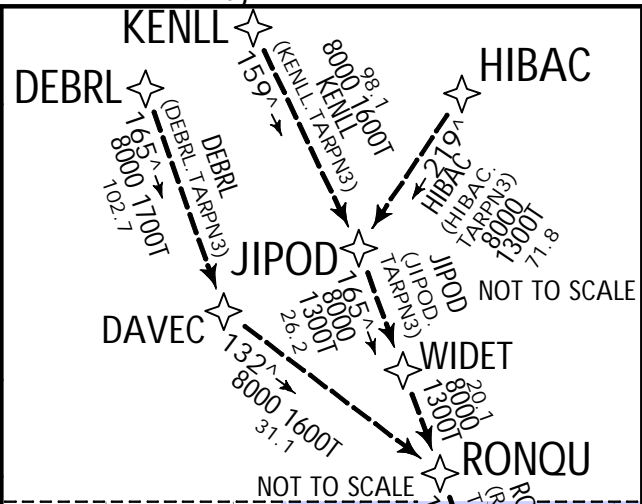
**KMIA/MIA**  
MIAMI INTL

**JEPPESSEN**

10-2L 13 MAY 22  
Eff. 19 May.

**MIAMI, FLA**  
.RNAV.STAR.

D-ATIS 119.15	Apt Elev See Graphic
Alt Set: INCHES Trans level: FL180	
RNAV 1 - DME/DME/IRU or GPS	
<ol style="list-style-type: none"> <li>1. RADAR required.</li> <li>2. Turboprop and EA5-, E5-P, SF5-, C51-, and C525 aircraft only.</li> <li>3. JIPOD transition for KMCO, KORL, KSFB, KISM and KLEE departures only.</li> <li>4. Do not file DEBRL or RONQU transition - to be assigned by ATC.</li> </ol>	
<b>TARPN 3 RNAV ARRIVAL (TARPN.TARPN3)</b>	
ROUTING	
From TARPN on track 208^ to SPNER, then on track 191^ to IMAPY, then on track 191^. EXPECT RADAR vectors to final approach course.	



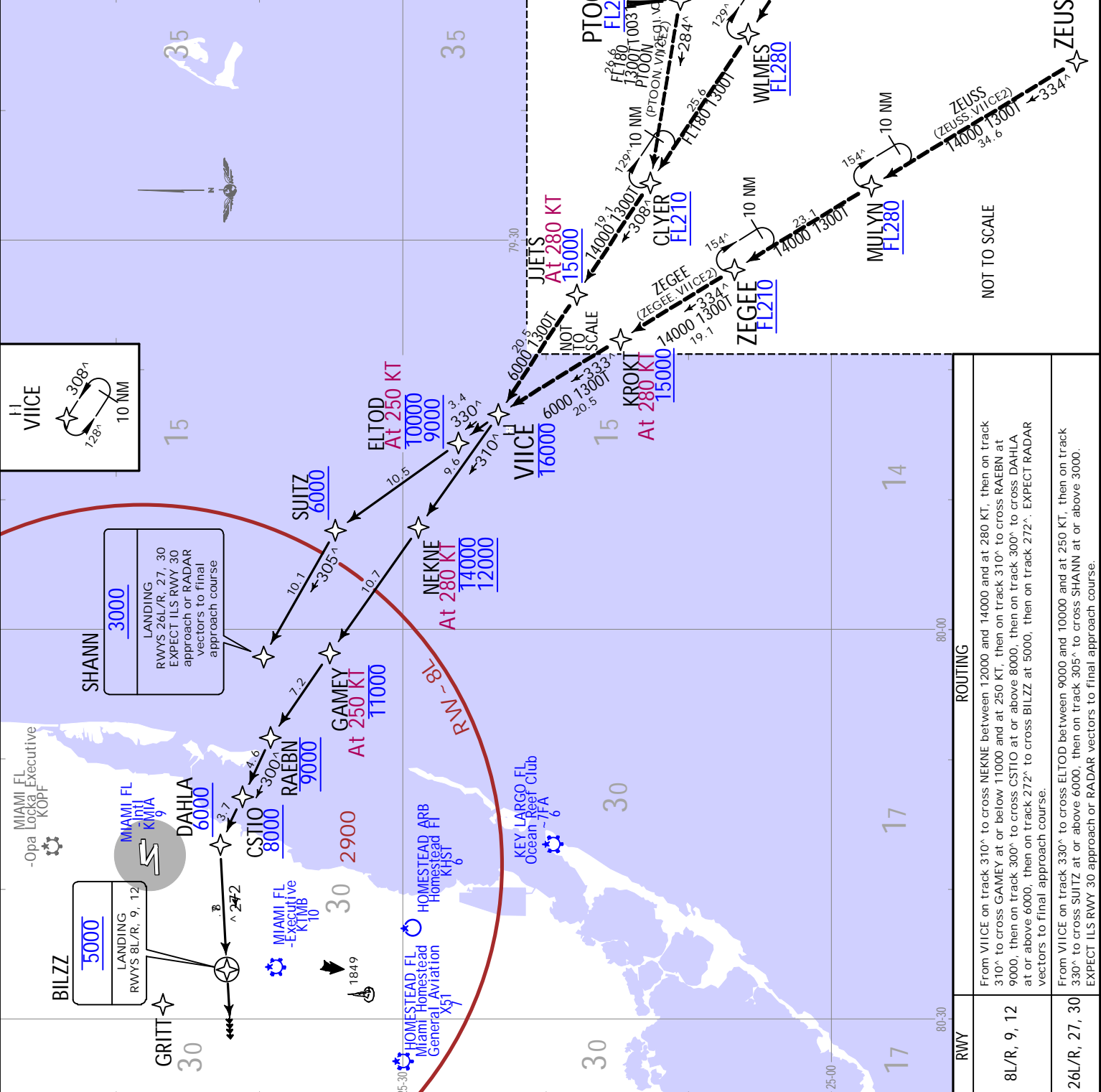
CHANGES: Procedure renumbered, transitions and notes revised.

**JEPPERSEN**  
 13 MAY 22 (10-2M) . Eff. 19 May . . RNAV . STAR.

**KMIA/MIA**  
 MIAMI INTL

**MIAMI, FLA**  
 . RNAV . STAR.

D-ATIS 119.15	Apt Elev See Graphic
Alt Set: INCHES Trans level: FL180	
RNAV 1 - DME/DME/IRU or GPS ZEUSS, MADIZ, ZOA, NICKO transition: GPS	
1. RADAR required. 2. Jet aircraft only. 3. Landing EAST use Rwy 9 transition, landing WEST use Rwy 30 transition. EXPECT runway assignment from MIA. approach prior to VIICE. 4. Do not file PTOON or ZEGEE transition - to be assigned by ATC.	
<b>VIICE 2 RNAV ARRIVAL</b> <b>(VICE.VIICE2)</b> <b>(ALL RWYS)</b>	





CHANGES: None

MIAMI Departure (R) <b>119.45</b>	Apt Elev See Graphic	RNAV 1 - DME/DME/IRU or GPS 1. RADAR required. 2. Jet aircraft only. 3. See additional requirements on AAUP (Attention All Users Page).	Trans alt: 18000
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**ALTNN 1 RNAV DEPARTURE (ALTNN1.ALTNN) (ALL RWYS)**  
**.SPEED: ACCELERATE TO 250 KT, IF UNABLE, ADVISE ATC**

This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
 Rwy 8L: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 215 per NM to 1400.  
 Rwy 8R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 235 per NM to 1400.  
 Rwy 9: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 240 per NM to 1400.  
 Rwy 12: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 230 per NM to 1400.  
 Rwy 26L/R, 27, 30: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520.

Gnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	538	717	896	1075
230 per NM	288	383	575	767	958	1150
235 per NM	294	392	588	783	979	1175
240 per NM	300	400	600	800	1000	1200
500 per NM	625	833	1250	1667	2083	2500

**TAKEOFF OBSTACLE NOTES**  
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R	Climb on heading 092° to 520, then direct CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 360° to FARRY, then on track 360° to cross AGERS at 5000.	
9	Climb on heading 092° to intercept course 082° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 360° to FARRY, then on track 360° to cross AGERS at 5000.	
12	Climb on heading 124° to intercept course 078° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 360° to FARRY, then on track 360° to cross AGERS at 5000.	
26L	Climb on heading 272° to intercept course 283° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on track 046° to FARRY, then on track 360° to cross AGERS at 5000.	5000
26R	Climb on heading 272° to intercept course 282° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on track 046° to FARRY, then on track 360° to cross AGERS at 5000.	
27	Climb on heading 272° to intercept course 298° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on track 046° to FARRY, then on track 360° to cross AGERS at 5000.	
30	Climb on heading 304° to 520, then direct WADLE, then on track 352° to RMIRO, then on track 046° to FARRY, then on track 360° to cross AGERS at 5000.	

**ROUTING**  
 From AGERS, on track 360° to PERTS, then on track 357° to ALTNN, then on assigned transition, MAINTAIN 5000, EXPECT filed altitude within 10 minutes after departure.



**KMIA/MIA**  
 MIAMI INTL  
 28 OCT 22  
**JEPPSEN**  
 10-3  
 EFF: 3. Nov.  
**MIAMI, FLA**  
 RNAV SID  
**ALTNN 1 RNAV DEPARTURE (ALTNN1.ALTNN)**

JEPPSEN, 2022. ALL RIGHTS RESERVED.

## RNAV DEPARTURE ATTENTION ALL USERS PAGE (AAUP)

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should EXPECT an RNAV SID clearance. If unable to accept the RNAV SID clearance, advise Clearance Delivery. Upon assignment of an RNAV SID, crosscheck the charted RNAV SID with the aircraft navigation system against the ATC clearance. Consider the following cross items:
  - Preplan Runway, ensure expected departure runway is selected/displayed.
  - Ensure all transitions are selected/displayed correctly.
  - Ensure sequence of waypoints match the appropriate charts.
  - Use the LEGS page to verify routing (for navigation systems with ROUTE and LEGS pages).
  - Ensure altitude set in the altitude window matches the TOP ALTITUDE of the SID or altitude assigned by ATC.
  - Advise ATC prior to takeoff if unable to verify correct loading or if unable to comply with the SID.
  - Do not modify or manually construct RNAV procedures.
  
2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned is displayed on the navigation system.
  - Verify all modification, including runway changes, in the navigation system with the RNAV SID.
  - Verify aircraft symbol relative to the runway symbol, lateral track, and displayed route agree with the ATC clearance (electronic navigation map displays).
  - Confirm proper navigation/FMS selection are displayed when runway or route changes are issued by ATC.
  
3. **LINE UP/TAKEOFF:** Pilots can EXPECT a takeoff clearance from ATC that will include "RNAV to" the first waypoint on the SID, or a heading. If tower issues an initial departure heading in takeoff clearance, DO NOT DELETE the ATC issued RNAV SID from active FMS, and EXPECT ATC DIRECT/JOIN clearance to resume RNAV SID during departure.
  - **SAMPLE PHRASEOLOGY**
    - i. Clearance: "RNAV to CSALT, Runway 8R, Cleared for Takeoff."
    - ii. Response: "RNAV to CSALT, Runway 8R, Cleared for Takeoff."
  - Verify the correct runway and SID are selected/displayed and the correct lateral navigation mode is available and ready for use after takeoff.
  - If the takeoff clearance does not match the selected/displayed procedure, request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.
  
4. **AFTER TAKEOFF:** Unless instructed to fly a heading by ATC, engage lateral navigation flight guidance as soon as practical but no later than 400 feet AGL, and fly the departure. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative.
  - Once established on the procedure, MAINTAIN route centerline as depicted by onboard lateral navigation indicators.
  - Manually intervene if necessary, to stay on track to avoid transgressing in the direction of a parallel runway, track, or aircraft.
  - If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC.
  
5. **SPECIFIC INFORMATION:** 0700 - 2300 local, runway 8L/R, 9, 26L/R, 27 simultaneous departures, all RNAV equipped aircraft departing MIA should EXPECT to fly a MIA RNAV DEPARTURE SID. In the event of weather or other non-standard events, headings may be issued in lieu of an RNAV off the ground takeoff clearance.
  - Final runway assignments will be issued on initial contact with Ground Control.

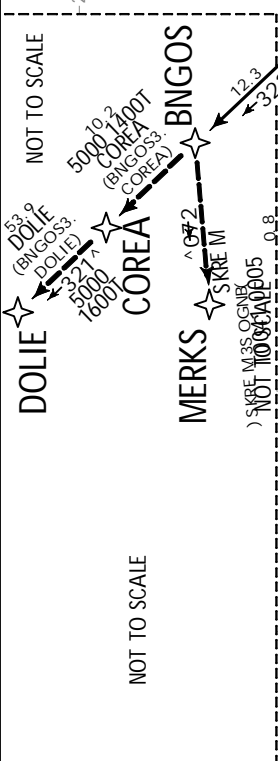
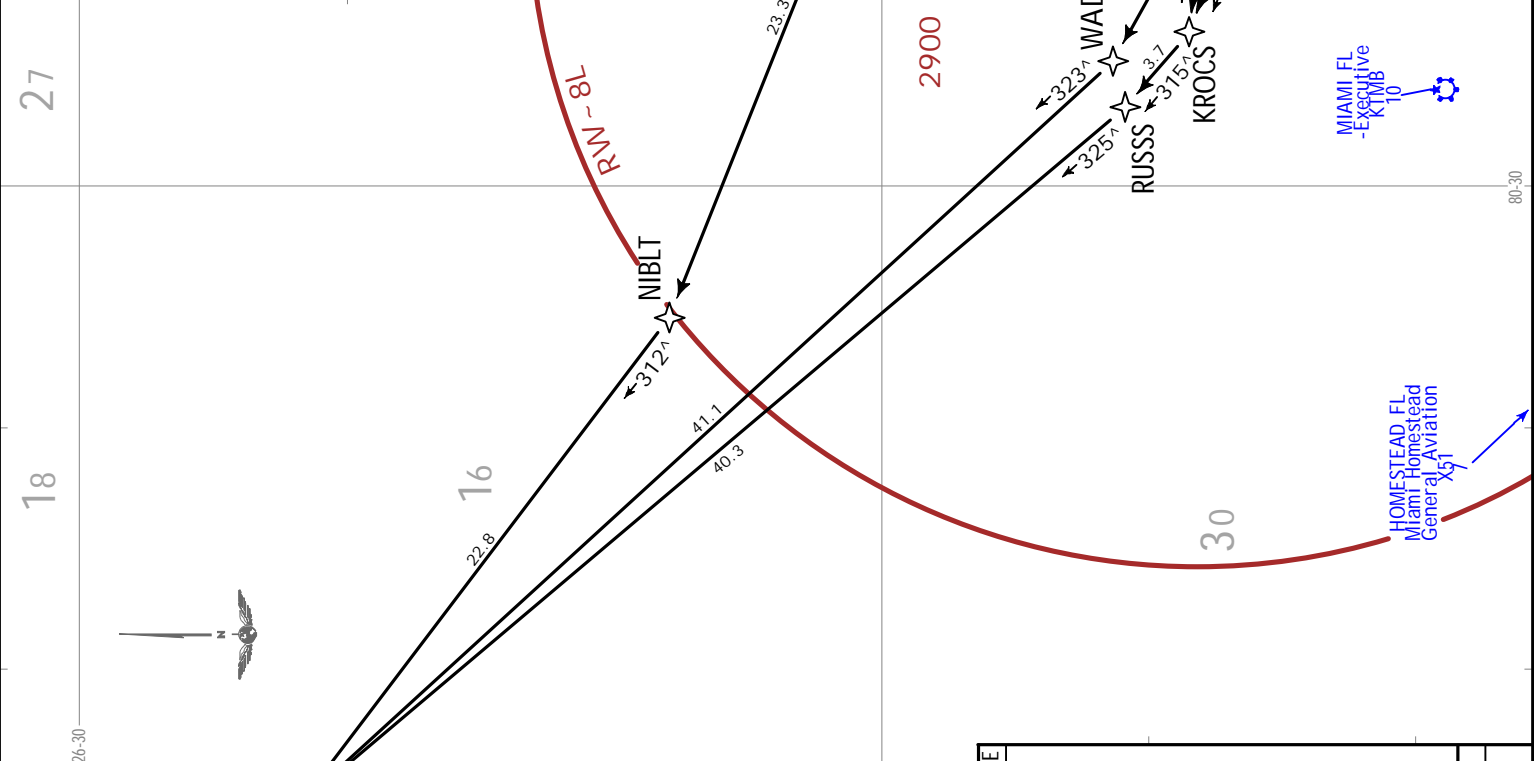
MIAMI, FLA  
.RNAV.SID.

JEYPESEN  
28 OCT 22 (10-3A).Eff. 3.NOV.

KMIA/MIA  
MIAMI INTL

MIAMI Departure (R) 119.45	Apt Elev See Graphic
Trans alt: 18000	
RNAV-1 DME/DME/IRU or GPS	
1. RADAR required. 2. Jet aircraft only. 3. MERKS transition ATC assigned only except aircraft landing: MKY, RSW, APF, PGD and FMY. 4. See additional requirements on AAUP (Attention All Users Page).	

**BNGOS 3 RNAV DEPARTURE  
(BNGOS3 BNGOS)  
(ALL RWYS)**  
**.SPEED: ACCELERATE TO 250 KT,  
IF UNABLE, ADVISE ATC**



**22**

**TAKEOFF OBSTACLE NOTES**  
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):

Rwy 8L: Standard (or lower than standard, if authorized) with a minimum climb of 500 FT/NM to 520, then 215 FT/NM to 1400.

Rwy 8R: Standard (or lower than standard, if authorized) with a minimum climb of 500 FT/NM to 520, then 235 FT/NM to 1400.

Rwy 9: Standard (or lower than standard, if authorized) with a minimum climb of 500 FT/NM to 520, then 240 FT/NM to 1400.

Rwy 12: Standard (or lower than standard, if authorized) with a minimum climb of 500 FT/NM to 520, then 230 FT/NM to 1400.

Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with a minimum climb of 500 FT/NM to 520.

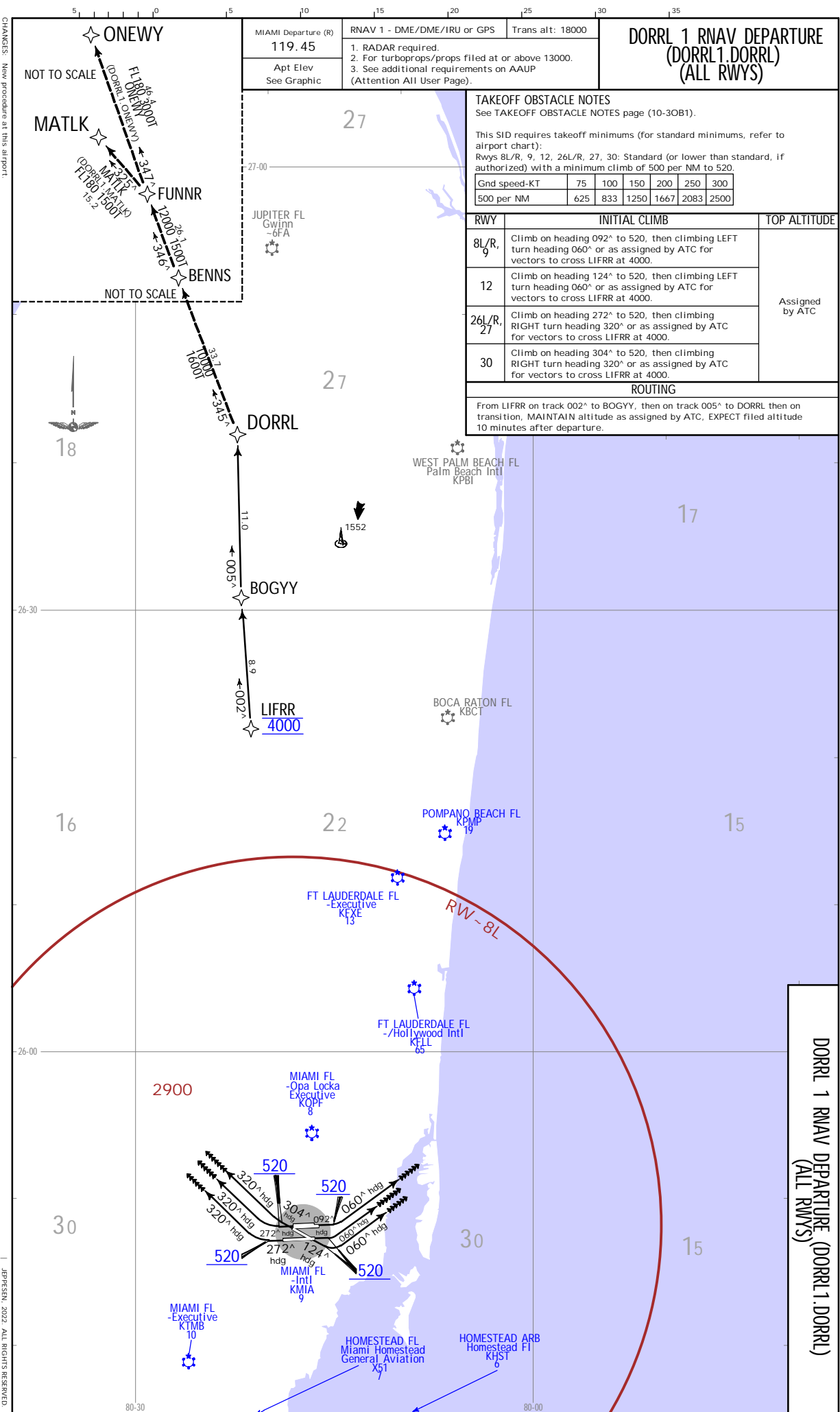
Gnd speed-KT	75	100	150	200	250	300
215 FT/NM	269	358	538	717	896	1075
230 FT/NM	288	383	575	767	958	1150
235 FT/NM	294	392	588	783	979	1175
240 FT/NM	300	400	600	800	1000	1200
500 FT/NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R	Climb on heading 092° to 520, then direct CSALT, then on track 007° to DEALZ, then on track 348° to LIIV, then on track 297° to NIBLT, then on track 312° to cross MIRENO at 5000.	
9	Climb on heading 092° to intercept course 082° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIV, then on track 297° to NIBLT, then on track 312° to cross MIRENO at 5000.	5000
12	Climb on heading 124° to intercept course 078° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIV, then on track 297° to NIBLT, then on track 312° to cross MIRENO at 5000.	
26L/R	Climb on heading 272° to intercept course 282° to KROCS, then on track 315° to RUSS, then on track 325° to cross MIRENO at 5000.	
27	Climb on heading 272° to intercept course 298° to KROCS, then on track 315° to RUSS, then on track 325° to cross MIRENO at 5000.	
30	Climb on heading 304° to 520, then direct WADLE, then on track 323° to cross MIRENO at 5000.	

**ROUTING**

From MIRENO, on track 322° to BNGOS, then on transition, MAINTAIN 5000, EXPECT clearance to filled altitude within 10 minutes after departure.

CHANGES: Procedure renumbered, MERKS transition note.



MIAMI Departure (R) 119.45	RNAV 1 - DME/DME/IRU or GPS	Trans alt: 18000
Apt Elev See Graphic	1. RADAR required. 2. For turboprops/props filed at or above 13000. 3. See additional requirements on AAUP (Attention AII User Page).	

### DORRL 1 RNAV DEPARTURE (DORRL1.DORRL) (ALL RWYS)

**TAKEOFF OBSTACLE NOTES**  
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
Rwys 8L/R, 9, 12, 26L/R, 27, 30: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520.

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

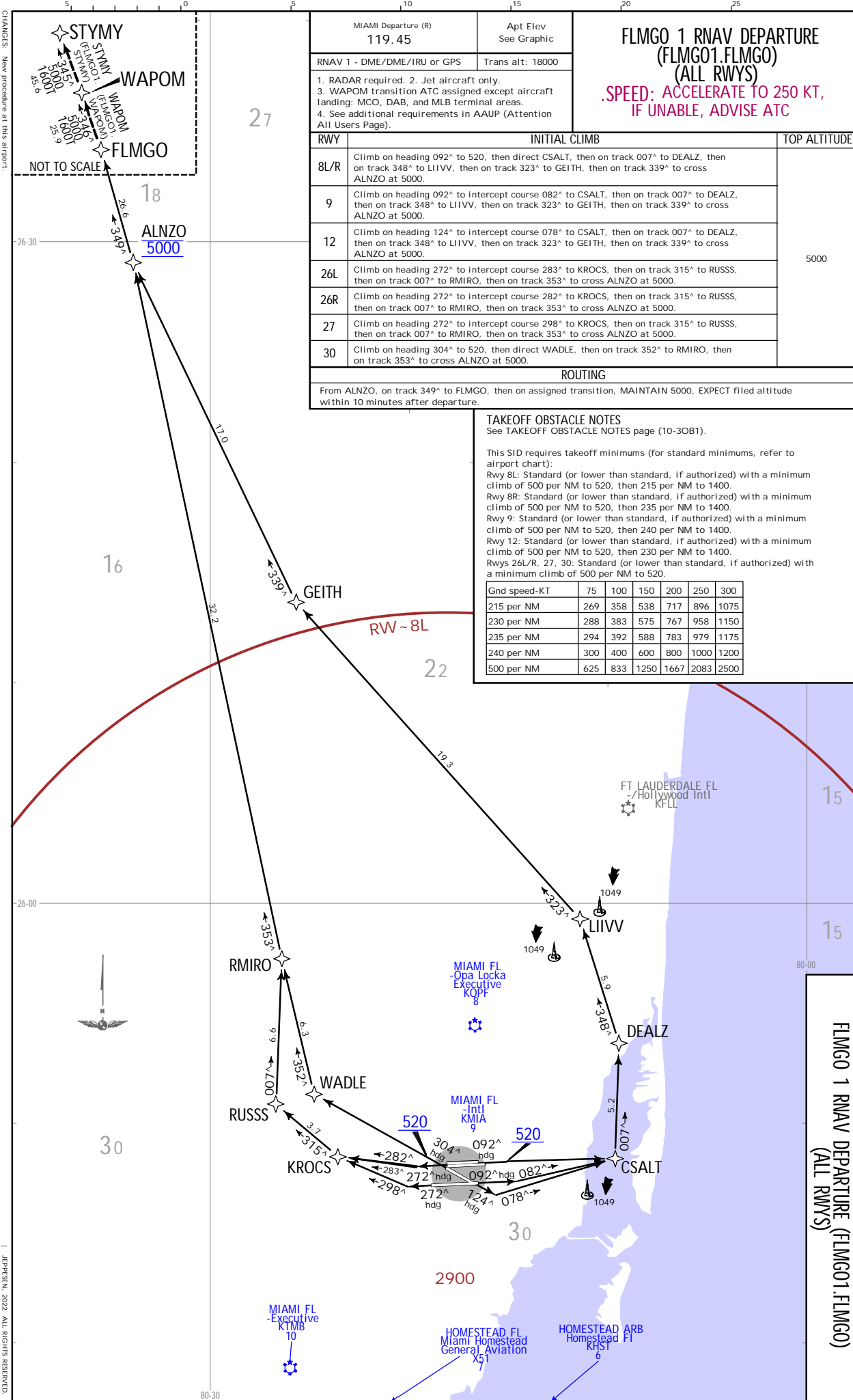
RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R	Climb on heading 092° to 520, then climbing LEFT turn heading 060° or as assigned by ATC for vectors to cross LIFRR at 4000.	Assigned by ATC
12	Climb on heading 124° to 520, then climbing LEFT turn heading 060° or as assigned by ATC for vectors to cross LIFRR at 4000.	
26L/R, 27	Climb on heading 272° to 520, then climbing RIGHT turn heading 320° or as assigned by ATC for vectors to cross LIFRR at 4000.	
30	Climb on heading 304° to 520, then climbing RIGHT turn heading 320° or as assigned by ATC for vectors to cross LIFRR at 4000.	

**ROUTING**  
From LIFRR on track 002° to BOGY, then on track 005° to DORRL then on transition, MAINTAIN altitude as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: New procedure at this airport.

JEPPESSEN, 2022. ALL RIGHTS RESERVED.

**KMIA/MIA**  
 MIAMI INTL  
 13 MAY 22  
 10-3A1  
 EFF: 19 May  
 RNAV SID  
**MIAMI, FLA**  
**DORRL 1 RNAV DEPARTURE (DORRL1.DORRL)**  
 (ALL RWYS)



MIAMI Departure (R) 119.45	Apt Elev See Graphic
RNAV 1 - DME/DME/IRU or GPS	Trans alt: 18000

1. RADAR required. 2. Jet aircraft only.  
3. WAPOM transition ATC assigned except aircraft landing: MCO, DAB, and MLB terminal areas.  
4. See additional requirements in AAUP (Attention All Users Page).

**FLMGO 1 RNAV DEPARTURE (FLMGO1.FLMGO) (ALL RWYS)**  
**.SPEED; ACCELERATE TO 250 KT, IF UNABLE, ADVISE ATC**

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R	Climb on heading 092° to 520, then direct CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 323° to GEITH, then on track 339° to cross ALNZO at 5000.	5000
9	Climb on heading 092° to intercept course 082° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 323° to GEITH, then on track 339° to cross ALNZO at 5000.	
12	Climb on heading 124° to intercept course 078° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 323° to GEITH, then on track 339° to cross ALNZO at 5000.	
26L	Climb on heading 272° to intercept course 283° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on track 353° to cross ALNZO at 5000.	
26R	Climb on heading 272° to intercept course 282° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on track 353° to cross ALNZO at 5000.	
27	Climb on heading 272° to intercept course 298° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on track 353° to cross ALNZO at 5000.	
30	Climb on heading 304° to 520, then direct WADLE, then on track 352° to RMIRO, then on track 353° to cross ALNZO at 5000.	

**ROUTING**  
 From ALNZO, on track 349° to FLMGO, then on assigned transition, MAINTAIN 5000, EXPECT filed altitude within 10 minutes after departure.

**TAKEOFF OBSTACLE NOTES**  
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
 Rwy 8L: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 215 per NM to 1400.  
 Rwy 8R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 235 per NM to 1400.  
 Rwy 9: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 240 per NM to 1400.  
 Rwy 12: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 230 per NM to 1400.  
 Rws 26L/R, 27, 30: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520.

Gnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	538	717	896	1075
230 per NM	288	383	575	767	958	1150
235 per NM	294	392	588	783	979	1175
240 per NM	300	400	600	800	1000	1200
500 per NM	625	833	1250	1667	2083	2500

MIAMI INTL  
 KMIA/MIA  
 13 MAY 22 (10-3A2) Eff: 19 May.  
 JEPPESSEN  
 FLMGO 1 RNAV DEPARTURE (FLMGO1.FLMGO) (ALL RWYS)  
 MIAMI, FLA  
 RNAV SID

CHANGES: New procedure at this airport.  
 1 JEPPESSEN, 2022. ALL RIGHTS RESERVED.

**KMIA/MIA**  
MIAMI INTL

**MIAMI, FLA**  
.RNAV.SID

**JEPPesen**  
13 MAY 22 (10-3B) Eff. 19 May.

**FOLZZ 2 RNAV DEPARTURE (FOLZZ2.FOLZZ)**  
(ALL RWYS)  
**.SPEED: ACCELERATE TO 250 KT, IF UNABLE, ADVISE ATC**

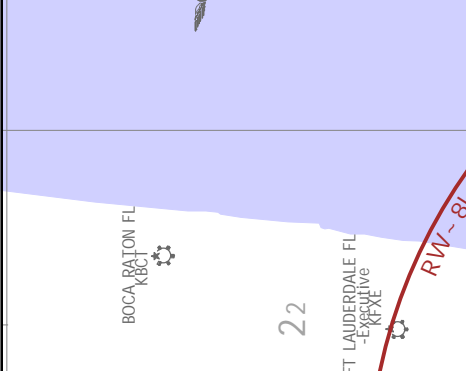
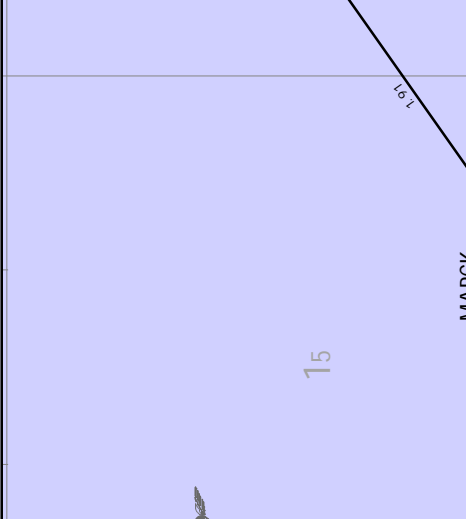
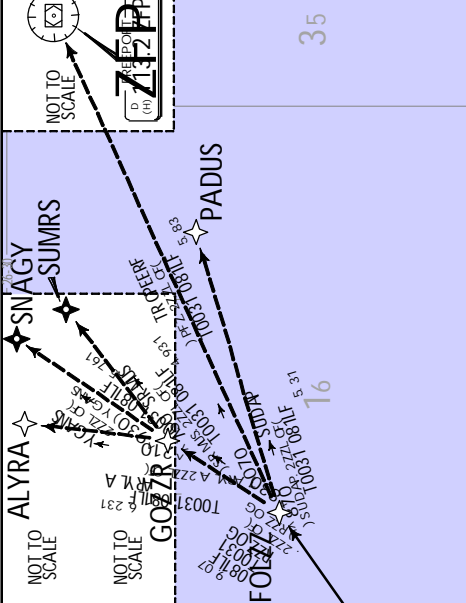
1. RADAR required. 2. Jet aircraft only.
3. PADUS Transition for FREEPORT arrivals only.
4. SNAGY and SUMRS Transitions for European Traffic only.
5. See additional requirements on A-AUP (Attention: All Users: Page).

RNAV-1 DME/DME/IRU or GPS  
SNAGY and SUMRS transitions: RNAV 1-GPS

Trans alt: 18000

Apt Elev  
See Graphic

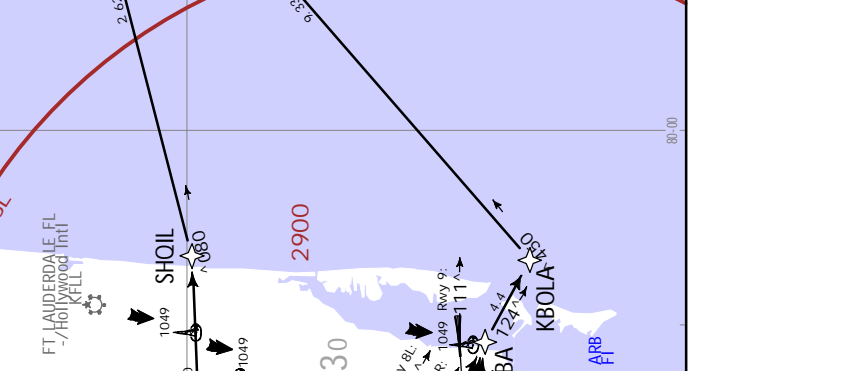
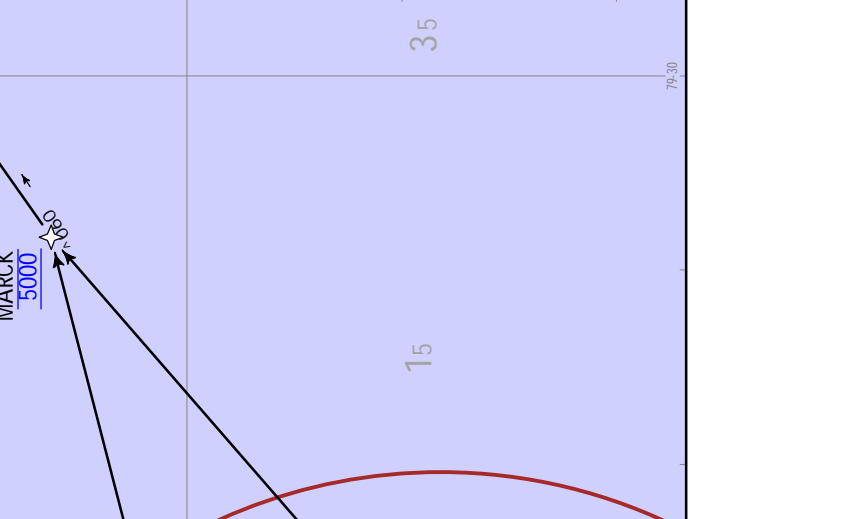
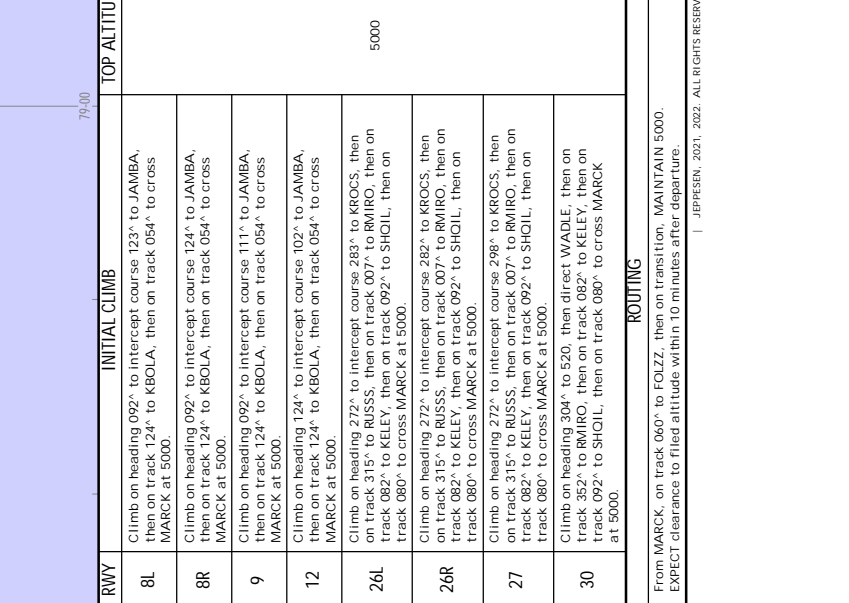
MIAMI Departure (R)  
119.45



**TAKEOFF OBSTACLE NOTES**  
See TAKEOFF OBSTACLE NOTES page (10-30BT).

This SID requires takeoff minimums (for standard minimums, refer to airport chart).  
Rwy 8L: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 215 per NM to 1400.  
Rwy 8R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 235 per NM to 1400.  
Rwy 9: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 240 per NM to 1400.  
Rwy 12: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 230 per NM to 1400.  
Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520.  
Gnd speed-KT

75	100	150	200	250	300
215 per NM	269	358	538	717	896
230 per NM	288	383	575	767	958
235 per NM	294	392	588	783	979
240 per NM	300	400	600	800	1000
500 per NM	625	833	1250	1667	2083
2500					



RWY	INITIAL CLIMB	TOP ALTITUDE
8L	Climb on heading 092° to intercept course 123° to JAMBA, then on track 124° to KBOLA, then on track 054° to cross MARCK at 5000.	
8R	Climb on heading 092° to intercept course 124° to JAMBA, then on track 124° to KBOLA, then on track 054° to cross MARCK at 5000.	
9	Climb on heading 092° to intercept course 111° to JAMBA, then on track 124° to KBOLA, then on track 054° to cross MARCK at 5000.	
12	Climb on heading 124° to intercept course 102° to JAMBA, then on track 124° to KBOLA, then on track 054° to cross MARCK at 5000.	
26L	Climb on heading 272° to intercept course 283° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on track 082° to KELEY, then on track 092° to SHOIL, then on track 080° to cross MARCK at 5000.	5000
26R	Climb on heading 272° to intercept course 282° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on track 082° to KELEY, then on track 092° to SHOIL, then on track 080° to cross MARCK at 5000.	
27	Climb on heading 272° to intercept course 298° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on track 082° to KELEY, then on track 092° to SHOIL, then on track 080° to cross MARCK at 5000.	
30	Climb on heading 304° to 520, then direct WADLE, then on track 352° to RMIRO, then on track 082° to KELEY, then on track 092° to SHOIL, then on track 080° to cross MARCK at 5000.	

**ROUTING**  
From MARCK, on track 060° to FOLZZ, then on transition, MAINTAIN 5000. EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Procedure renumbered, revised chart redrawn to new scale.

MIAMI, FLA  
.RNAV.SID.

**JEPPESSEN**  
13 MAY 22 (10-3C) .Eff. 19 May.

**KMIA/MIA**  
MIAMI INTL

**GLADZ 2 RNAV DEPARTURE (GLADZ2.GLADZ)**  
**(ALL RWYS)**  
**.SPEED: ACCELERATE TO 250 KT, IF UNABLE, ADVISE ATC**

RNAV-1 DME/DME/IRU or GPS  
1. RADAR required. 2. Jet aircraft only.  
3. See additional requirements on AAUP (Attention All Users Page).

MIAMI Departure (R)  
**119.45**  
Apt Elev  
See Graphic

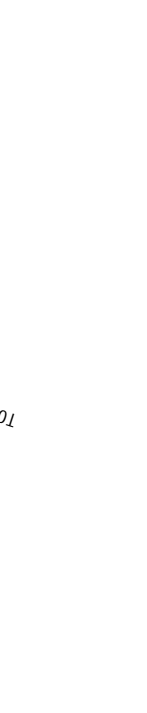
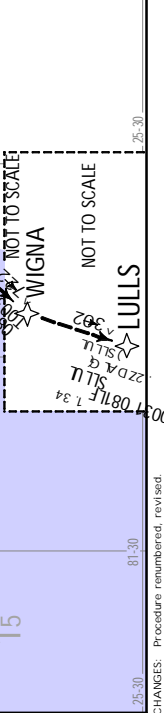
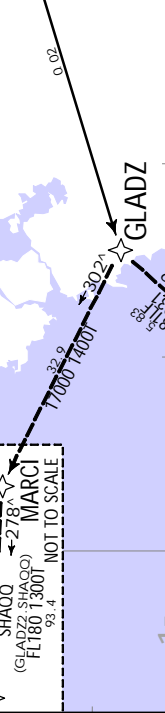
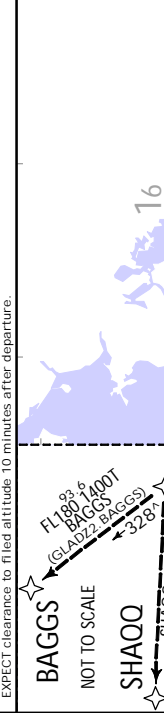
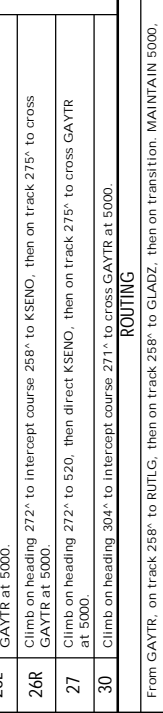
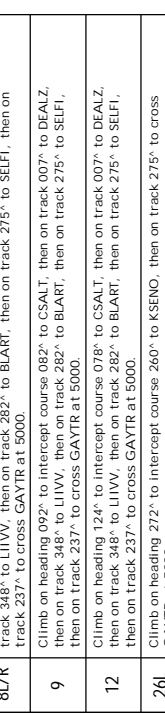
This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
Rwy 8L: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 215 per NM to 1400.  
Rwy 8R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 235 per NM to 1400.  
Rwy 9: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 240 per NM to 1400.  
Rwy 12: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 230 per NM to 1400.  
Rwys 26L/R: 27. 30. Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520.

Gnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	538	717	896	1075
230 per NM	288	383	575	767	958	1150
235 per NM	294	392	588	783	979	1175
240 per NM	300	400	600	800	1000	1200
500 per NM	625	833	1250	1667	2083	2500

**TAKEOFF OBSTACLE NOTES**  
See TAKEOFF OBSTACLE NOTES page (10-3081).

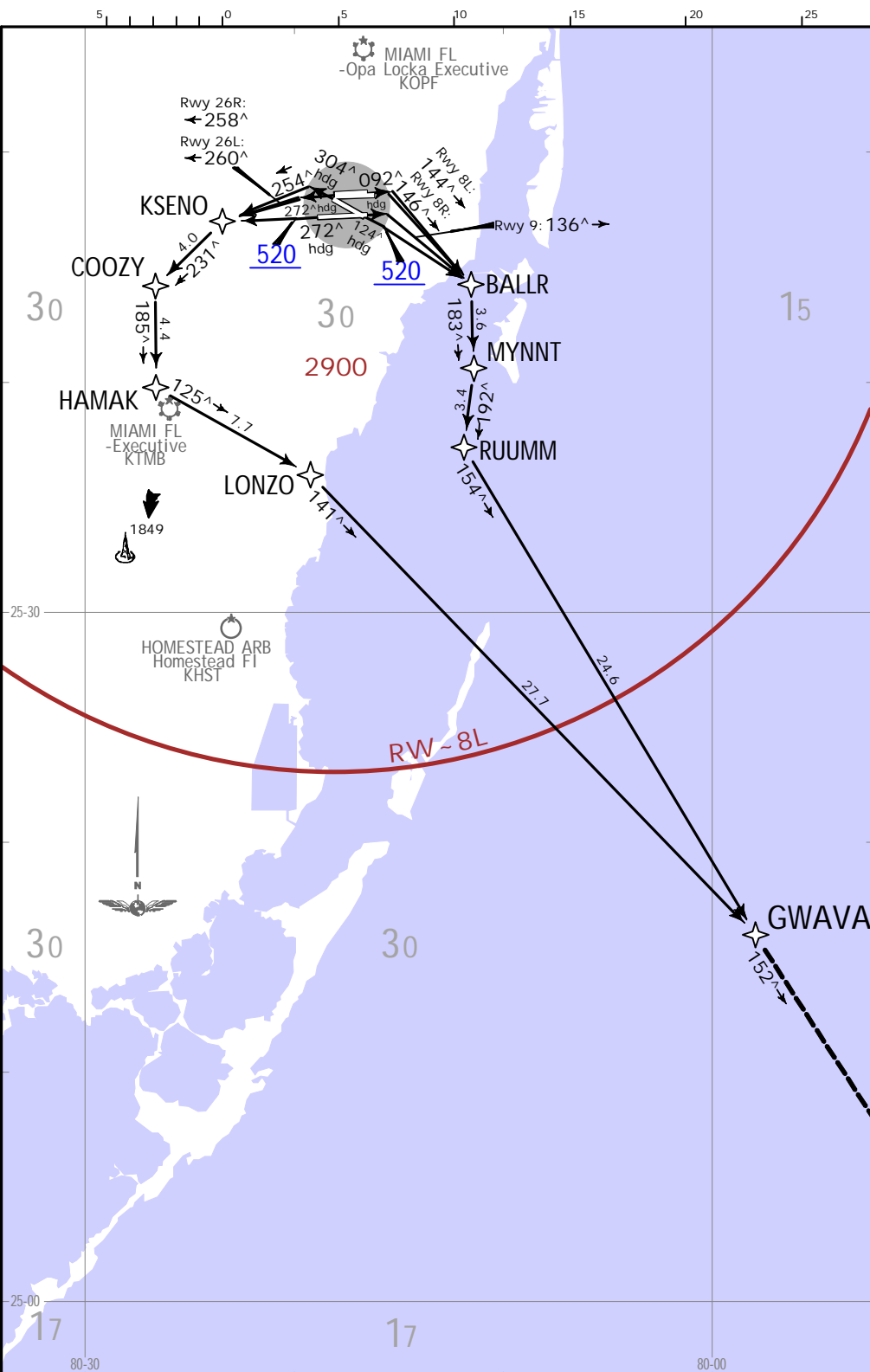
RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R	Climb on heading 092° to 520, then direct CSALT, then on track 007° to DEALZ, then on track 348° to LIVV, then on track 282° to BLART, then on track 275° to SELF1, then on track 237° to cross GAYTR at 5000.	
9	Climb on heading 092° to intercept course 082° to CSALT, then on track 007° to DEALZ, then on track 348° to LIVV, then on track 282° to BLART, then on track 275° to SELF1, then on track 237° to cross GAYTR at 5000.	
12	Climb on heading 124° to intercept course 078° to CSALT, then on track 007° to DEALZ, then on track 348° to LIVV, then on track 282° to BLART, then on track 275° to SELF1, then on track 237° to cross GAYTR at 5000.	5000
26L	Climb on heading 272° to intercept course 260° to KSENO, then on track 275° to cross GAYTR at 5000.	
26R	Climb on heading 272° to intercept course 258° to KSENO, then on track 275° to cross GAYTR at 5000.	
27	Climb on heading 272° to 520, then direct KSENO, then on track 275° to cross GAYTR at 5000.	
30	Climb on heading 304° to intercept course 271° to cross GAYTR at 5000.	

**ROUTING**  
From GAYTR, on track 258° to RUTLG, then on track 258° to GLADZ, then on transition. MAINTAIN 5000. EXPECT clearance to filed altitude 10 minutes after departure.



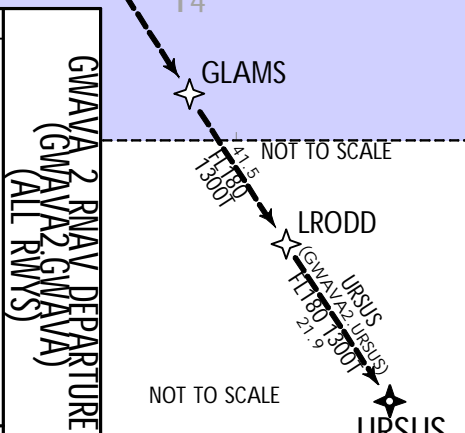
CHANGES: Procedure renumbered, LRODD waypoint moved, top altitude, notes.

KMIA/MIA  
MIAMI INTL



MIAMI Departure (R)	Apt Elev																																										
125.5	9																																										
Trans alt: 18000																																											
RNAV 1 - DME/DME/IRU or GPS																																											
1. RADAR required. 2. Jets only. 3. See additional requirements on AAUP (Attention All Users Page).																																											
<h3 style="margin: 0;">GWAVA 2 RNAV DEPARTURE (GWAVA2, GWAVA) (ALL RWYS)</h3> <p style="color: red; font-weight: bold; margin: 0;">.SPEED: ACCELERATE TO 250 KT, IF UNABLE, ADVISE ATC</p>																																											
<b>TAKEOFF OBSTACLE NOTES</b> See TAKEOFF OBSTACLE NOTES page (10-30B1).  This SID requires takeoff minimums (for standard minimums, refer to airport chart): Rwy 8L: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 215 per NM to 1400. Rwy 8R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 235 per NM to 1400. Rwy 9: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 240 per NM to 1400. Rwy 12: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 230 per NM to 1400. Rwsys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520.																																											
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Gnd speed-KT</th> <th>75</th> <th>100</th> <th>150</th> <th>200</th> <th>250</th> <th>300</th> </tr> </thead> <tbody> <tr> <td>215 per NM</td> <td>269</td> <td>358</td> <td>538</td> <td>717</td> <td>896</td> <td>1075</td> </tr> <tr> <td>230 per NM</td> <td>288</td> <td>383</td> <td>575</td> <td>767</td> <td>958</td> <td>1150</td> </tr> <tr> <td>235 per NM</td> <td>294</td> <td>392</td> <td>588</td> <td>783</td> <td>979</td> <td>1175</td> </tr> <tr> <td>240 per NM</td> <td>300</td> <td>400</td> <td>600</td> <td>800</td> <td>1000</td> <td>1200</td> </tr> <tr> <td>500 per NM</td> <td>625</td> <td>833</td> <td>1250</td> <td>1667</td> <td>2083</td> <td>2500</td> </tr> </tbody> </table>		Gnd speed-KT	75	100	150	200	250	300	215 per NM	269	358	538	717	896	1075	230 per NM	288	383	575	767	958	1150	235 per NM	294	392	588	783	979	1175	240 per NM	300	400	600	800	1000	1200	500 per NM	625	833	1250	1667	2083	2500
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RWY	INITIAL CLIMB	TOP ALTITUDE
8L	Climb on heading 092° to intercept course 144° to BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 154° to GWAVA.	5000
8R	Climb on heading 092° to intercept course 146° to BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 154° to GWAVA.	
9	Climb on heading 092° to intercept course 136° to BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 154° to GWAVA.	
12	Climb on heading 124° to 520, then direct BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 154° to GWAVA.	
26L	Climb on heading 272° to intercept course 260° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 141° to GWAVA.	
26R	Climb on heading 272° to intercept course 258° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 141° to GWAVA.	
27	Climb on heading 272° to 520, then direct KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 141° to GWAVA.	
30	Climb on heading 304° to intercept course 254° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 141° to GWAVA.	

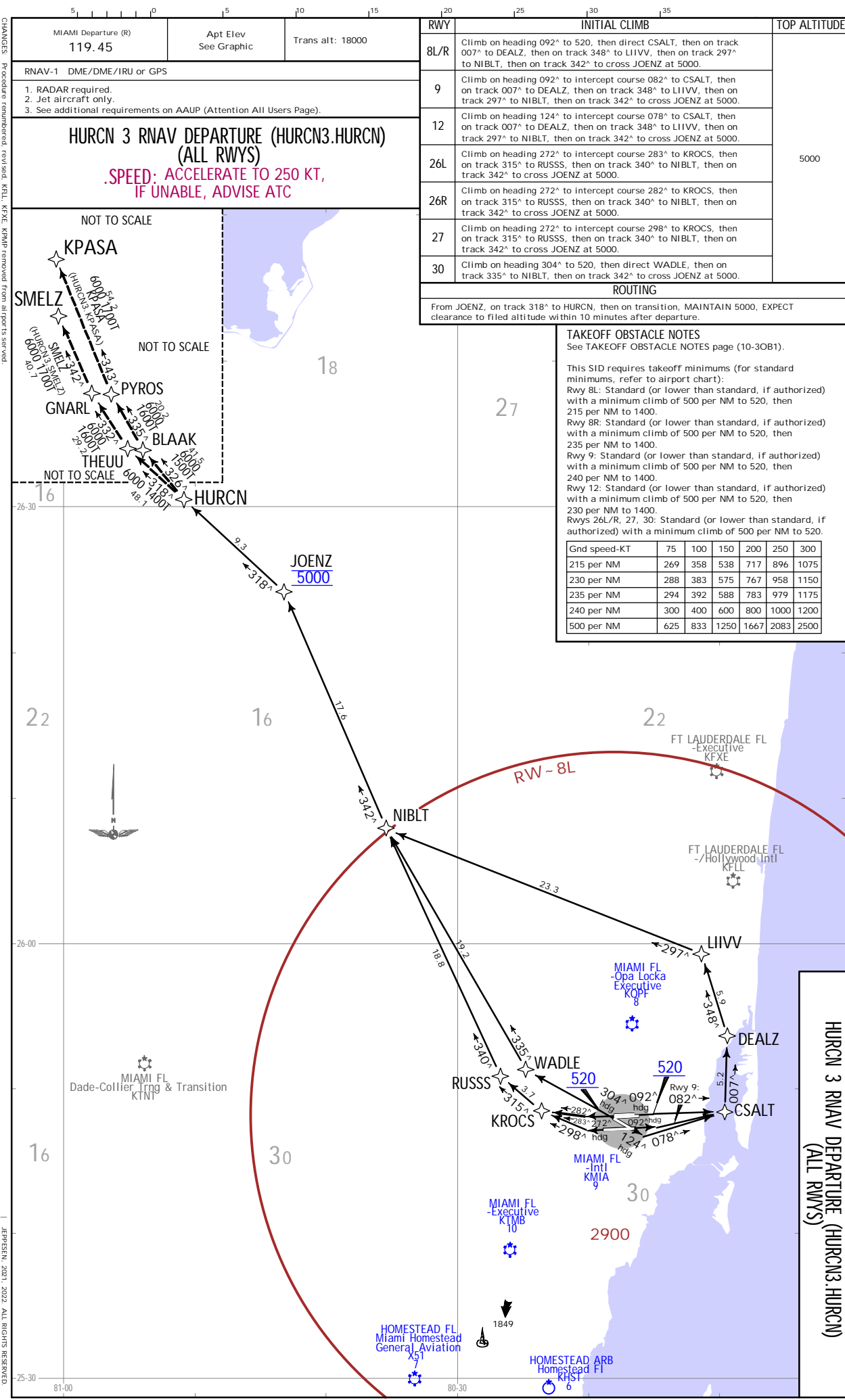


**ROUTING**

From GWAVA, then on assigned transition, MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.

13 MAY 22 (10-3D) . Eff. 19 May. . RNAV . SID.  
 JEPPESEN  
 MIAMI, FLA





CHANGES: Procedure renumbered, revised, KELL, KPKE, KMPF removed from airport's service.

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**KMIA/MIA**  
 MIAMI INTL  
 13 MAY 22  
**JEPPESEN**  
 10-3E  
 EFF. 19 MAY  
**MIAMI, FLA**  
 RNAV SID

KMIA/MIA  
MIAMI INTL



13 MAY 22 10:3F Eff. 19 May.

MIAMI, FLA  
RNAV.SID.

MIAMI Departure (R)	Apt Elev	Trans alt: 18000
125.5	9	
RNAV 1 - DME/DME/IRU or GPS		

1. RADAR required for non-GPS equipped aircraft. 2. Jet aircraft only.
3. RAJAY transition: ELOUE to RAJAY segment - GPS.
4. BITAC transition: MEDLI to BITAC segment - GPS.
5. JAGOR transition: UPACE to JAGOR segment - GPS.
6. RAJAY transition is only for traffic filed at or below FL230.
7. See additional requirements on AADP (Attention All Users Page).

**KLADA 2 RNAV DEPARTURE (KLADA2.KLADA)  
(ALL RWYS)**

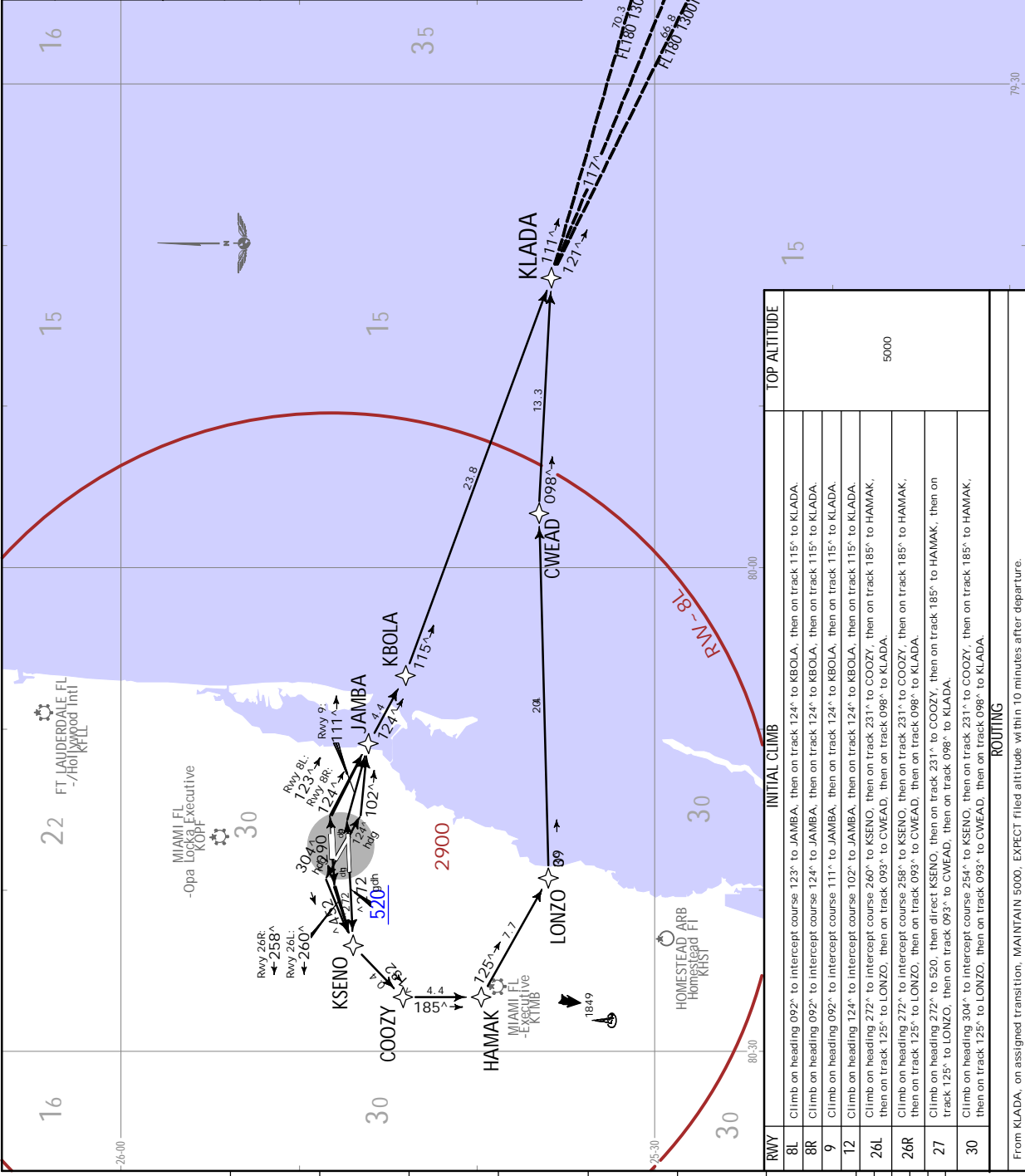
**.SPEED: ACCELERATE TO 250 KT, IF UNABLE, ADVISE ATC**

**TAKEOFF OBSTACLE NOTES**

See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
 Rwy 8L: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 215 per NM to 1400.  
 Rwy 8R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 235 per NM to 1400.  
 Rwy 9: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 240 per NM to 1400.  
 Rwy 12: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 230 per NM to 1400.  
 Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520.

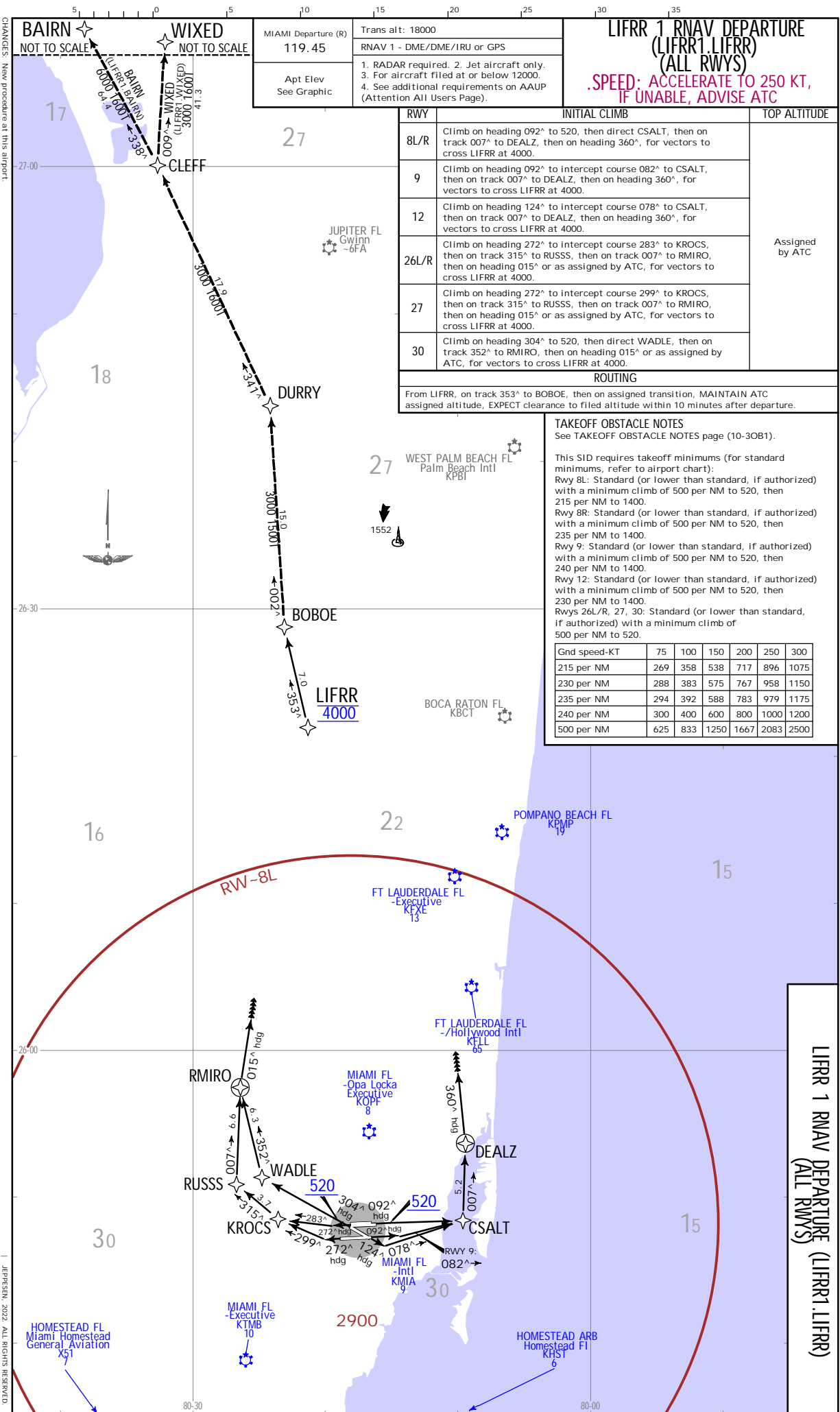
Grnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	538	717	896	1075
230 per NM	288	383	575	767	958	1150
235 per NM	294	392	588	783	979	1175
240 per NM	300	400	600	800	1000	1200
500 per NM	625	833	1250	1667	2083	2500



RWY	INITIAL CLIMB	TOP ALTITUDE
8L	Climb on heading 092° to intercept course 123° to JAMBA, then on track 124° to KBOLA, then on track 115° to KLADA.	
8R	Climb on heading 092° to intercept course 124° to JAMBA, then on track 124° to KBOLA, then on track 115° to KLADA.	
9	Climb on heading 092° to intercept course 111° to JAMBA, then on track 124° to KBOLA, then on track 115° to KLADA.	
12	Climb on heading 124° to intercept course 102° to JAMBA, then on track 124° to KBOLA, then on track 115° to KLADA.	
26L	Climb on heading 124° to intercept course 260° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 093° to CWEAD, then on track 098° to KLADA.	5000
26R	Climb on heading 272° to intercept course 258° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 093° to CWEAD, then on track 098° to KLADA.	
27	Climb on heading 272° to intercept course 260° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 093° to CWEAD, then on track 098° to KLADA.	
30	Climb on heading 304° to intercept course 254° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 093° to CWEAD, then on track 098° to KLADA.	

From KLADA, on assigned transition, MAINTAIN 5000. EXPECT filed altitude within 10 minutes after departure.

CHANGES: Procedure renumbered, waypoints KLADA and ELOUE relocated, bearings, mileages, notes, chart redesign.



MIAMI Departure (R)	Trans alt: 18000
119.45	RNAV 1 - DME/DME/IRU or GPS
Apt Elev See Graphic	1. RADAR required. 2. Jet aircraft only. 3. For aircraft filed at or below 12000. 4. See additional requirements on AAUP (Attention All Users Page).

**LIFRR 1 RNAV DEPARTURE  
(LIFRR1.LIFRR)  
(ALL RWYS)**  
**.SPEED: ACCELERATE TO 250 KT,  
IF UNABLE, ADVISE ATC**

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R	Climb on heading 092° to 520, then direct CSALT, then on track 007° to DEALZ, then on heading 360°, for vectors to cross LIFRR at 4000.	Assigned by ATC
9	Climb on heading 092° to intercept course 082° to CSALT, then on track 007° to DEALZ, then on heading 360°, for vectors to cross LIFRR at 4000.	
12	Climb on heading 124° to intercept course 078° to CSALT, then on track 007° to DEALZ, then on heading 360°, for vectors to cross LIFRR at 4000.	
26L/R	Climb on heading 272° to intercept course 283° to KROCS, then on track 315° to RUSS, then on track 007° to RMIRO, then on heading 015° or as assigned by ATC, for vectors to cross LIFRR at 4000.	
27	Climb on heading 272° to intercept course 299° to KROCS, then on track 315° to RUSS, then on track 007° to RMIRO, then on heading 015° or as assigned by ATC, for vectors to cross LIFRR at 4000.	
30	Climb on heading 304° to 520, then direct WADLE, then on track 352° to RMIRO, then on heading 015° or as assigned by ATC, for vectors to cross LIFRR at 4000.	

**ROUTING**  
From LIFRR, on track 353° to BOBOE, then on assigned transition, MAINTAIN ATC assigned altitude, EXPECT clearance to filed altitude within 10 minutes after departure.

**TAKEOFF OBSTACLE NOTES**  
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):

- Rwy 8L: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 215 per NM to 1400.
- Rwy 8R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 235 per NM to 1400.
- Rwy 9: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 240 per NM to 1400.
- Rwy 12: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 230 per NM to 1400.
- Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520.

Gnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	538	717	896	1075
230 per NM	288	383	575	767	958	1150
235 per NM	294	392	588	783	979	1175
240 per NM	300	400	600	800	1000	1200
500 per NM	625	833	1250	1667	2083	2500

**KMIA/MLA**  
MIAMI INTL  
13 MAY 22  
**JEPPESSEN**  
EFF: 19 May  
**MIAMI, FLA**  
RNAV SID  
**LIFRR 1 RNAV DEPARTURE (LIFRR1.LIFRR)**  
**(ALL RWYS)**

CHANGES: New procedure at this airport.

MIAMI Departure (R) 125.5	Apt Elev See Graphic	RNAV 1 - DME/DME/IRU or GPS From SLIPT to MAXIM: RNAV 1 - GPS From SLIPT to CANOA: RNAV 1 - GPS	Trans alt: 18000
1. RADAR required. 2. Jet aircraft only. 3. See additional requirements on AAPP (Attention All Users Page).			

## MAYNR 1 RNAV DEPARTURE (MAYNR1.MAYNR) (ALL RWYS)

**.SPEED: ACCELERATE TO 250 KT, IF UNABLE, ADVISE ATC**

RWY	INITIAL CLIMB	TOP ALTITUDE
8L	Climb on heading 092° to intercept course 144° to BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 215° to cross AUSTI at 5000.	5000
8R	Climb on heading 092° to intercept course 146° to BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 215° to cross AUSTI at 5000.	
9	Climb on heading 092° to intercept course 136° to BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 215° to cross AUSTI at 5000.	
12	Climb on heading 124° to 520, then direct to BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 215° to cross AUSTI at 5000.	
26L	Climb on heading 272° to intercept course 260° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 202° to cross AUSTI at 5000.	
26R	Climb on heading 272° to intercept course 258° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 202° to cross AUSTI at 5000.	
27	Climb on heading 272° to 520, then direct KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 202° to cross AUSTI at 5000.	
30	Climb on heading 304° to intercept course 254° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 202° to cross AUSTI at 5000.	

### ROUTING

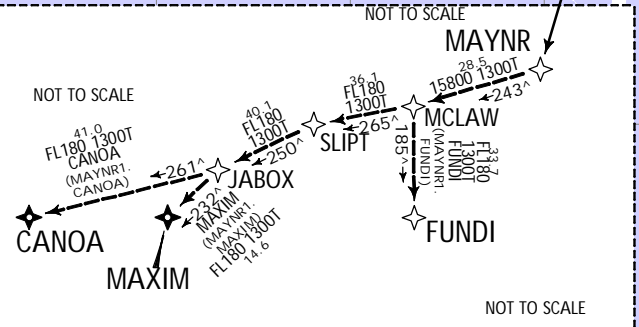
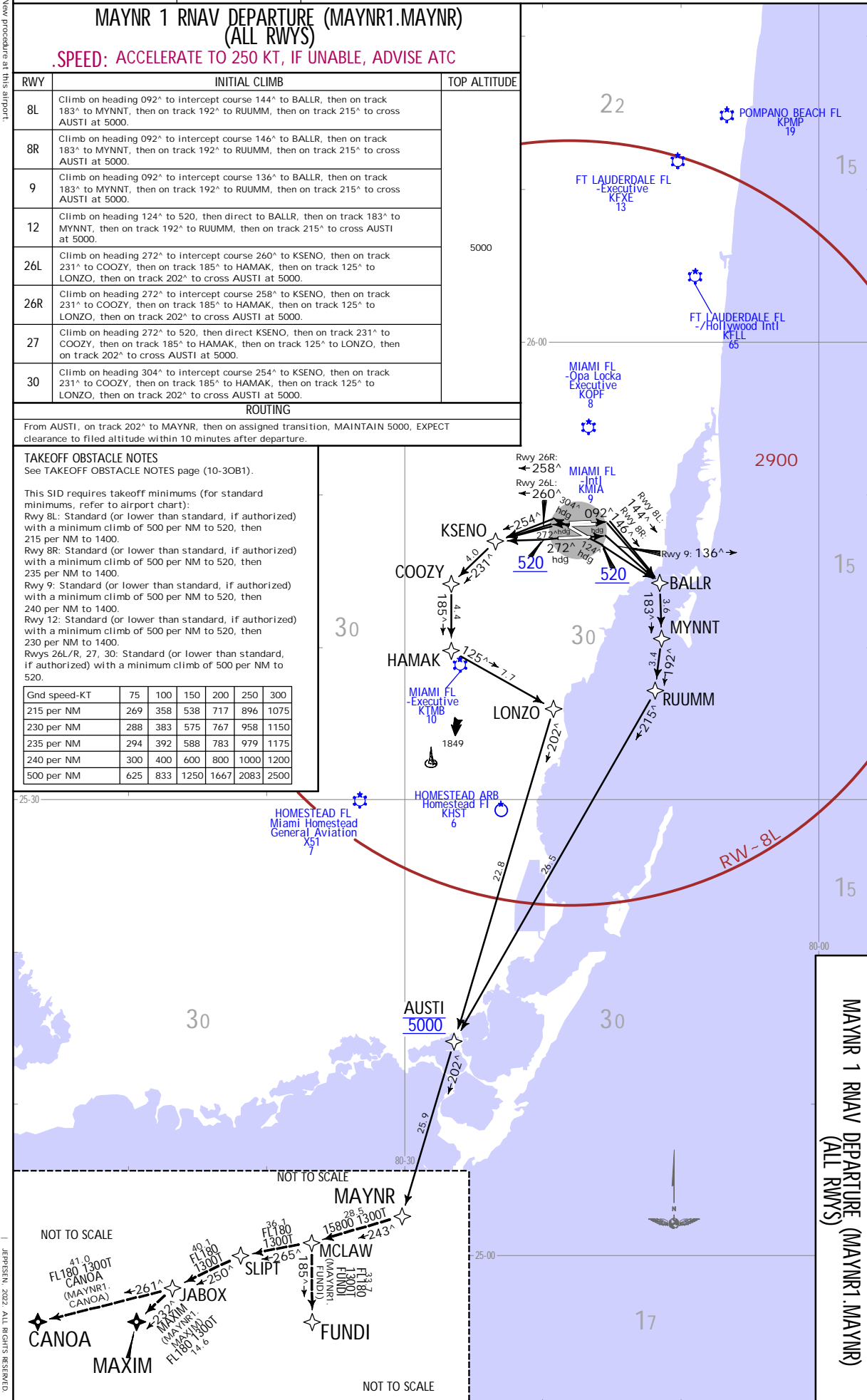
From AUSTI, on track 202° to MAYNR, then on assigned transition, MAINTAIN 5000, EXPECT clearance to filed altitude within 10 minutes after departure.

### TAKEOFF OBSTACLE NOTES

See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
 Rwy 8L: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 215 per NM to 1400.  
 Rwy 8R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 235 per NM to 1400.  
 Rwy 9: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 240 per NM to 1400.  
 Rwy 12: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 230 per NM to 1400.  
 Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520.

Gnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	538	717	896	1075
230 per NM	288	383	575	767	958	1150
235 per NM	294	392	588	783	979	1175
240 per NM	300	400	600	800	1000	1200
500 per NM	625	833	1250	1667	2083	2500



**KMIA/MIA**  
 MIAMI INTL  
 13 MAY 22  
**JEPPESSEN**  
 (10-3H) EFF: 19 May  
**MIAMI, FLA**  
 RNAV SID

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**KMIA/MIA**  
MIAMI INTL



13 MAY 22 (10-3J) Eff. 19 May.

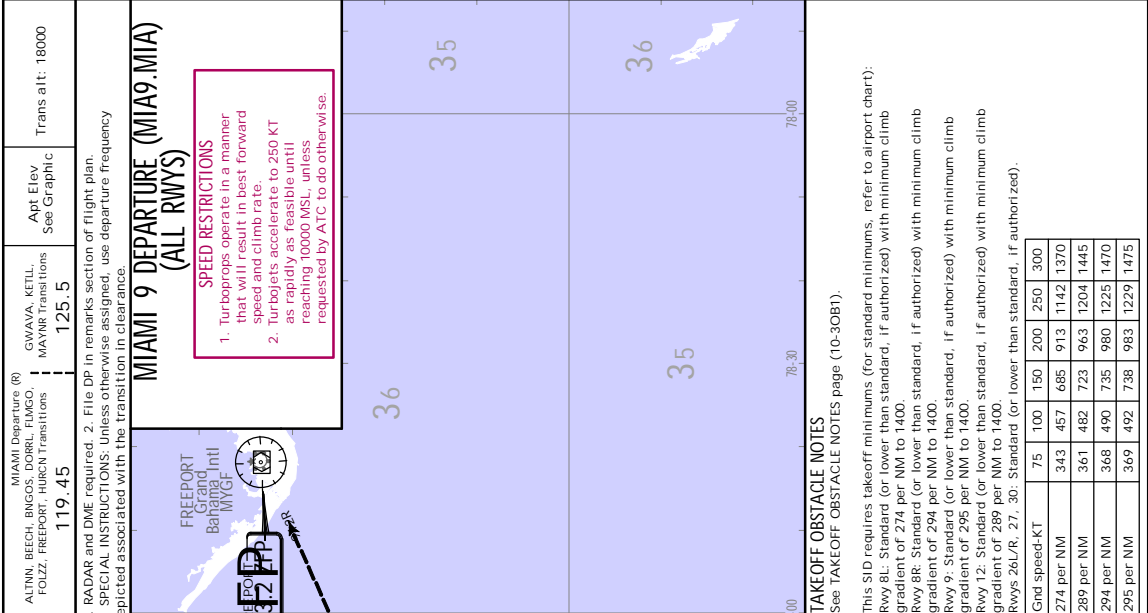
**MIAMI, FLA**  
SID

MIAMI Departure (R)  
ALTN, BEECH, BINGOS, DORRL, FLMGO, FOLZ, FREEPORT, HURCN Transitions  
119.45  
GWAVA, KETILL, MIAMI Transitions  
125.5  
Apt Elev  
See Graphic  
Trans alt: 18000

1. RADAR and DME required. 2. File DP in remarks section of flight plan.  
3. SPECIAL INSTRUCTIONS: Unless otherwise assigned, use departure frequency depicted associated with the transition in clearance.

**MIAMI 9 DEPARTURE (MIA9.MIA)**  
(ALL RWYS)

**SPEED RESTRICTIONS**  
1. Turboprops operate in a manner that will result in best forward speed and climb rate.  
2. Turboprops accelerate to 250 KT as rapidly as feasible until reaching 10000 MSL, unless requested by ATC to do otherwise.



**TAKEOFF OBSTACLE NOTES**  
See TAKEOFF OBSTACLE NOTES page (10-30BT).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
Rwy 8L: Standard for lower than standard, if authorized with minimum climb gradient of 274 per NM to 1400.  
Rwy 8R: Standard for lower than standard, if authorized with minimum climb gradient of 294 per NM to 1400.  
Rwy 9: Standard for lower than standard, if authorized with minimum climb gradient of 295 per NM to 1400.  
Rwy 12: Standard for lower than standard, if authorized with minimum climb gradient of 289 per NM to 1400.  
Rwys 26L/R, 27, 30: Standard for lower than standard, if authorized.

Grnd speed-KT	75	100	150	200	250	300
274 per NM	343	457	685	913	1142	1370
289 per NM	361	482	723	963	1204	1445
294 per NM	368	490	735	980	1225	1470
295 per NM	369	492	738	983	1229	1475

**INITIAL CLIMB**

Climb on assigned heading for RADAR vectors to assigned transition.  
JETS climb and MAINTAIN 5000. PROPS and TURBOPROPS climb and MAINTAIN 3000. EXPECT filed altitude 10 minutes after departure.

TOP ALTITUDE	JETS	TURBOPROPS
5000	5000	3000

MIAMI, FLA  
 .RNAV.SID.

JEYPESEN  
 13 MAY 22 (10-3K).Eff.19.May.

KMIA/MIA  
 MIAMI INTL

Trans alt: 18000	RNAV 1	NNOCE 1 RNAV DEPARTURE (NNOCE1,NNOCE) (RWYS 8L/R, 9, 12)
MIAMI Departure (R) 125.5	DME/DME/IRU or GPS required	<div style="border: 1px solid red; padding: 5px;"> <b>SPEED RESTRICTION</b>                      Accelerate to 250 KT, if unable, advise ATC.                 </div>
Apt Elev 9	1. RADAR required. 2. Night use only for noise abatement, (2300 LCL-0600 LCL). 3. Jets only. 4. See additional requirements on AAUP (Attention All Users Page).	

**TAKEOFF OBSTACLE NOTES**  
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

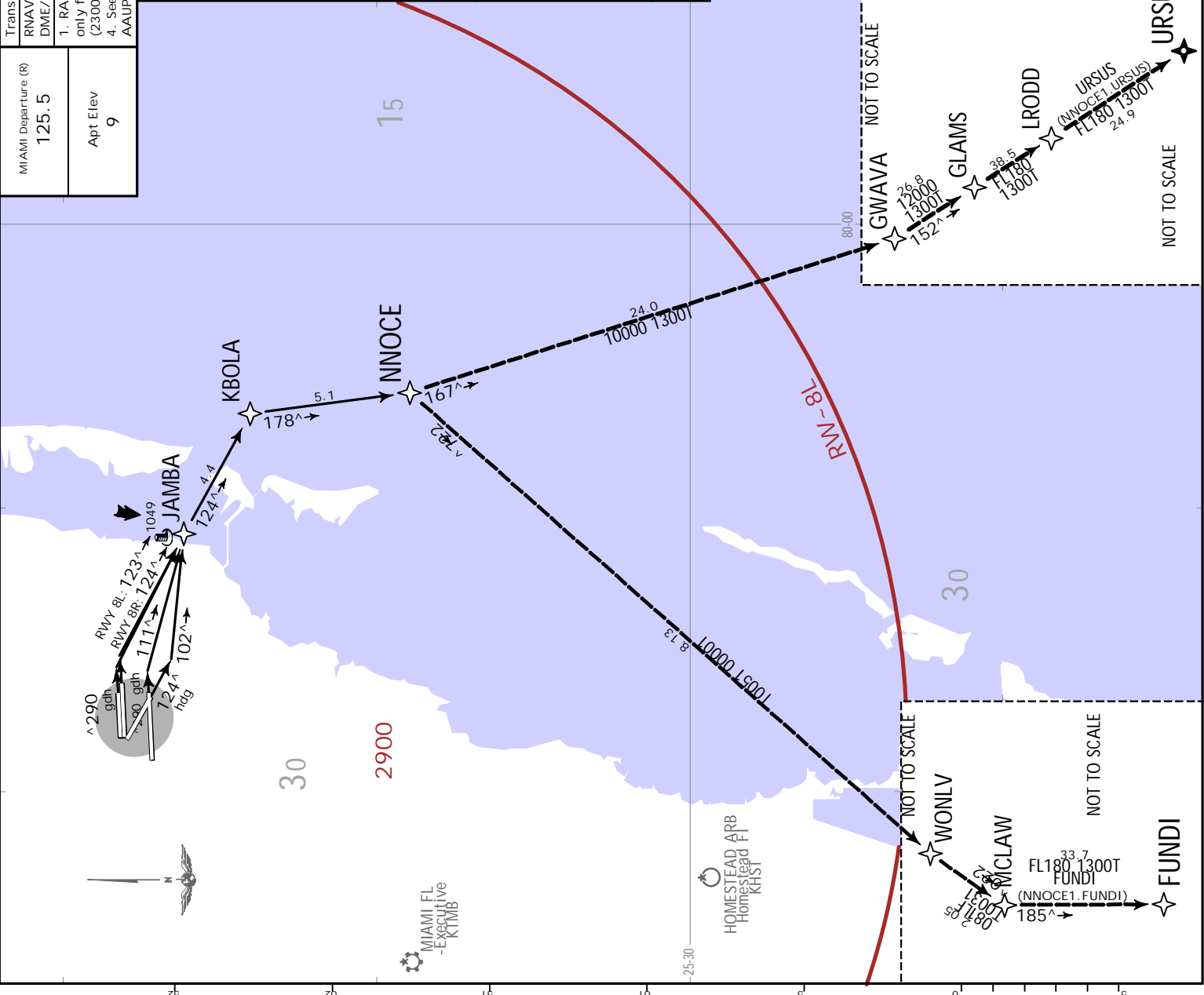
This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
 Rwy 8L: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 215 per NM to 1400.  
 Rwy 8R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 235 per NM to 1400.  
 Rwy 9: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 240 per NM to 1400.  
 Rwy 12: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520, then 230 per NM to 1400.

Grnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	538	717	896	1075
230 per NM	288	383	575	767	958	1150
235 per NM	294	392	588	783	979	1175
240 per NM	300	400	600	800	1000	1200
500 per NM	625	833	1250	1667	2083	2500

**RWY INITIAL CLIMB**

RWY	INITIAL CLIMB	TOP ALTITUDE
8L	Climb on heading 092° to intercept course 123° to JAMBA, then on track 124° to KBOLA, then on track 178° to NNOCE.	
8R	Climb on heading 092° to intercept course 124° to JAMBA, then on track 124° to KBOLA, then on track 178° to NNOCE.	Assigned by ATC
9	Climb on heading 092° to intercept course 111° to JAMBA, then on track 124° to KBOLA, then on track 178° to NNOCE.	
12	Climb on heading 124° to intercept course 102° to JAMBA, then on track 124° to KBOLA, then on track 178° to NNOCE.	

**ROUTING**  
 From NNOCE, on assigned transition. MAINTAIN ATC assigned altitude, EXPECT filed altitude 10 minutes after departure.



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MIAMI, FLA

6 AUG 21 (10-3OB1) .Eff.12.Aug.

MIAMI INTL

## TAKEOFF OBSTACLE NOTES - DEPs

- RWY 8L:

Terrain 6 from DER, on centerline, 9 MSL.  
 Lighting 9 from DER, 55 left of centerline, 2 AGL/10 MSL.  
 Lighting beginning 10 from DER, 55 right of centerline, up to 2 AGL/10 MSL.  
 Navaid 804 from DER, 499 right of centerline, 41 AGL/46 MSL.  
 Building 1317 from DER, 689 left of centerline, 59 AGL/65 MSL.  
 Transmission line 3282 from DER, 1330 left of centerline, 88 AGL/94 MSL.  
 Building 4493 from DER, 830 left of centerline, 118 AGL/123 MSL.  
 Building 4535 from DER, 817 left of centerline, 119 AGL/124 MSL.  
 Tower 5340 from DER, 1058 left of centerline, 140 AGL/144 MSL.

- RWY 8R:

Trees beginning 1880 from DER, 921 left of centerline, up to 82 MSL.  
 Tree 2721 from DER, 274 left of centerline, 62 AGL/83 MSL.  
 Tree 2881 from DER, 207 left of centerline, 84 MSL.  
 Tree 3006 from DER, 251 left of centerline, 88 MSL.  
 Tree 3249 from DER, 370 left of centerline, 94 MSL.  
 Elevator 3393 from DER, 1347 left of centerline, 93 AGL/98 MSL.  
 Pole, transmission line beginning 3709 from DER, 1302 left of centerline, up to 114 MSL. Transmission lines beginning 3835 from DER, 1378 left of centerline, up to 108 AGL/116 MSL.

- RWY 9:

Wind indicator 103 from DER, 487 right of centerline, 21 AGL/27 MSL.  
 Pole 694 from DER, 599 right of centerline, 35 AGL/38 MSL.  
 Transmission line 3301 from DER, 1103 left of centerline, 90 AGL/94 MSL.  
 Transmission line 3361 from DER, 1308 left of centerline, 95 AGL/99 MSL.  
 Tower 4027 from DER, 1526 right of centerline, 119 AGL/125 MSL. Buildings beginning 4053 from DER, 1501 right of centerline, up to 120 AGL/126 MSL.

- RWY 12:

Traverse way, Trees beginning 5 from DER, 299 right of centerline, up to 28 MSL.  
 Traverse way 615 from DER, 239 right of centerline, 29 MSL.  
 Sign 644 from DER, 591 right of centerline, 33 AGL/43 MSL.  
 Sign, traverse way beginning 693 from DER, 184 right of centerline, up to 33 AGL/46 MSL. Building 2911 from DER, 1140 right of centerline, 101 AGL/106 MSL. Building 3158 from DER, 991 right of centerline, 104 AGL/108 MSL.  
 Building 4688 from DER, 1547 left of centerline, 120 AGL/126 MSL.  
 Building 1 NM from DER, 2106 right of centerline, 154 AGL/164 MSL.

- RWY 26L:

Pole, trees beginning 1079 from DER, 680 left of centerline, up to 40 AGL/47 MSL.  
 Tower 1304 from DER, 639 right of centerline, 42 AGL/48 MSL.  
 Pole 1772 from DER, 824 left of centerline, 46 AGL/53 MSL.  
 Tree 2448 from DER, 433 right of centerline, 71 MSL.  
 Tree 2456 from DER, 123 left of centerline, 72 MSL.  
 Tree 2461 from DER, 523 right of centerline, 73 MSL.  
 Trees beginning 2468 from DER, 243 right of centerline, up to 80 MSL.  
 Trees beginning 2468 from DER, 353 left of centerline, up to 83 MSL.  
 Trees beginning 2474 from DER, 239 left of centerline, up to 86 MSL.

- RWY 26R:

Lighting beginning 9 from DER, 54 left of centerline, up to 2 AGL/10 MSL.  
 Lighting 10 from DER, 54 right of centerline, 2 AGL/10 MSL.  
 Pole, building beginning 534 from DER, 431 right of centerline, up to 38 MSL.  
 Trees, pole beginning 1048 from DER, 36 right of centerline, up to 40 AGL/47 MSL.  
 Tower 1305 from DER, 160 left of centerline, 42 AGL/48 MSL.

KMIA/MIA

6 AUG 21  JEPPESEN  
10-3OB2 .Eff.12.Aug.MIAMI, FLA  
MIAMI INTL

## TAKEOFF OBSTACLE NOTES - DEPs (CONTD)

## ◦ RWY 26R (CONTD):

Pole 2003 from DER, 779 right of centerline, 53 AGL/60 MSL.

Tree 2449 from DER, 366 left of centerline, 71 MSL.

Tree 2457 from DER, 923 left of centerline, 72 MSL.

Tree 2462 from DER, 276 left of centerline, 73 MSL.

Trees beginning 2469 from DER, 234 left of centerline, up to 80 MSL.

Tower, building, pole beginning 1291 from DER, 78 right of centerline, up to 49 AGL/55 MSL.

## ◦ RWY 27:

Lighting 3 from DER, 54 left of centerline, 1 AGL/9 MSL.

Pole, traverse way beginning 376 from DER, 494 left of centerline, up to

37 AGL/44 MSL. Crane, pole, traverse way, sign beginning 1939 from DER, 92 left of centerline, up to 131 AGL/140 MSL. Poles beginning 2049 from DER, 96 right of

centerline, up to 40 AGL/60 MSL. Crane 4538 from DER, 1600 left of centerline,

153 AGL/159 MSL.

## ◦ RWY 30:

Pole 560 from DER, 563 left of centerline, 40 AGL/47 MSL.

Pole 1414 from DER, 774 right of centerline, 38 AGL/46 MSL.

Tower 1452 from DER, 434 right of centerline, 42 AGL/48 MSL.

Tower 1734 from DER, 912 right of centerline, 49 AGL/55 MSL.

Trees beginning 1978 from DER, 823 left of centerline, up to 72 MSL.

Trees beginning 2228 from DER, 251 left of centerline, up to 80 MSL.



**KMIA/MIA**  
 Apt Elev 9  
 119.15  
 VOI 112.0

D-ATIS  
 133.675

ACARS  
 D-ATIS  
 PDC  
 TWIP

MIAMI Clearance  
 135.35

Ground  
 Rwy 8L/R, 12, 26L/R  
 121.8

Tower  
 North Complex  
 270°-089°  
 118.3

Tower  
 South Complex  
 090°-269°  
 123.9

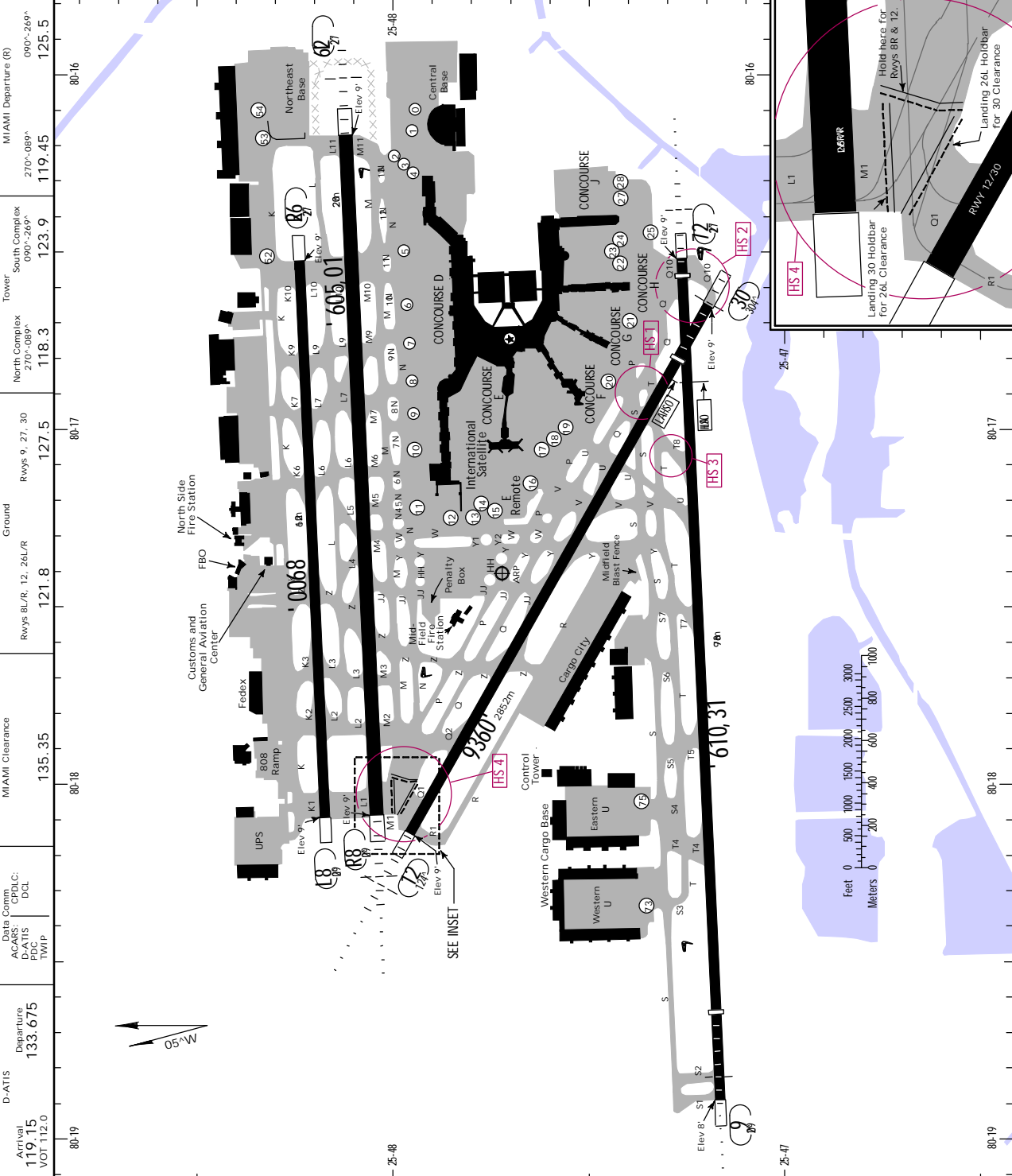
MIAMI Departure (R)  
 090°-269°  
 125.5

3 MAR 23

10-9

JEPPERSEN

MIAMI, FLA  
 MIAMI INTL



**OPERATIONAL NOTES**

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

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

No intersection departures authorized without prior permission from airport manager.

**POSITIVE APRON CONTROL AND PUSHBACKS**

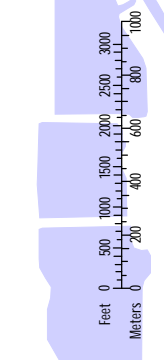
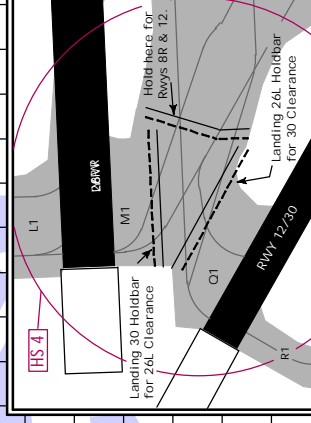
Miami Dade Aviation Department (MDAD) has implemented mandatory positive Apron and Pushback Control of the non-movement (non-FAA controlled) apron areas in the terminal area. MDAD Pushback Control has positive control of the following aircraft gates, hardstands and spots as indicated:

- Central Base
- North and east sides of Concourse D
- All gates located between Concourses E and F
- All gates located between Concourses F and G
- All gates located between Concourses G and H
- All gates located between Concourses H and J
- East gates located on Concourse J and adjacent remote parking area
- All gates located in Northeast Corner Area
- All gates located on Western U Cargo Area
- All gates located on Eastern U Cargo Area
- Spots 0, 1, 2, 3, 4 & 5 east (Gates D-14 through D-4), Apron Control and pushback request will be made using ARINC frequency 128.025 (call sign "Miami Gates")
- Spots 6, 7, 8, 9, 10, 13, 14, & 15: American Apron Control and pushback request will be made using ARINC frequency 130.95
- Spots 11, 12, 16, 17, 18, 19, 20, & 21: Apron Control and pushback request will be made using ARINC frequency 130.5 (call sign "Miami Gates")
- Spots 22, 23, 24, 25, 26, 27 & 28: Apron Control and pushback request will be made using ARINC frequency 132.375 (call sign "Miami Gates")
- Spots 52, 53, & 54: Apron Control and pushback request will be made using ARINC frequency 129.075 (call sign "Miami Gates")
- Spots 73 & 75: Pushback will be made via MIAMI ATC on frequency 121.8 or 121.7.5.

All aircraft requiring engine start prior to pushback must contact Miami Gates on assigned ARINC frequency for startup clearance. Contact 130.5 for spots assigned an Apron Control frequency.

GAC (North Side): Apron Control and pushback request will be made using ARINC frequency 131.60.

- Spot restrictions:
- Spot 2, 4, 13, 15, 22 & 24 B757 and smaller.
  - Spot 11 & 12: E175 and smaller.
  - Spot 26 & 28: ADG-IV and smaller.
  - An ADG-VI aircraft may push back into Spot 23.



**GENERAL**  
 All medical emergency arrivals, with the exception of air ambulance flights, must secure doors until AARFF is on scene.  
 ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.  
 All turbojet aircraft use designated noise abatement procedure profile from all runways except A320, B727, B737-800, B767-400, and DC9 which should use close-in noise abatement profile.  
 Airport closed to non-engine aircraft.  
 Prior permission required for inbound military flights 100 NM on frequency 130.5.  
 Prior permission required 3 hrs prior to all arrivals on the General Aviation Center (GAC) ramp. Birds in vicinity of airport.  
 Terminal Doppler Weather Radar.  
 Rwy 9 and 26L right traffic.  
 United States Customs & Border Patrol (CBP) and Electronic Advance Passenger Information System (eAPIS) available.

**ADDITIONAL RUNWAY INFORMATION**

RWY	SURFACE	THRESHOLD	LANDING BEYOND THRESHOLD	USABLE LENGTHS		LAHSO Distance	TAKE-OFF	WIDTH
				GLIDE SLOPE	GLIDE SLOPE			
1	grooved							150' 46m
1	grooved							150' 46m

1 Closed 2200-0700 LT when Rwy 8R/26L and Rwy 9/27 are in use.

8R	HIRL CL MALSR TDZ PAPI-L (angle 3.00°)	RVR	9544' 2909m					200' 61m
26L	HIRL CL MALSF PAPI-L (angle 3.00°)	RVR	9406' 2867m	3				


2 Grooved.  
 3 LDA 10,220' (3115m).

9	HIRL CL MALSR PAPI-L (angle 3.00°)	grooved RVR	11,658' 3553m	12/30	9749' 2971m			150' 46m
27			12,755' 3888m					

4 LDA 11,397' (3474m).

12	HIRL CL MALSR PAPI-R (angle 3.00°)	grooved RVR	8260' 2518m	9/27	8100' 2469m	9355'		150' 46m
5	HIRL CL MALS PAPI-L (angle 3.00°)	grooved RVR	7440' 2268m	7	2565m	2851m		

5 Closed 2200-0700 LT when Rwy 8R/26L and Rwy 9/27 are in use.  
 6 LDA 8579' (2615m).  
 7 LDA 7913' (2412m).

**RUNWAY INCURSION HOT SPOTS**   
 For information only, not to be construed as ATC instructions.

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

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**

**Rwys 27**

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref		STD
CL & HIRL	CL or RCLM & HIRL	CL & HIRL	CL or RCLM & HIRL	
TDZ RVR 5	TDZ RVR 10	RVR 16	TDZ RVR 10	1 & 2 Eng RVR 50 or 1
Mid RVR 5	Mid RVR 10	or 1/4	Mid RVR 10	
Rollout RVR 5	Rollout RVR 10		Rollout RVR 10	

**Rwys 26L, 30**

Both RVRs are required and controlling		Adequate Vis Ref	STD
CL & HIRL	CL or RCLM & HIRL	CL & HIRL	CL or RCLM & HIRL
TDZ RVR 5	TDZ RVR 10	RVR 16	TDZ RVR 10
Rollout RVR 5	Rollout RVR 10	or 1/4	Rollout RVR 10

**1 Rwy 12**

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	Other CEIL-VIS
CL & HIRL	CL or RCLM & HIRL	CL & HIRL	CL or RCLM & HIRL	
TDZ RVR 5	TDZ RVR 10	RVR 16	TDZ RVR 10	300-1 1/4
Mid RVR 5	Mid RVR 10	or 1/4	Mid RVR 10	
Rollout RVR 5	Rollout RVR 10		Rollout RVR 10	

1 Alternatively, with standard take-off minimums and a 200' /NM climb gradient, take-off must occur no later than 1200' prior to departure end of runway.

**Rwy 8R**

Both RVRs are required and controlling		Adequate Vis Ref	STD
CL & HIRL	CL or RCLM & HIRL	CL & HIRL	CL or RCLM & HIRL
TDZ RVR 5	TDZ RVR 10	RVR 16	TDZ RVR 10
Rollout RVR 5	Rollout RVR 10	or 1/4	Rollout RVR 10

With Minm climb of 294' /NM to 1400'

**Rwy 9**

Both RVRs are required and controlling		Adequate Vis Ref	STD
CL & HIRL	CL or RCLM & HIRL	CL & HIRL	CL or RCLM & HIRL
TDZ RVR 5	TDZ RVR 10	RVR 16	TDZ RVR 10
Rollout RVR 5	Rollout RVR 10	or 1/2	Rollout RVR 10

With Minm climb of 295' /NM to 1400'

**Rwy 26R**

Both RVRs are required and controlling		Adequate Vis Ref	STD
CL & HIRL	CL or RCLM & HIRL	CL & HIRL	CL or RCLM & HIRL
TDZ RVR 5	TDZ RVR 10	RVR 16	TDZ RVR 10
Mid RVR 5	Mid RVR 10	or 1/4	Mid RVR 10
Rollout RVR 5	Rollout RVR 10		Rollout RVR 10

With Minm climb of 274' /NM to 1400'

**Rwy 8L**

Both RVRs are required and controlling		Adequate Vis Ref	STD
CL & HIRL	CL or RCLM & HIRL	CL & HIRL	CL or RCLM & HIRL
TDZ RVR 5	TDZ RVR 10	RVR 16	TDZ RVR 10
Mid RVR 5	Mid RVR 10	or 1/4	Mid RVR 10
Rollout RVR 5	Rollout RVR 10		Rollout RVR 10

**OBSTACLE DP**

Rwy 12, climbing right turn to intercept DHP VOR R-125 to 1300' before turning left.

Adequate Vis Ref		Adequate Vis Ref		STD
CL & HIRL	CL or RCLM & HIRL	CL & HIRL	CL or RCLM & HIRL	
1/4	1/2	1	1/4	1 & 2 Eng
	1/2		1/2	

## ODP TAKEOFF OBSTACLE NOTES

- RWY 8L:

Terrain 6' from DER, on centerline, 9' MSL. Lighting 9' from DER, 55' left of centerline, 2' AGL/10' MSL. Lighting beginning 10' from DER, 55' right of centerline, up to 2' AGL/10' MSL. Navigational aid 804' from DER, 499' right of centerline, 41' AGL/46' MSL. Building 1317' from DER, 689' left of centerline, 59' AGL/65' MSL. Transmission line 3282' from DER, 1330' left of centerline, 88' AGL/94' MSL. Building 4493' from DER, 830' left of centerline, 118' AGL/123' MSL. Building 4535' from DER, 817' left of centerline, 119' AGL/124' MSL. Tower 5340' from DER, 1058' left of centerline, 140' AGL/144' MSL.

- RWY 8R:

Trees beginning 1880' from DER, 921' left of centerline, up to 82' MSL. Tree 2721' from DER, 274' left of centerline, 62' AGL/83' MSL. Tree 2881' from DER, 207' left of centerline, 84' MSL. Tree 3006' from DER, 251' left of centerline, 88' MSL. Tree 3249' from DER, 370' left of centerline, 94' MSL. Elevator 3393' from DER, 1347' left of centerline, 93' AGL/98' MSL. Pole, transmission line beginning 3709' from DER, 1302' left of centerline, up to 114' MSL. Transmission lines beginning 3835' from DER, 1378' left of centerline, up to 108' AGL/116' MSL.

- RWY 9:

Wind indicator 103' from DER, 487' right of centerline, 21' AGL/27' MSL. Pole 694' from DER, 599' right of centerline, 35' AGL/38' MSL. Transmission line 3301' from DER, 1103' left of centerline, 90' AGL/94' MSL. Transmission line 3361' from DER, 1308' left of centerline, 95' AGL/99' MSL. Tower 4027' from DER, 1526' right of centerline, 119' AGL/125' MSL. Buildings beginning 4053' from DER, 1501' right of centerline, up to 120' AGL/126' MSL.

- RWY 12:

Traverse way, trees beginning 5' from DER, 299' right of centerline, up to 28' MSL. Traverse way 615' from DER, 239' right of centerline, 29' MSL. Sign 644' from DER, 591' right of centerline, 33' AGL/43' MSL. Sign, traverse way beginning 693' from DER, 184' right of centerline, up to 33' AGL/46' MSL. Building 2911' from DER, 1140' right of centerline, 101' AGL/106' MSL. Building 3158' from DER, 991' right of centerline, 104' AGL/108' MSL. Building 4688' from DER, 1547' left of centerline, 120' AGL/126' MSL. Building 1 NM from DER, 2106' right of centerline, 154' AGL/164' MSL.

- RWY 26L:

Pole, trees beginning 1079' from DER, 680' left of centerline, up to 40' AGL/47' MSL. Tower 1304' from DER, 639' right of centerline, 42' AGL/48' MSL. Pole 1772' from DER, 824' left of centerline, 46' AGL/53' MSL. Tree 2448' from DER, 433' right of centerline, 71' MSL. Tree 2456' from DER, 123' left of centerline, 72' MSL. Tree 2461' from DER, 523' right of centerline, 73' MSL. Trees beginning 2468' from DER, 243' right of centerline, up to 80' MSL. Trees beginning 2468' from DER, 353' left of centerline, up to 83' MSL. Trees beginning 2474' from DER, 239' left of centerline, up to 86' MSL.

- RWY 26R:

Lighting beginning 9' from DER, 54' left of centerline, up to 2' AGL/10' MSL. Lighting 10' from DER, 54' right of centerline, 2' AGL/10' MSL. Pole, building beginning 534' from DER, 431' right of centerline, up to 38' MSL. Trees, pole beginning 1048' from DER, 36' right of centerline, up to 40' AGL/47' MSL. Tower, building, pole beginning 1291' from DER, 78' right of centerline, up to 49' AGL/55' MSL. Tower 1305' from DER, 160' left of centerline, 42' AGL/48' MSL. Pole 2003' from DER, 779' right of centerline, 53' AGL/60' MSL. Tree 2449' from DER, 366' left of centerline, 71' MSL. Tree 2457' from DER, 923' left of centerline, 72' MSL. Tree 2462' from DER, 276' left of centerline, 73' MSL. Trees beginning 2469' from DER, 234' left of centerline, up to 80' MSL.

KMIA/MIA

 **JEPPESEN**  
6 AUG 21 (10-9A2) .Eff.12.Aug.

**MIAMI, FLA**  
MIAMI INTL

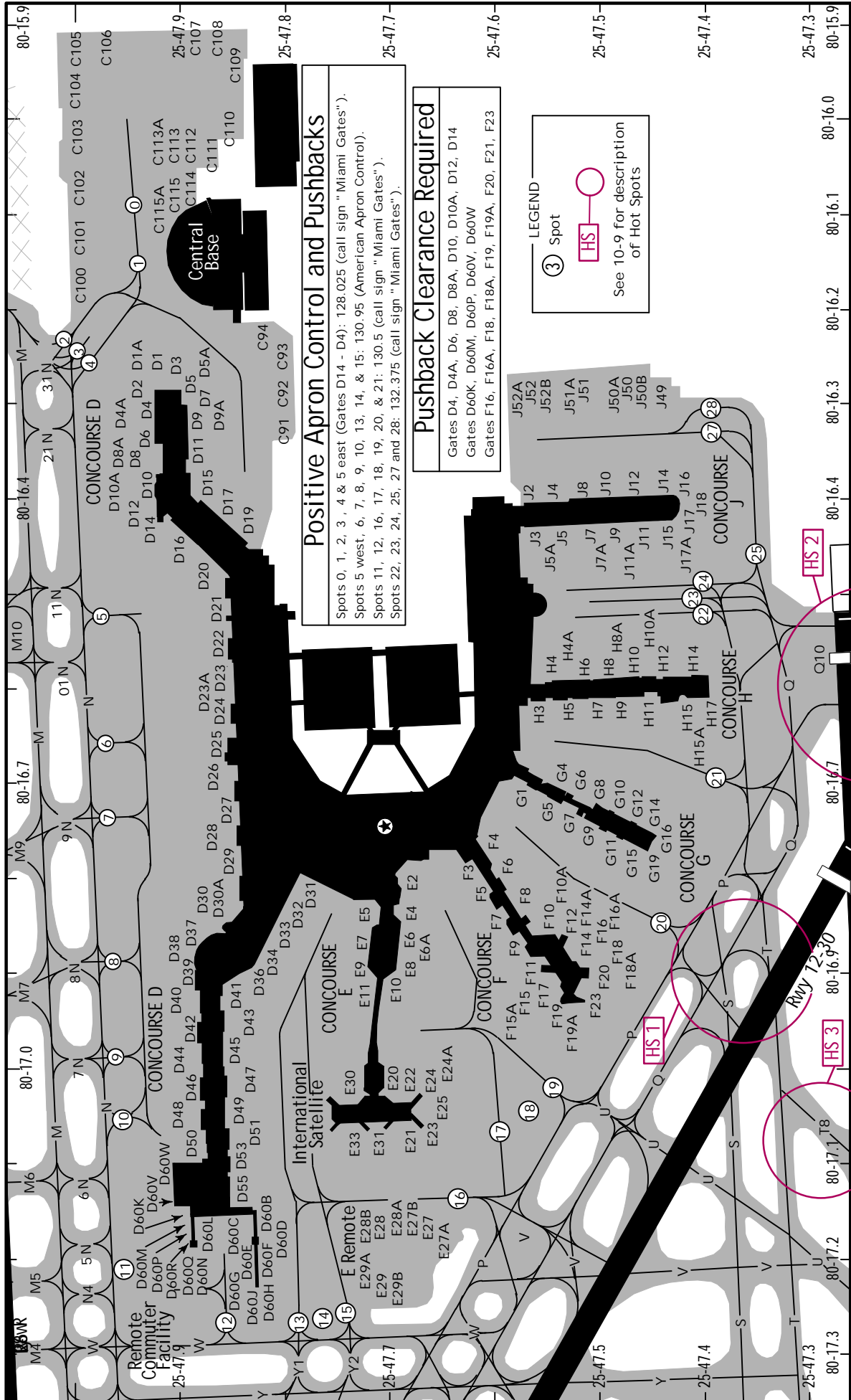
## ODP TAKEOFF OBSTACLE NOTES (CONTD)

◦ RWY 27:

Lighting 3' from DER, 54' left of centerline, 1' AGL/9' MSL. Pole, traverse way beginning 376' from DER, 494' left of centerline, up to 37' AGL/44' MSL. Crane, pole, traverse way, sign beginning 1939' from DER, 92' left of centerline, up to 131' AGL/140' MSL. Poles beginning 2049' from DER, 96' right of centerline, up to 40' AGL/60' MSL. Crane 4538' from DER, 1600' left of centerline, 153' AGL/159' MSL.

◦ RWY 30:

Pole 560' from DER, 563' left of centerline, 40' AGL/47' MSL. Pole 1414' from DER, 774' right of centerline, 38' AGL/46' MSL. Tower 1452' from DER, 434' right of centerline, 42' AGL/48' MSL. Tower 1734' from DER, 912' right of centerline, 49' AGL/55' MSL. Trees beginning 1978' from DER, 823' left of centerline, up to 72' MSL. Trees beginning 2228' from DER, 251' left of centerline, up to 80' MSL.



KMIA/MIA



MIAMI, FLA

6 JAN 23

10-9C

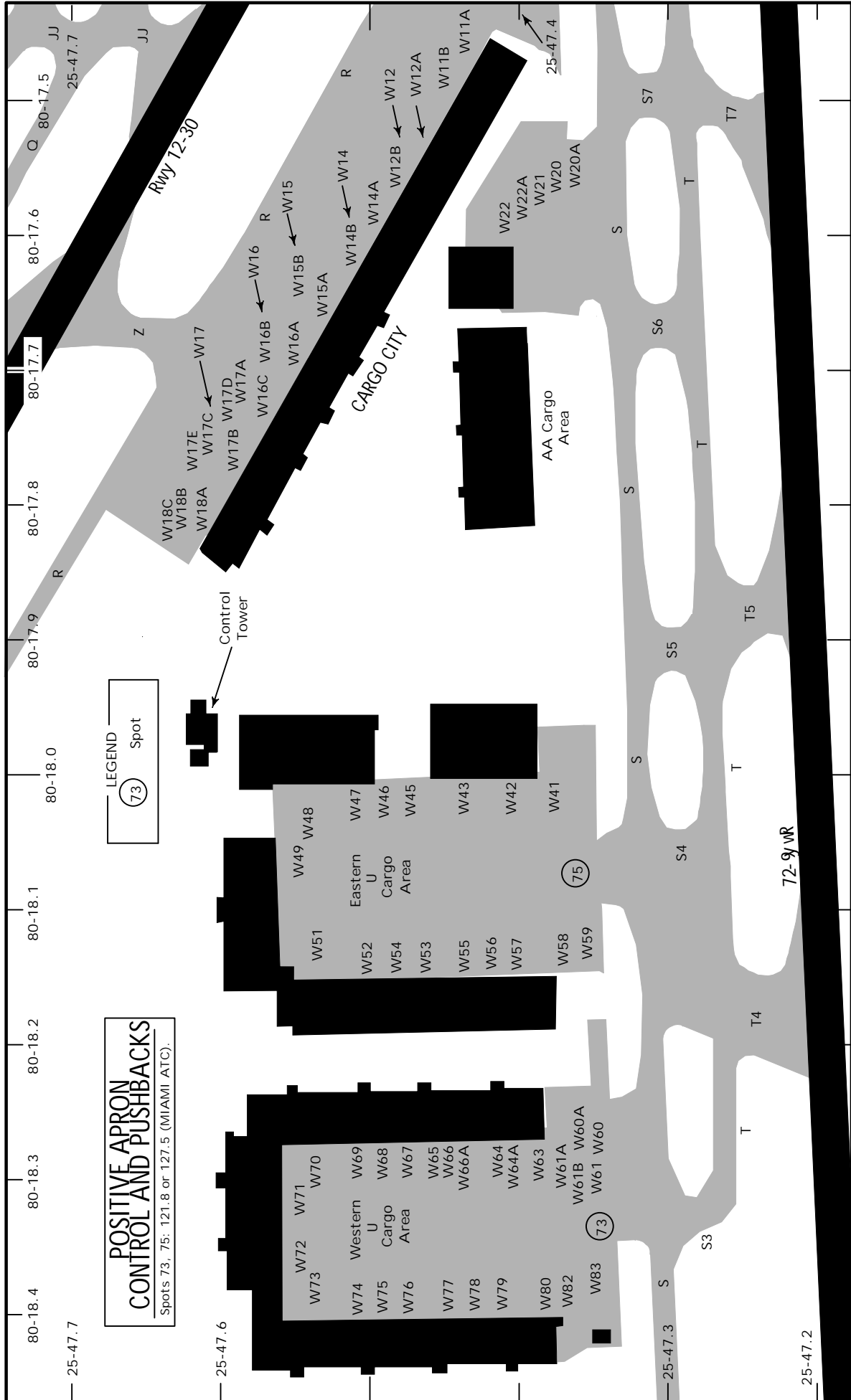
MIAMI INTL

PARKING BAY COORDINATES			
GATES No.	COORDINATES	GATES No.	COORDINATES
CENTRAL BASE		CONCOURSE F	
C91, C92	N25 47.8 W080 16.3	F3 thru F8	N25 47.6 W080 16.8
C93, C94	N25 47.8 W080 16.2	F9 thru F11	N25 47.6 W080 16.9
C100	N25 48.0 W080 16.2	F12 thru F14A	N25 47.5 W080 16.9
C101, C102	N25 48.0 W080 16.1	F15, F15A	N25 47.6 W080 16.9
C103, C104	N25 48.0 W080 16.0	F16 thru F23	N25 47.5 W080 16.9
C105, C106	N25 48.0 W080 15.9	CONCOURSE G	
C107 thru C109	N25 47.9 W080 15.9	G1	N25 47.6 W080 16.7
C110 thru C113A	N25 47.9 W080 16.0	G4 thru G10	N25 47.5 W080 16.7
C114 thru C115A	N25 47.9 W080 16.1	G11	N25 47.5 W080 16.8
CONCOURSE D		G12, G14	N25 47.5 W080 16.7
D1 thru D7	N25 47.9 W080 16.3	G15	N25 47.5 W080 16.8
D8, D8A	N25 47.9 W080 16.4	G16, G19	N25 47.4 W080 16.8
D9, D9A	N25 47.9 W080 16.3	CONCOURSE H	
D10 thru D17	N25 47.9 W080 16.4	H3	N25 47.6 W080 16.6
D19	N25 47.8 W080 16.4	H4 thru H11	N25 47.5 W080 16.6
D20 thru D22	N25 47.9 W080 16.5	H12 thru H17	N25 47.4 W080 16.6
D23, D24	N25 47.9 W080 16.6	CONCOURSE J	
D25 thru D27	N25 47.9 W080 16.7	J2, J3	N25 47.6 W080 16.4
D28 thru D30	N25 47.9 W080 16.8	J4 thru J12	N25 47.5 W080 16.4
D31, D32	N25 47.8 W080 16.8	J14 thru J18	N25 47.4 W080 16.4
D33 thru D36	N25 47.8 W080 16.9	J BAYS	
D37 thru D40	N25 47.9 W080 16.9	J49	N25 47.4 W080 16.3
D41	N25 47.8 W080 16.9	J50 thru J51A	N25 47.5 W080 16.3
D42 thru D49	N25 47.9 W080 17.0	J52 thru J52B	N25 47.6 W080 16.3
D50	N25 47.9 W080 17.1	CONCOURSE E	
D51 thru D55	N25 47.8 W080 17.1	E2 thru E5	N25 47.7 W080 16.8
D60B thru D60R	N25 47.8 W080 17.2	E6 thru E11	N25 47.7 W080 16.9
D60V, D60W	N25 47.9 W080 17.1	INTL SATELLITE	
CONCOURSE E		E20, E22	N25 47.7 W080 17.0
E2 thru E5	N25 47.7 W080 16.8	E21, E23	N25 47.7 W080 17.1
E6 thru E11	N25 47.7 W080 16.9	E24 thru E25	N25 47.7 W080 17.0
INTL SATELLITE		E30	N25 47.7 W080 17.0
E20, E22	N25 47.7 W080 17.0	E31, E33	N25 47.7 W080 17.1
E21, E23	N25 47.7 W080 17.1	E REMOTE	
E24 thru E25	N25 47.7 W080 17.0	E27 thru E29B	N25 47.7 W080 17.2
E30	N25 47.7 W080 17.0		
E31, E33	N25 47.7 W080 17.1		

KMIA/MIA

JEPPESEN  
8 JUL 22  
Eff. 14 Jul. (10-9D)

MIAMI, FLA  
MIAMI INTL



KMIA/MIA

8 JUL 22  
 .Eff. 14 Jul. **JEPPESEN**  
 (10-9E)

MIAMI, FLA  
 MIAMI INTL

WEST CARGO PARKING BAY COORDINATES

BAY No.	COORDINATES	BAY No.	COORDINATES
CARGO CITY		EASTERN U CARGO AREA	
W11A, W11B	N25 47.4 W080 17.5	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		
AA CARGO AREA		WESTERN U CARGO AREA	
W20	N25 47.4 W080 17.6	W60 thru W64A	N25 47.4 W080 18.3
W20A	N25 47.4 W080 17.5	W65	N25 47.5 W080 18.3
W21, W22A, W22	N25 47.4 W080 17.6	W66 thru W66A	N25 47.4 W080 18.3
		W67 thru W71	N25 47.5 W080 18.3
		W72 thru W76	N25 47.5 W080 18.4
		W77 thru W80	N25 47.4 W080 18.4
		W82, W83	N25 47.4 W080 18.4

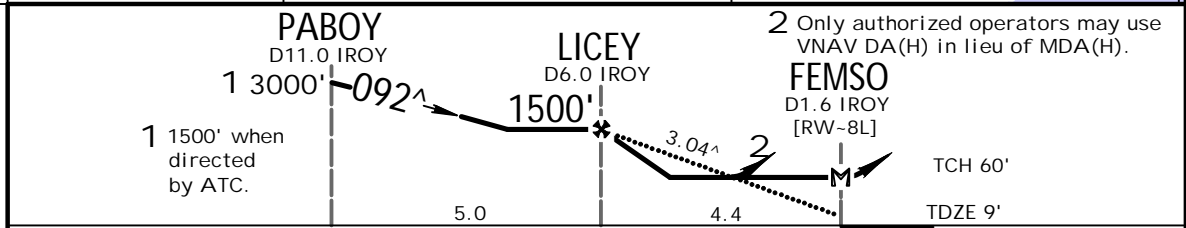
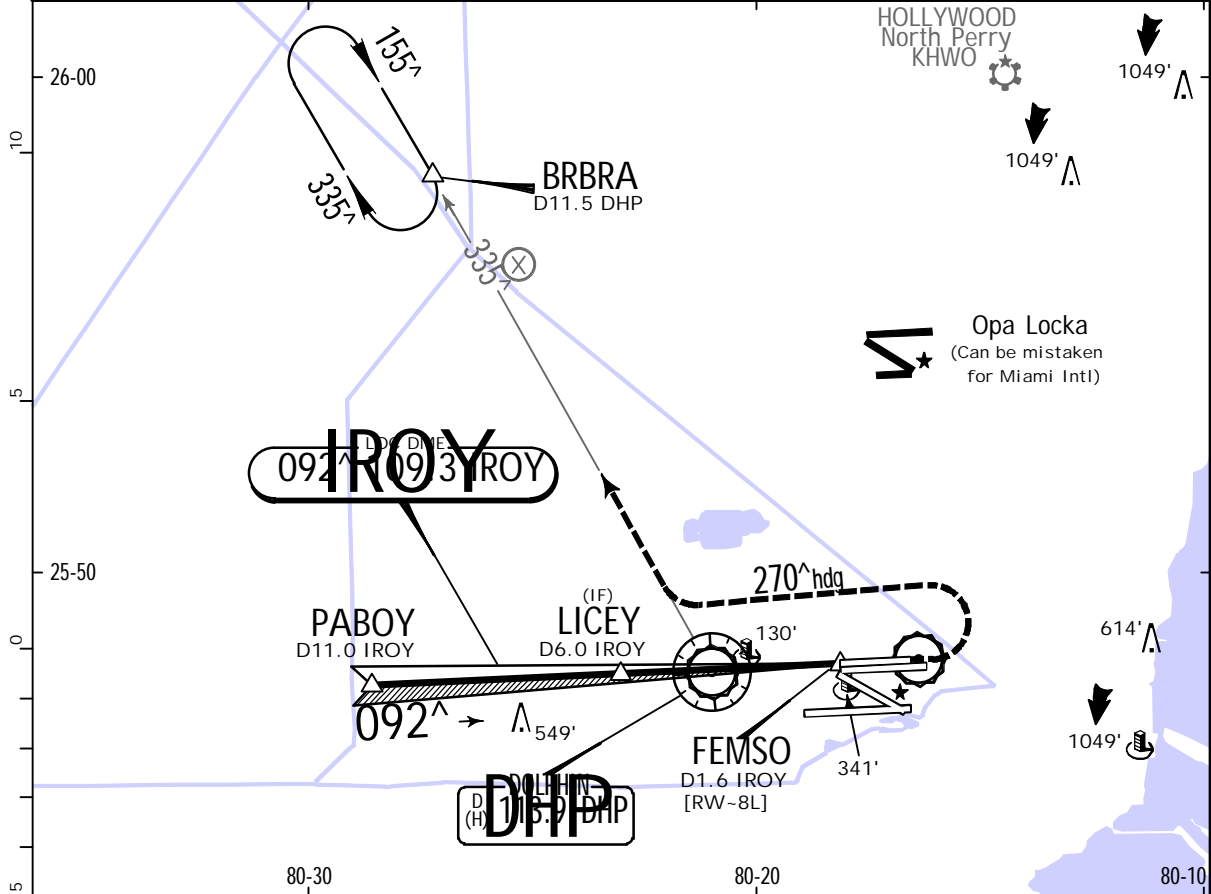


**KMIA/MIA**  
MIAMI INTL

**JEPPESSEN**  
21 AUG 20 **(11-1)**

**MIAMI, FLA**  
**LOC Rwy 8L**

D-ATIS Arrival <b>119.15</b>	MIAMI Approach (R) <b>124.85</b>	MIAMI Tower 270 <sup>^</sup> -089 <sup>^</sup> <b>118.3</b>	090 <sup>^</sup> -269 <sup>^</sup> <b>123.9</b>	Ground Rwys 8L/R, 12, 26L/R <b>121.8</b>	Rwys 9, 27, 30 <b>127.5</b>
LOC IROY <b>109.3</b>	Final Apch Crs <b>092<sup>^</sup></b>	LICEY <b>1500'</b> (1491')	MDA(H) <b>440'</b> (431')	Apt Elev 9' TDZE 9'	
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' on heading 270 <sup>^</sup> and outbound on DHP VOR R-335 to BRBRA INT/ D11.5 DHP and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Radar required for procedure entry. 3. Rwy 8L helicopter visibility reduction below 3/4 SM not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	800'	3000'	on 270 <sup>^</sup> hdg and	DHP R-335 113.9
Descent angle 3.04 <sup>^</sup>	376	484	538	645	753	861					
MAP at FEMSO											

STRAIGHT-IN LANDING RWY 8L  
MDA(H) **440'** (431')

A	1
B	1
C	1 1/4
D	1 1/2

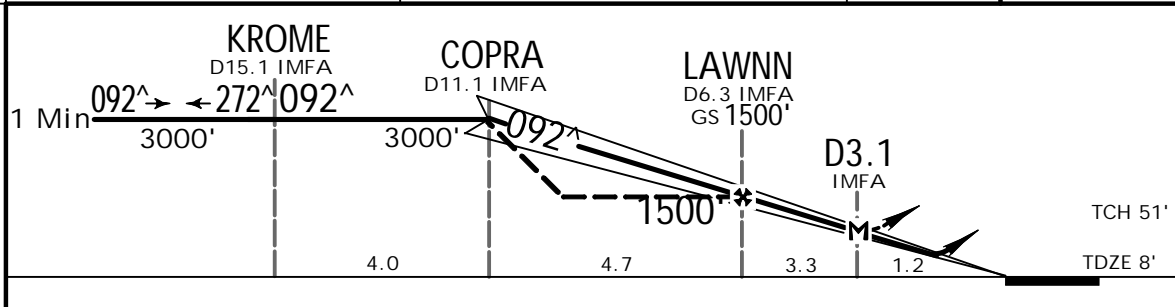
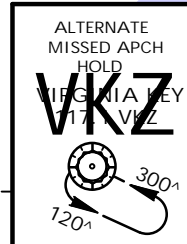
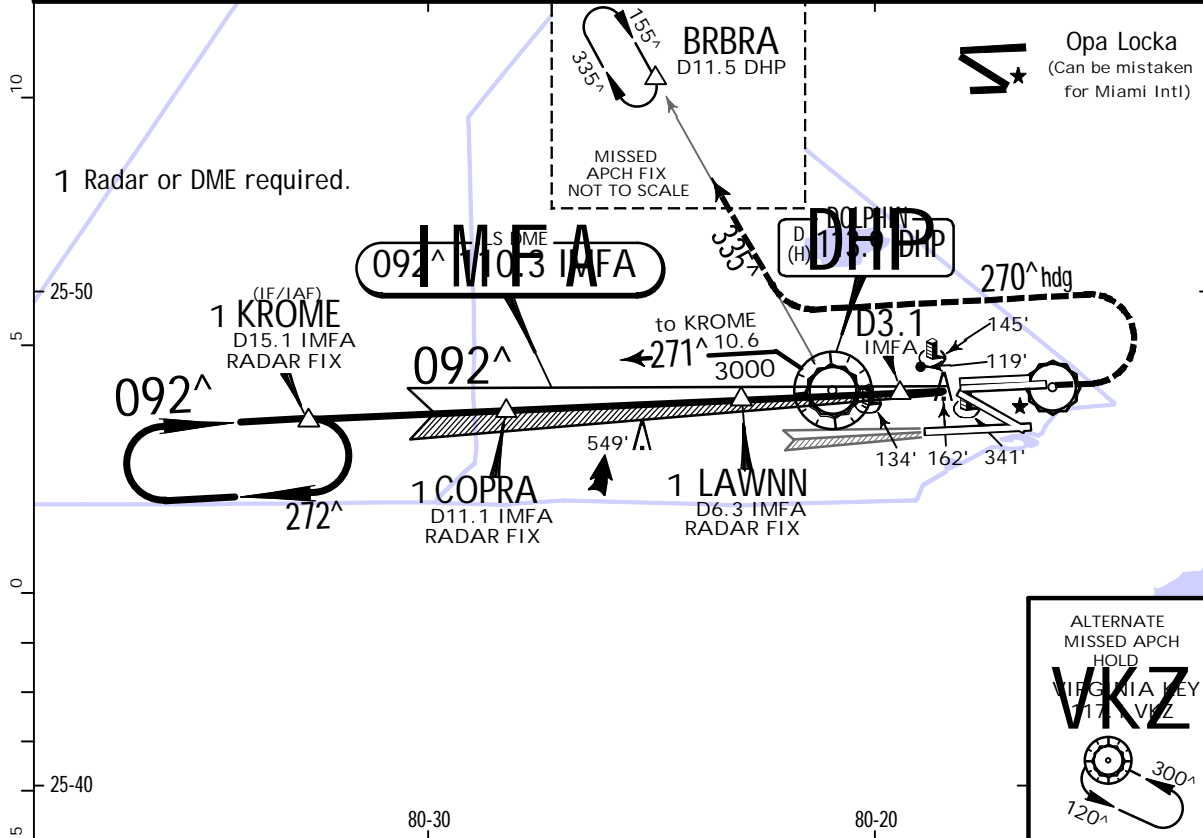
TERPS AMEND OC 30 JAN 2020

**KMIA/MIA**  
MIAMI INTL

**JEPPESSEN**  
21 AUG 20 **(11-2)**

**MIAMI, FLA**  
ILS or LOC Rwy 8R

D-ATIS Arrival <b>119.15</b>		MIAMI Approach (R) <b>124.85</b>		MIAMI Tower 270°-089° <b>118.3</b> 090°-269° <b>123.9</b>		Ground Rwys 8L/R, 12, 26L/R <b>121.8</b> Rwys 9, 27, 30 <b>127.5</b>	
LOC IMFA <b>110.3</b>	Final Apch Crs <b>092°</b>	LAWNN <b>1500'</b> (1492')	ILS DA(H) <b>450'</b> (442')	Apt Elev 9'		TDZE 8'	
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' on heading 270° and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold, or as directed by ATC.							
Alt Set: INCHES    Trans level: FL 180    Trans alt: 18000' 1. DME required.    2. Simultaneous approach authorized with Rwy 9.    3. VGSI and ILS glidepath not coincident.    4. Autopilot coupled approach not authorized below 500'. 5. Localizer unusable 1.2 NM from threshold.						MSA DHP VOR	



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

STRAIGHT-IN LANDING RWY 8R				LOC (GS out)			
ILS DA(H) <b>450'</b> (442')				MDA(H) <b>560'</b> (552')			
FULL		TDZ/ CL out		RAIL/ ALS out		RAIL/ ALS out	
A					RVR 50 or 1		1½
B							
C	RVR 50 or 1		1½				
D					RVR 60 or 1¼		1¾

TERPS AMEND 30D, 11 DEC 2014

# KMIA/MIA

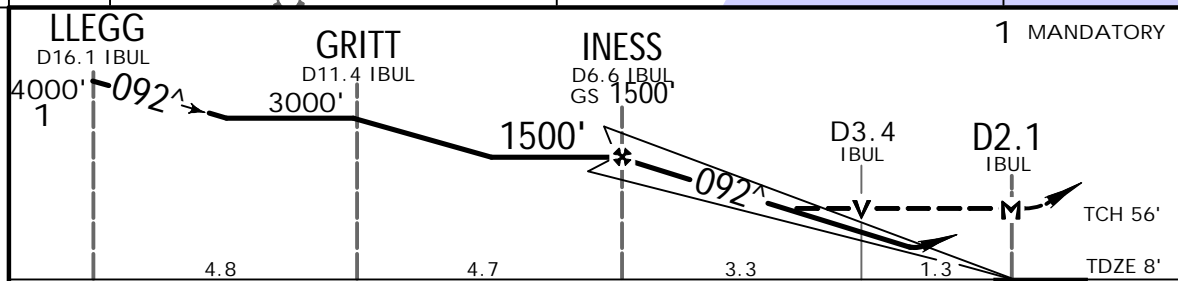
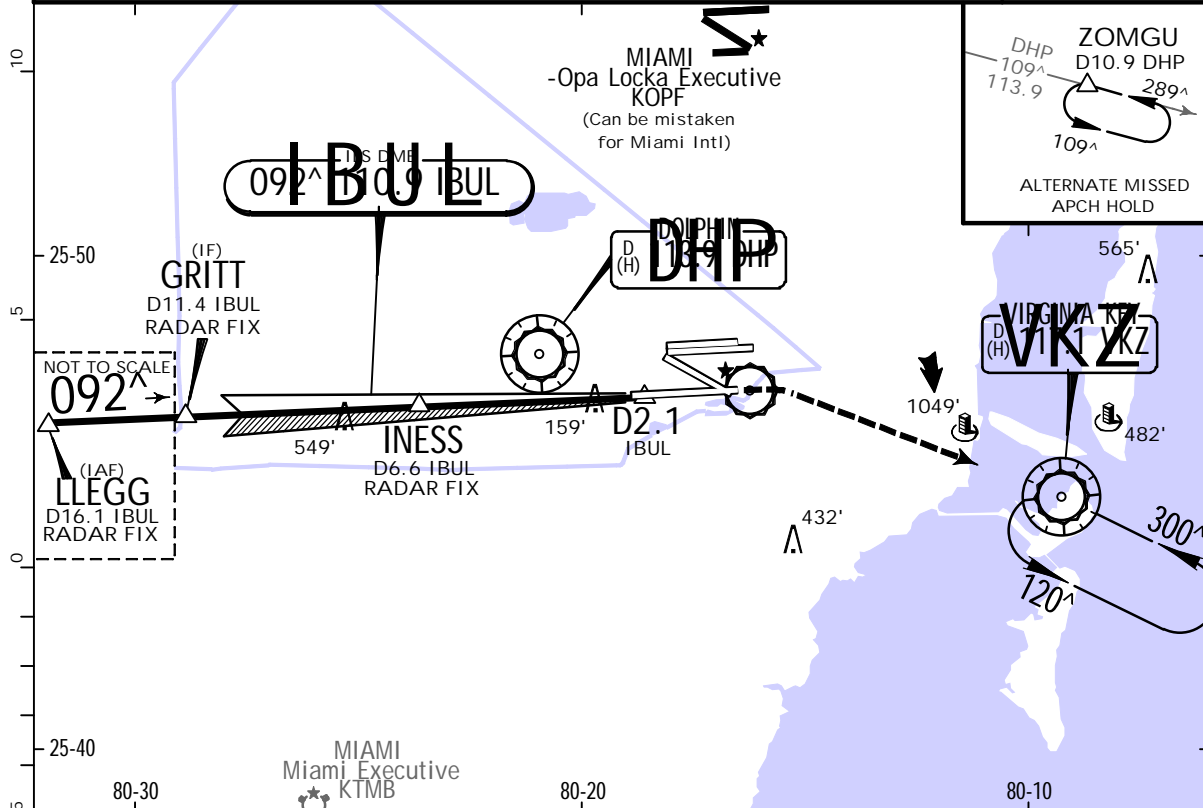
MIAMI INTL

**JEPPESSEN**  
17 MAR 23 (11-3) .Eff.23.Mar.

# MIAMI, FLA

ILS or LOC Rwy 9

D-ATIS Arrival <b>119.15</b>	MIAMI Approach (R) <b>124.85</b>	MIAMI Tower 270°-089°    090°-269° <b>118.3</b> <b>123.9</b>		Ground Rwys 9, 27, 30    Rwys 8L/R, 12, 26L/R <b>127.5</b> <b>121.8</b>	
LOC IBUL <b>110.9</b>	Final Apch Crs <b>092°</b>	INESS <b>1500'</b> (1492')	ILS DA(H) <b>208'</b> (200')	Apt Elev 9' TDZE 8'	<p>MSA DHP VOR</p>
<p>MISSED APCH: Climb to 800' then climbing RIGHT turn to 3000' direct VKZ VOR and hold, continue climb-in-hold to 3000'.</p>					
<p>Alt Set: INCHES    Trans level: FL 180    Trans alt: 18000'</p> <p>1. Radar required for procedure entry. 2. DME required for LOC only. 3. CAUTION: Lights on highway 1/4 NM south of final approach course may be mistaken for runway. 4. Simultaneous approach authorized. 5. Autopilot coupled approach not authorized. 6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').</p>					



Gnd speed-Kts	70	90	100	120	140	160			<b>VKZ 117.1</b>	
GS	3.00°	372	478	531	637	743				849
MAP at D2.1 IBUL or INESS to MAP	4.5	3:51	3:00	2:42	2:15	1:56				1:41

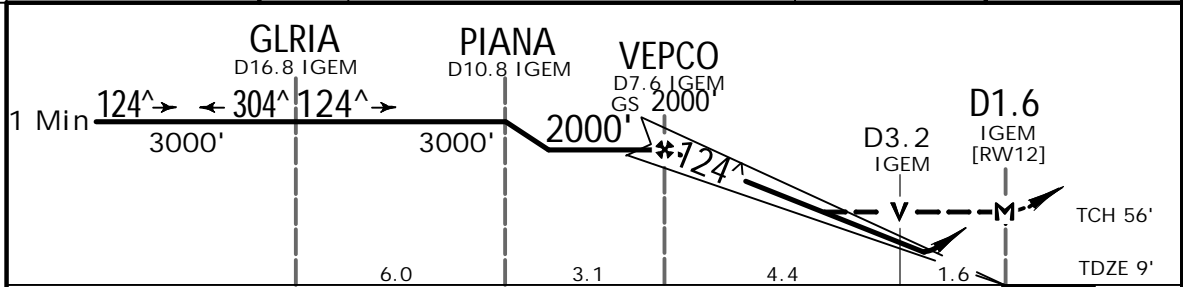
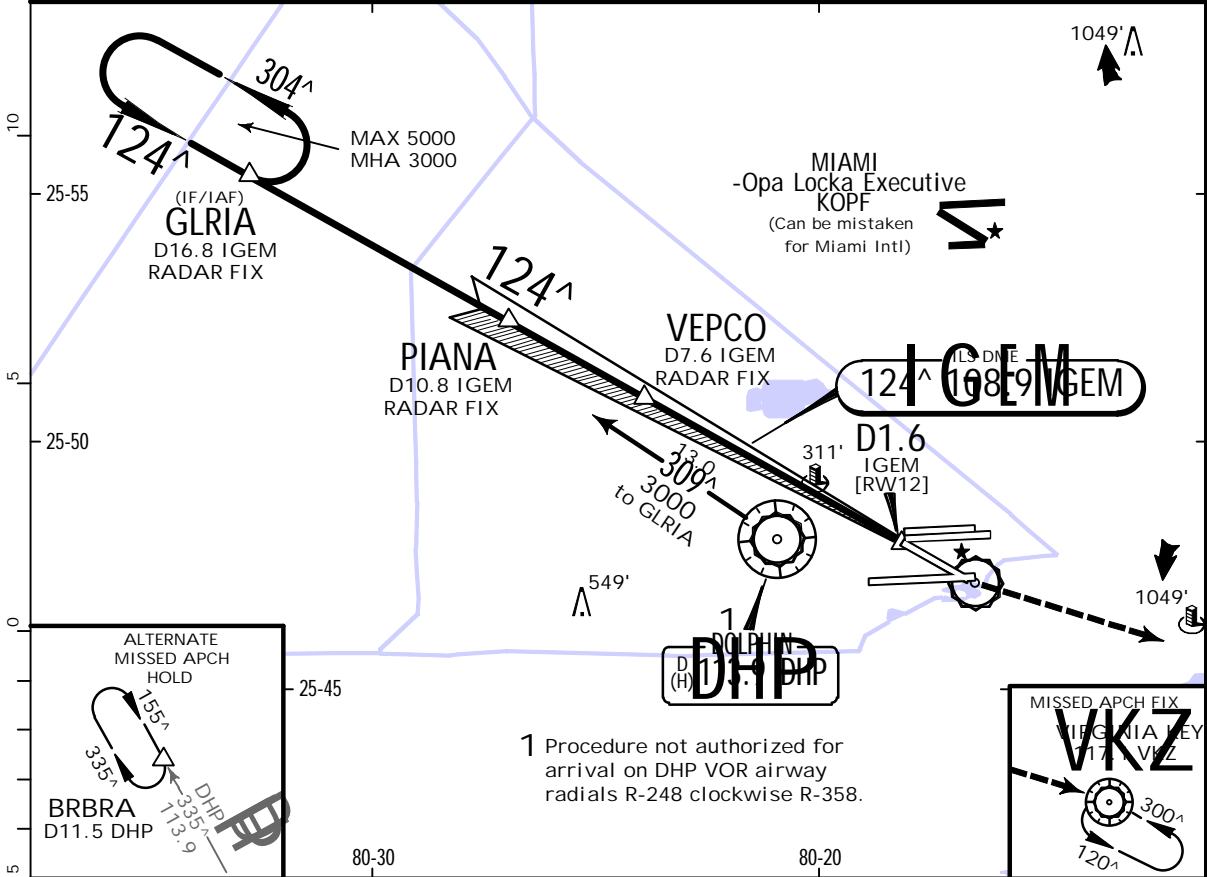
.TERPS.		STRAIGHT-IN LANDING RWY <sup>9</sup>	
ILS DA(H) <b>208'</b> (200')		LOC (GS out) MDA(H) <b>480'</b> (472')	
RAIL/ALS out		RAIL/ALS out	
A		RVR 24 or 1/2	RVR 50 or 1
B			
C	1 RVR 24 or 1/2	RVR 40 or 3/4	
D		RVR 50 or 1	1 3/8
1 RVR 18 with use of Flight Director or HUD to DA.			

**KMIA/MIA**  
MIAMI INTL

**JEPPESSEN**  
17 MAR 23 (11-4) Eff. 23. Mar.

**MIAMI, FLA**  
ILS or LOC Rwy 12

D-ATIS Arrival <b>119.15</b>	MIAMI Approach (R) <b>124.85</b>	MIAMI Tower 270°-089^ <b>118.3</b>	090°-269^ <b>123.9</b>	Ground Rwys 8L/R, 12, 26L/R <b>121.8</b>	Rwys 9, 27, 30 <b>127.5</b>
LOC IGEM <b>108.9</b>	Final Apch Crs <b>124^</b>	VEPCO <b>2000'</b> (1991')	ILS DA(H) <b>377'</b> (368')	Apt Elev 9' TDZE 9'	
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' direct VKZ VOR and hold, continue climb-in-hold to 3000'.					
Alt Set: INCHES			Trans level: FL 180		
1. DME or Radar required. 2. Rwy 12 helicopter visibility reduction below 3/4 SM not authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').					MSA DHP VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS	800'	3000'	→	VKZ
GS	3.00^	372	478	531	637	743	PAPI	↑	LT	→	117.1
MAP at D1.6 IGEM or VEPCO to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15				

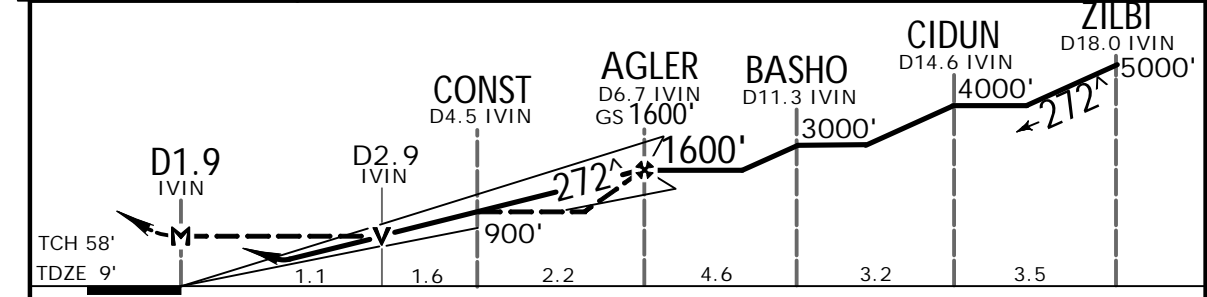
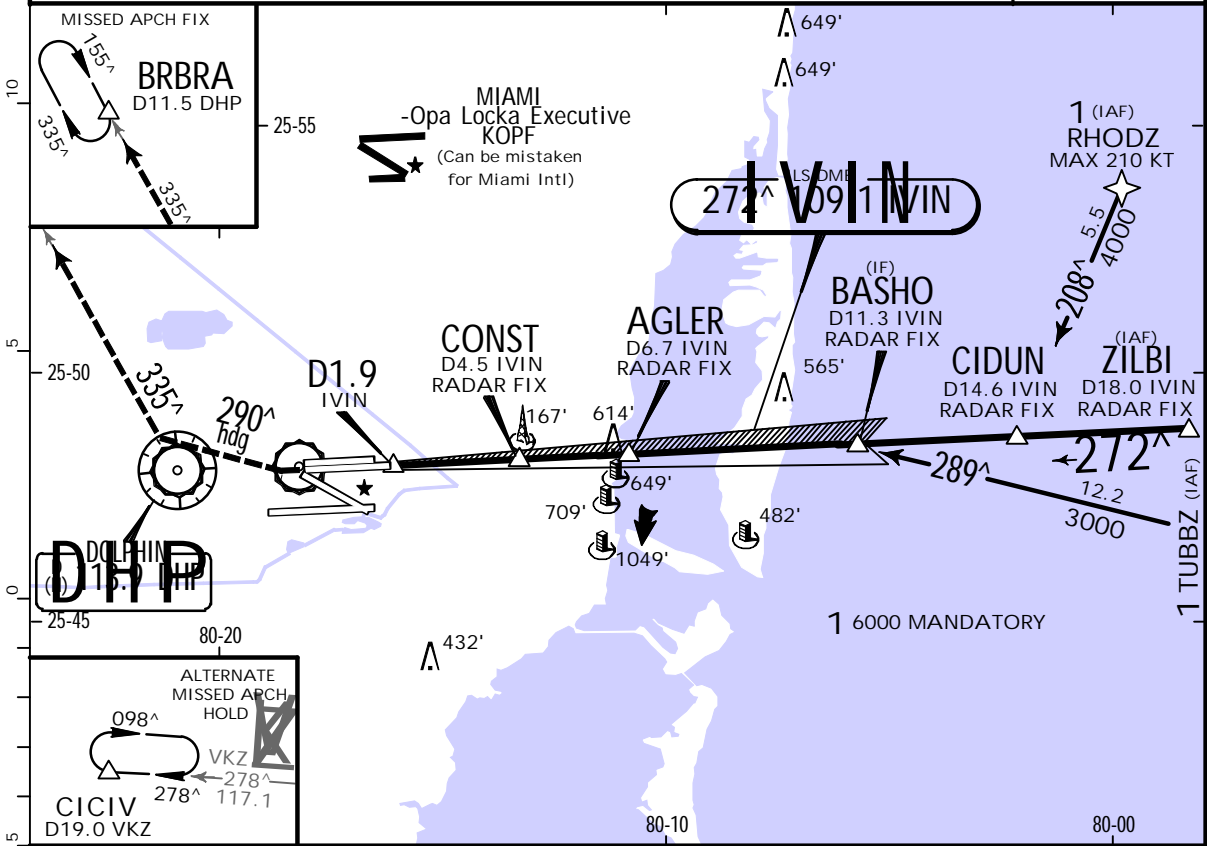
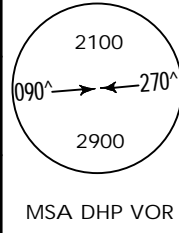
TERPS AMEND 5B 23 MAR 2023	STRAIGHT-IN LANDING RWY 12		LOC (GS out)	
	ILS DA(H) <b>377'</b> (368')		MDA(H) <b>580'</b> (571')	
	RAIL/ALS out		RAIL/ALS out	
	A		RVR 40 or 3/4	RVR 50 or 1
B				
C	RVR 40 or 3/4	RVR 55 or 1	1 1/4	1 5/8
D				

**KMIA/MIA**  
MIAMI INTL

**JEPPESSEN**  
8 JUL 22  
.Eff. 14 Jul. (11-5)

**MIAMI, FLA**  
ILS or LOC Rwy 26L

BRIEFING STRIP™	D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower	Ground
	119.15	124.85	270 <sup>^</sup> -089 <sup>^</sup> 118.3	090 <sup>^</sup> -269 <sup>^</sup> 123.9
	LOC IVIN 109.1	Final Apch Crs 272 <sup>^</sup>	AGLER 1600' (1591')	ILS DA(H) 209' (200')
			Apt Elev 9'	Rwys 8L/R, 12, 26L/R 121.8
			TDZE 9'	Rwys 9, 27, 30 127.5
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' on heading 290 <sup>^</sup> and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold, continue climb-in-hold to 4000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. DME required. 2. RNP Apch-GPS from RHODZ, TUBBZ. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00 <sup>^</sup> /TCH 73').				



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00 <sup>^</sup>	372	478	531	637	849
MAP at D1.9 IVIN						

TERPS AMEND 18 14 JUL 2022	.TERPS.		STRAIGHT-IN LANDING RWY 26L	
	ILS		LOC (GS out)	
	DA(H) 209' (200')		MDA(H) 420' (411')	
	FULL ALS out		ALS out	
A			RVR 40 or 3/4	RVR 50 or 1
B			RVR 50 or 1	RVR 60 or 1/4
C	RVR 40 or 3/4			
D				

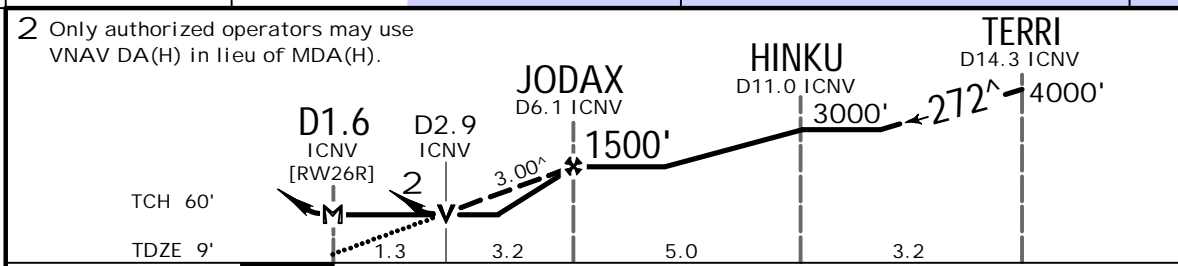
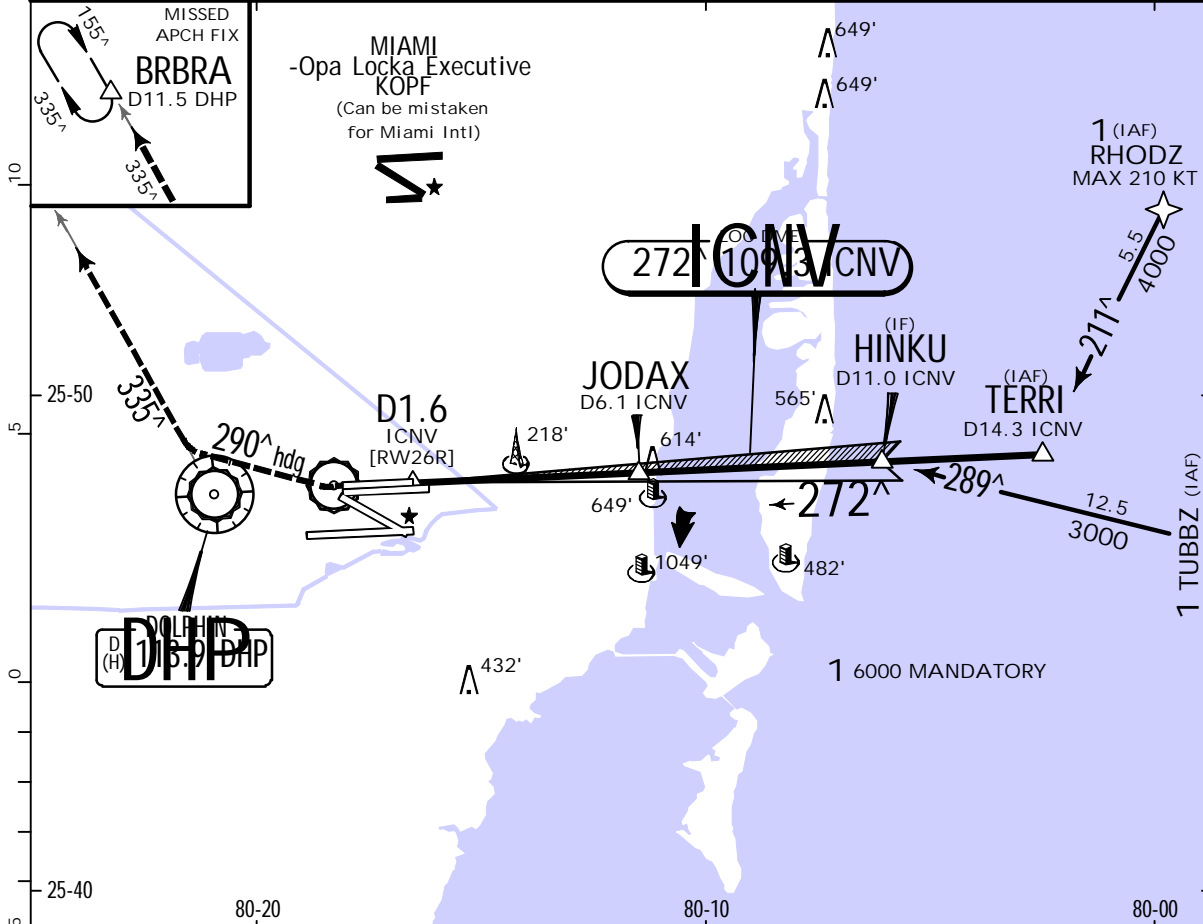
# KMIA/MIA

MIAMI INTL

**JEPPESEN**  
8 JUL 22 (11-6) .Eff.14.Jul.

**MIAMI, FLA**  
LOC Rwy 26R

D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 270^ -089^ 118.3	090^ -269^ 123.9	Ground Rwys 8L/R, 12, 26L/R 121.8	Rwys 9, 27, 30 127.5
LOC ICNV 109.3	Final Apch Crs 272^	JODAX 1500' (1491')	MDA(H) 480' (471')	Apt Elev 9' TDZE 9'	
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' on heading 290^ and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold, continue climb-in-hold to 4000'. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. RNP Apch-GPS from RHODZ, TUBBZ.					
					MSA DHP VOR



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	800'	4000'	290^	DHP
Descent Angle	3.00^	372	478	531	637	743		849	↑	↑ RT	on hdg and
MAP at D1.6 ICNV											

.TERPS. STRAIGHT-IN LANDING RWY 26R  
MDA(H) 480' (471')

A	1
B	
C	1 3/8
D	

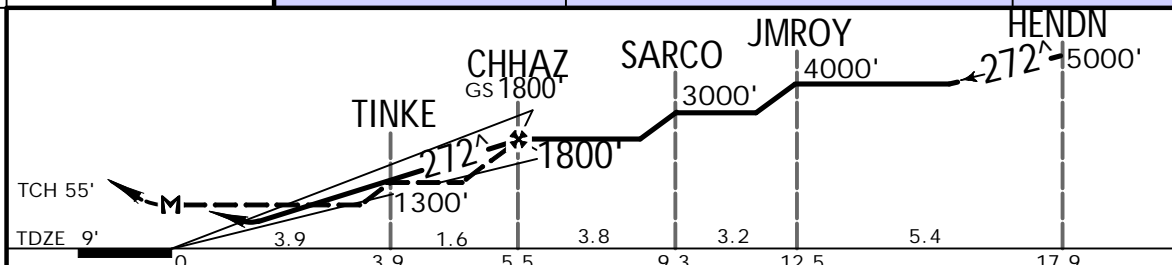
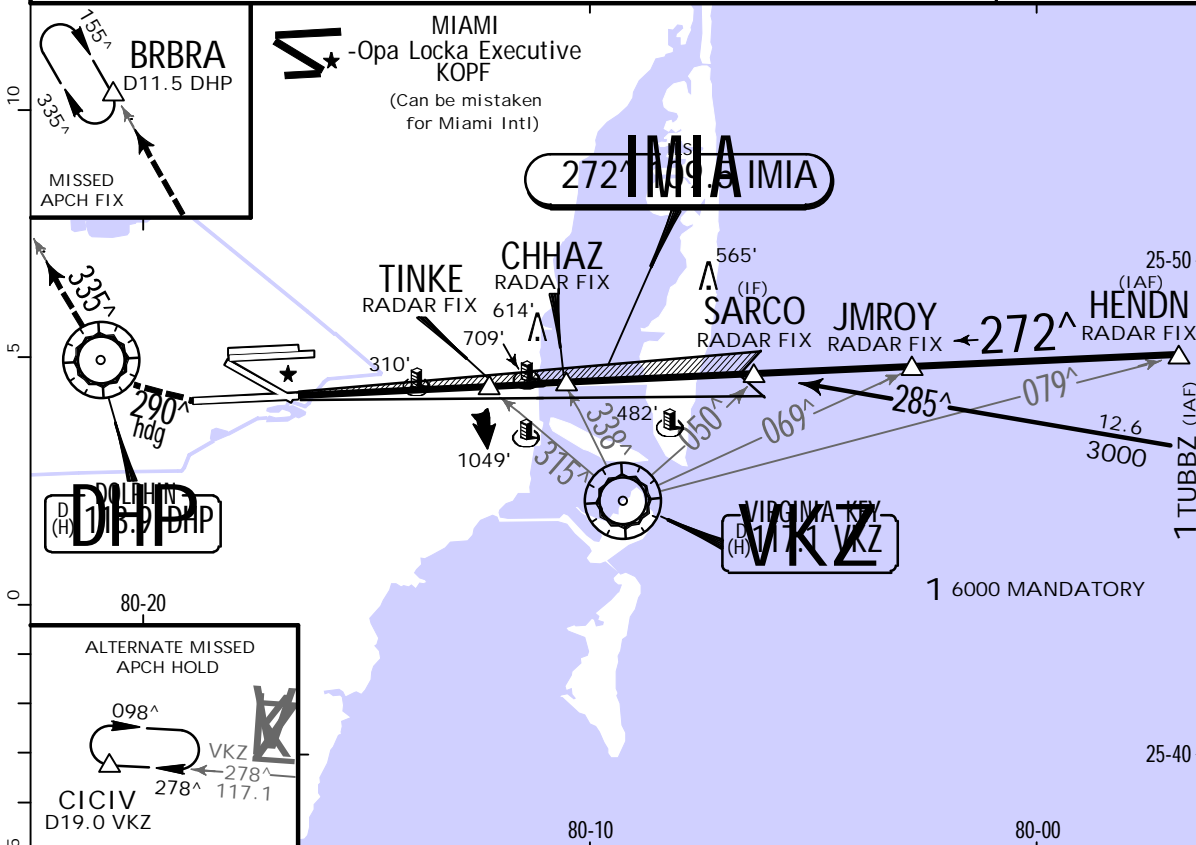
TERPS AMEND 2 14 JUL 2022

**KMIA/MIA**  
MIAMI INTL

**JEPPESSEN**  
20 AUG 21 (11-7)

**MIAMI, FLA**  
ILS or LOC Rwy 27

D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 270°-089° 090°-269° 118.3 123.9	Ground Rwys 9, 27, 30 Rwys 8L/R, 12, 26L/R 127.5 121.8
LOC IMIA 109.5	Final Apch Crs 272 <sup>^</sup>	CHHAZ 1800' (1791')	ILS DA(H) 209' (200')
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' on heading 290 <sup>^</sup> and outbound on DHP VOR R-335 to BRBRA/D11.5 DHP and hold, continue climb-in-hold to 4000'.			Apt Elev 9' TDZE 9'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
DME required. RNP Apch-GPS. From TUBBZ.			
1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').			



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	800'	4000'	290 <sup>^</sup> on hdg	DHP 113.9 R-335
GS	3.00 <sup>^</sup>	372	478	531	637	743					
CHHAZ to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04				

TERPS AMEND 28 12 AUG 2021	ILS		STRAIGHT-IN LANDING RWY 27		LOC (GS out)	
	DA(H) 209' (200')		MDA(H) 560' (551')		MDA(H) 1300' (1291')	
	FULL		RAIL/ALS out		RAIL/ALS out	
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A	1		RVR 24 or 1/2	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4
B			RVR 40 or 3/4			RVR 60 or 1/4
C				RVR 60 or 1/4	1 3/4	3
D						

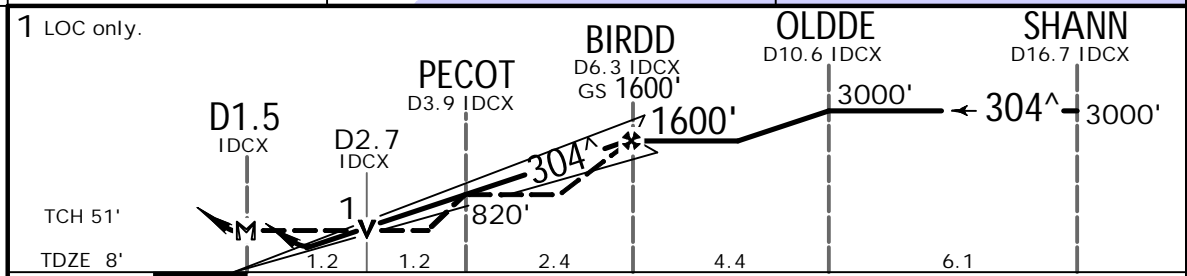
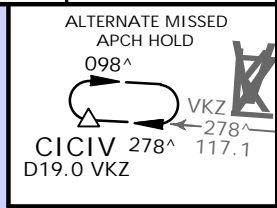
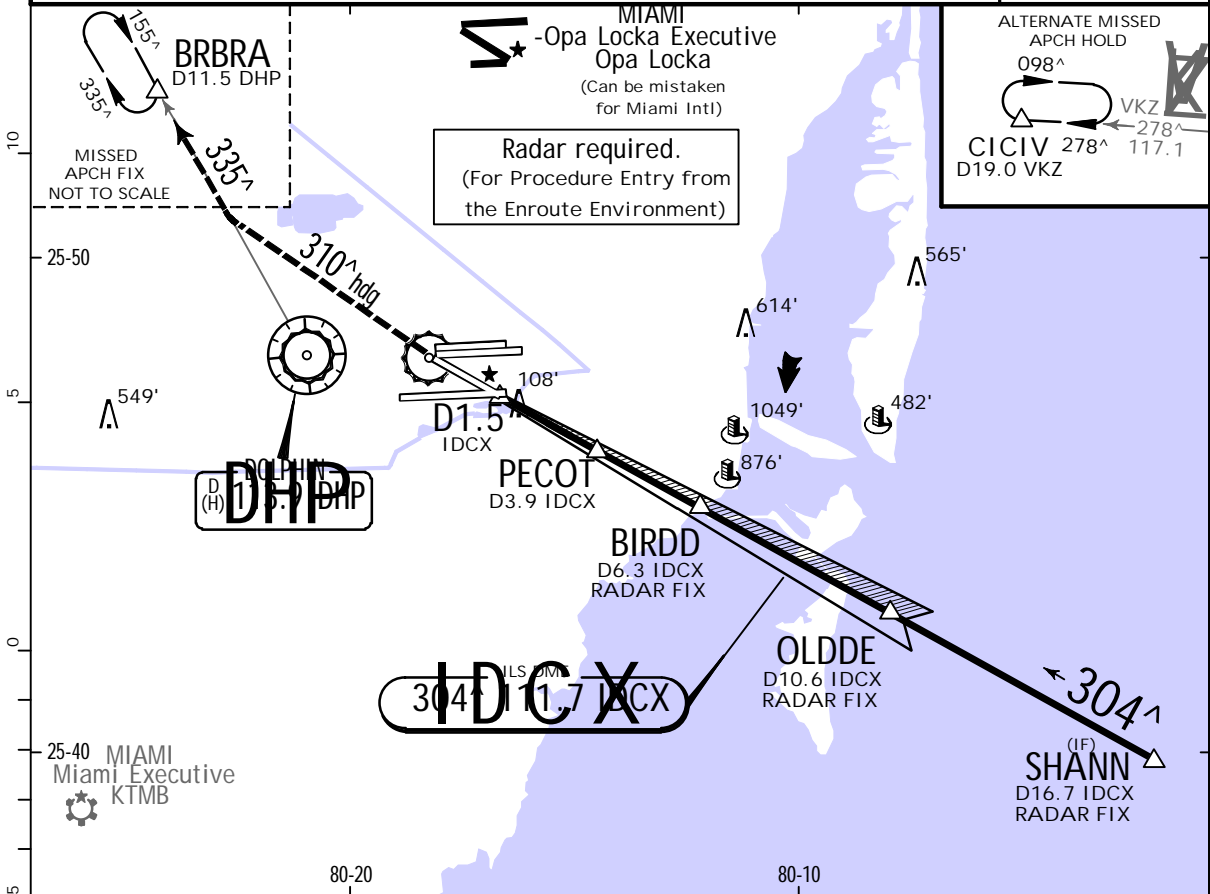
1 RVR 18 with Flight Director or Autopilot or HUD to DA.  
2 Dual VOR receivers or RADAR required.

**KMIA/MIA**  
MIAMI INTL

**JEPPESSEN**  
20 AUG 21 (11-8)

MIAMI, FLA  
ILS or LOC Rwy 30

D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 270°-089^ 118.3	090°-269^ 123.9	Rwys 9, 27, 30 127.5	Ground Rwys 8L/R, 12, 26L/R 121.8
LOC IDCX 111.7	Final Apch Crs 304^	BIRDD 1600' (1592')	ILS DA(H) 258' (250')	Apt Elev 9' TDZE 8'	
MISSED APCH: Climb to 800' then climbing RIGHT turn to 2000' on heading 310^ and DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. DME required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00^/TCH 71'). 3. IDCX localizer unusable within 0.5 NM.					



Gnd speed-Kts	70	90	100	120	140	160	MAL S PAPI 	800' ↑ 2000' ↗ on RT	310^ hdg and 113.9 R-335
GS	3.00^	372	478	531	637	849			
MAP at D1.5 IDCX or BIRDD to MAP	4.8	4:07	3:12	2:53	2:24	2:03			

ILS DA(H) 258' (250')		LOC (GS out) MDA(H) 460' (452')	
FULL	ALS out	FULL	ALS out
A	RVR 40 or 3/4	RVR 40 or 3/4	
B		RVR 60 or 1/4	
C		1 1/2	
D			

TERPS AMEND 1B 17 AUG 2017



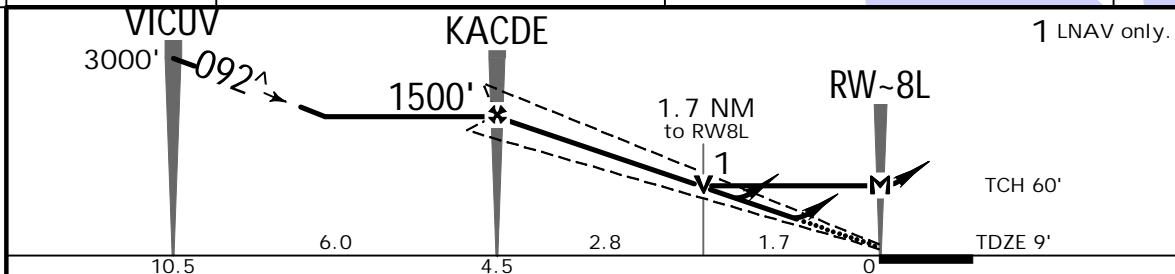
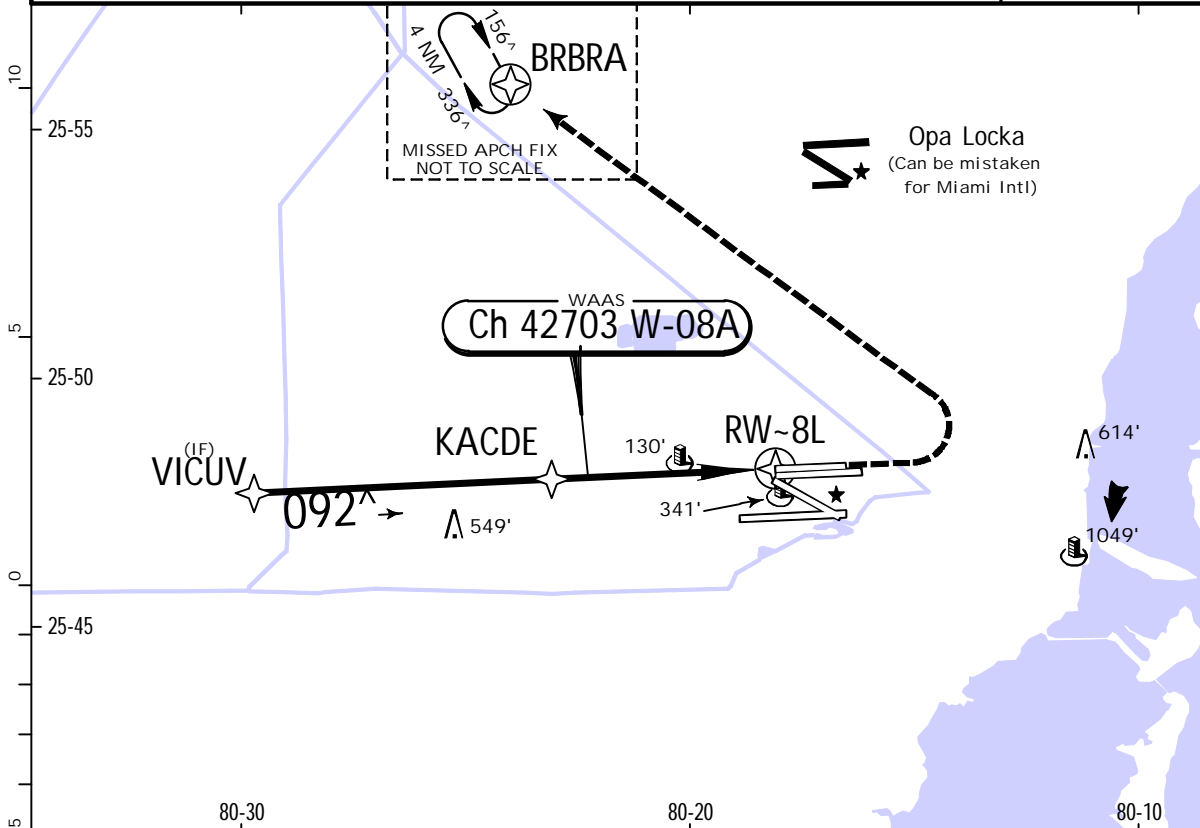
**KMIA/MIA**  
MIAMI INTL

7 FEB 20

(12-1)

**MIAMI, FLA**  
**RNAV (GPS) Rwy 8L**

D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 270°-089° 118.3 090°-269° 123.9		Ground Rwys 8L/R, 12, 26L/R 121.8	Rwys 9, 27, 30 127.5
WAAS Ch 42703 W-08A	Final Apch Crs 092°	KACDE 1500' (1491')	LPV DA(H) 279' (270')	Apt Elev 9'	TDZE 9'
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' direct BRBRA and hold.					2900  MSA RW-8L
RNP Apch	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C or above 54°C. 2. Simultaneous approach authorized with Rwy 9. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. Rwy 8L helicopter visibility reduction below 3/4 SM not authorized.					



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

TERPS.			STRAIGHT-IN LANDING RWY 8L		
	LPV DA(H) 279' (270')	LNAV/VNAV DA(H) 513' (504')	1 LNAV MDA(H) 600' (591')		
A			1		
B			1		
C	1	1 5/8	1 3/4		
D			1 3/4		

1 LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 2B 30 JAN 2020

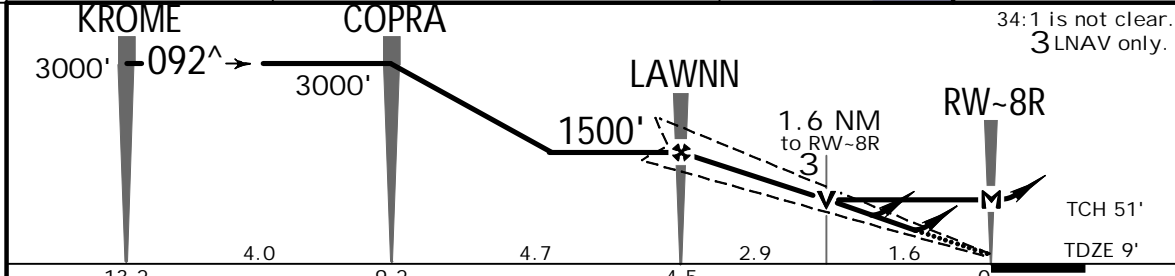
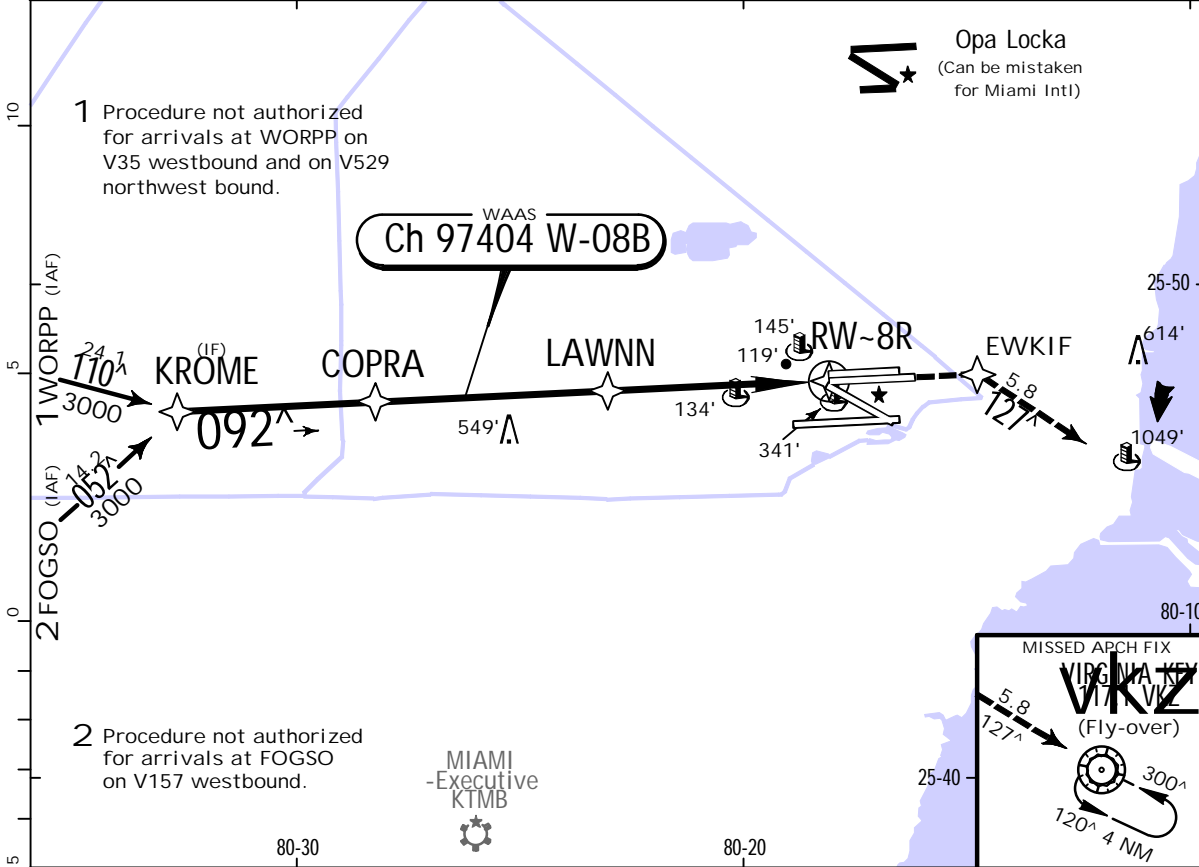
BRIEFING STRIP™

**KMIA/MIA**  
MIAMI INTL

**JEPPESSEN**  
7 FEB 20 (12-2)

**MIAMI, FLA**  
**RNAV (GPS) Z Rwy 8R**

D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 270°-089^ 118.3	090°-269^ 123.9	Ground Rwys 8L/R, 12, 26L/R 121.8	Rwys 9, 27, 30 127.5
WAAS <b>Ch 97404</b> W-08B	Final Apch Crs <b>092^</b>	LAWNN <b>1500'</b> (1491')	LPV DA(H) <b>277'</b> (268')	Apt Elev 9' TDZE 9'	 2900 MSA RW-8R
MISSED APCH: Climb to 3000' direct EWKIF and on track 127^ to VKZ VOR and hold.					
RNP Apch	Ait Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 8°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/ TCH 77'). 3. Rwy 8R helicopter visibility reduction below RVR 4000 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	 3000' D → 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					
LPV DA(H) <b>277'</b> (268')		LNAV/VNAV DA(H) <b>531'</b> (522')		LNAV MDA(H) <b>600'</b> (591')	
FULL		RAIL/ALS out		RAIL/ALS out	
A					
B				RVR 40 or 3/4	RVR 55 or 1
C	RVR 40 or 3/4	RVR 45 or 7/8	RVR 60 or 1/4	1 1/2	1 3/4
D					

TERPS AMEND TC 30 JAN 2020

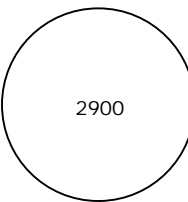
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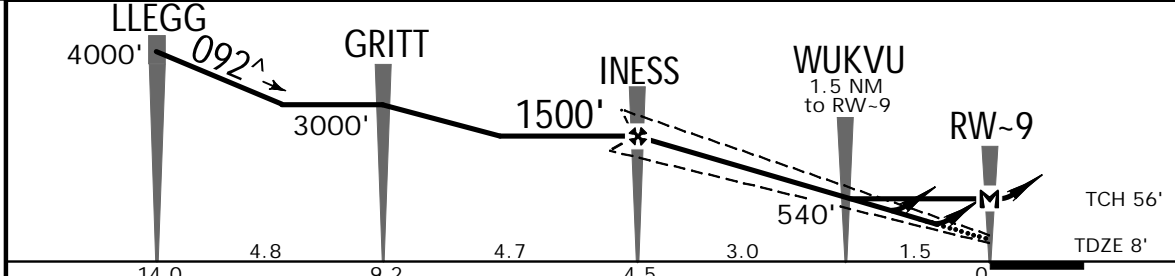
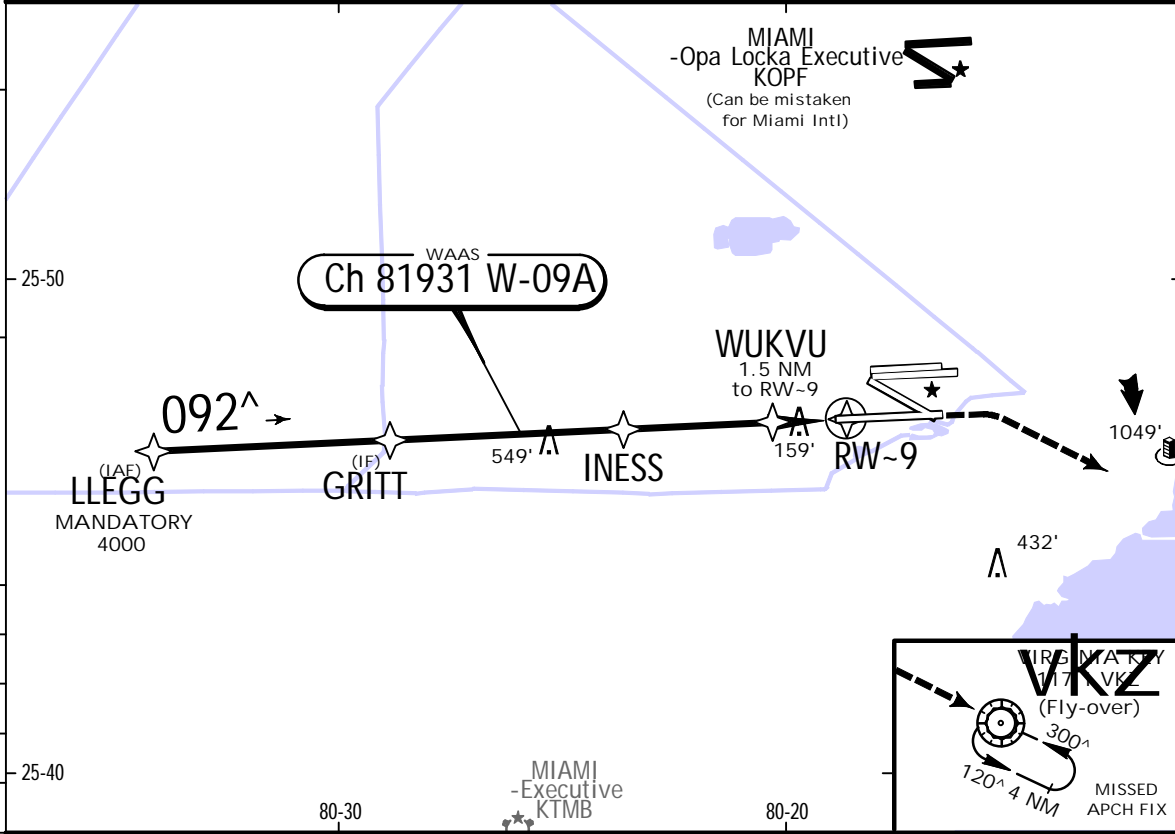
MIAMI INTL


**JEPPESSEN**  
17 MAR 23 (12-3) .Eff.23.Mar.

# MIAMI, FLA

RNAV (GPS) Rwy 9

D-ATIS Arrival <b>119.15</b>	MIAMI Approach (R) <b>124.85</b>	MIAMI Tower 270°-089° <b>118.3</b>	090°-269° <b>123.9</b>	Ground Rwys 9, 27, 30 <b>127.5</b>	Rwys 8L/R, 12, 26L/R <b>121.8</b>
WAAS <b>Ch 81931</b> W-09A	Final Apch Crs <b>092°</b>	INESS <b>1500'</b> (1492')	LPV DA(H) <b>208'</b> (200')	Apt Elev 9' TDZE 8'	 2900 MSA RW-9
MISSED APCH: Climb to 800' then climbing RIGHT turn to 3000' direct VKZ VOR and hold, continue climb-in-hold to 3000'.					
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		



Gnd speed-Kts	70	90	100	120	140	160	MALSR	800'	3000'		VKZ 117.1
Glide Path Angle	3.00°	372	478	531	637	743	849				

TERPS	LPV		STRAIGHT-IN LANDING RWY 9		LNAV	
	DA(H) 208' (200')		LNAV/VNAV DA(H) 426' (418')		LNAV MDA(H) 460' (452')	
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
	A	1			RVR 24 or 1/2	RVR 50 or 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	RVR 45 or 7/8	1 3/8
C						
D						

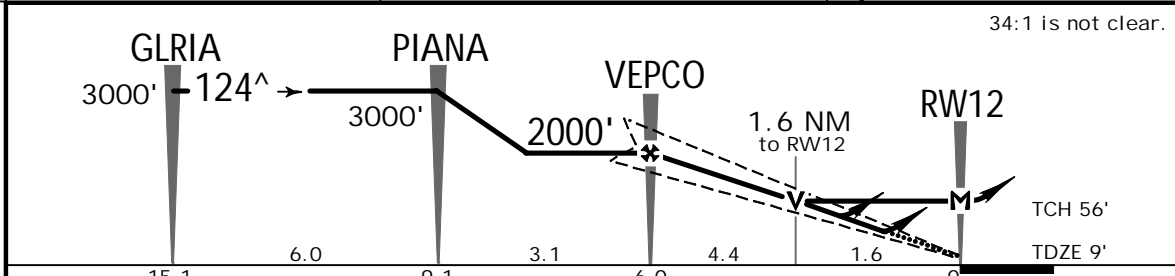
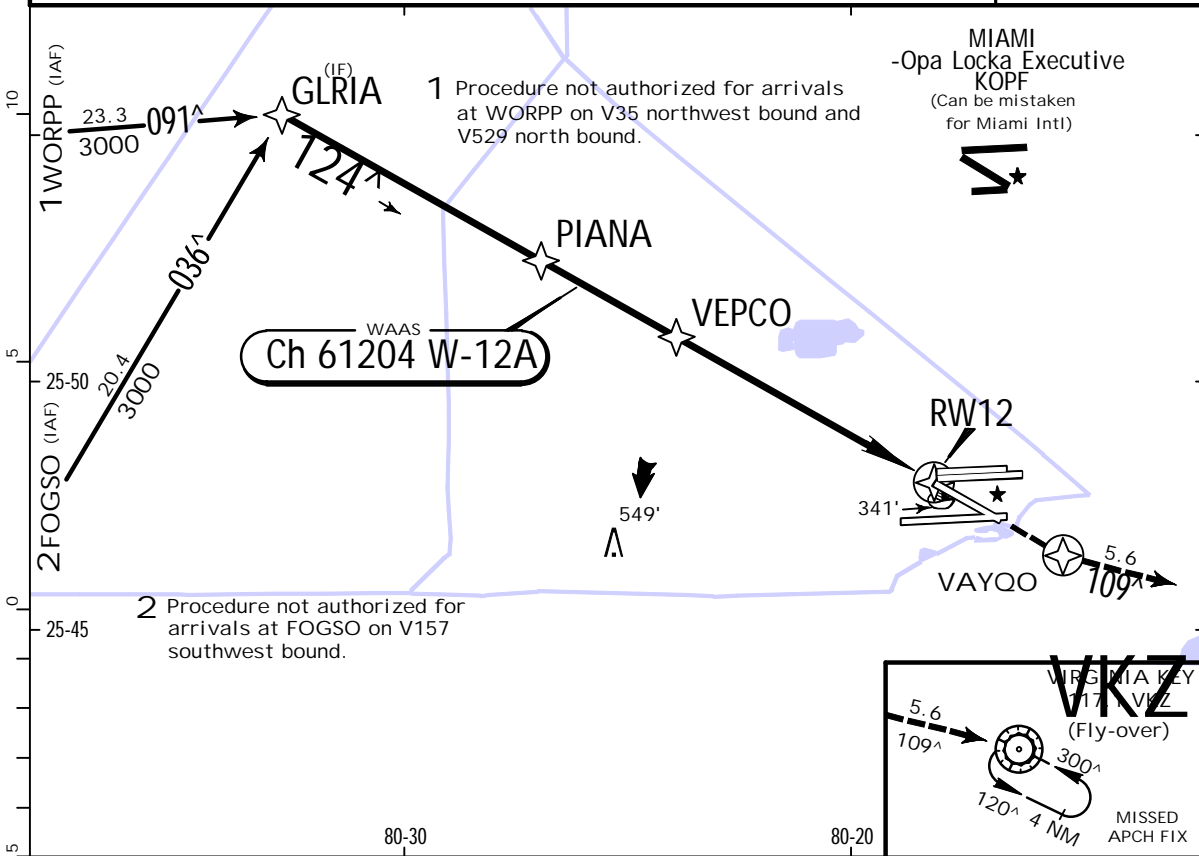
1 RVR 18 with Flight Director or Autopilot or HUD to DA.  
CHANGES: None. | JEPPESSEN, 2001, 2022. ALL RIGHTS RESERVED.

**KMIA/MIA**  
MIAMI INTL

**JEPPESSEN**  
17 MAR 23  
.Eff.23.Mar. (12-4)

**MIAMI, FLA**  
**RNAV (GPS) Z Rwy 12**

D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 270°-089° 118.3	090°-269° 123.9	Ground Rwys 8L/R, 12, 26L/R 121.8	Rwys 9, 27, 30 127.5
WAAS <b>Ch 61204</b> W-12A	Final Apch Crs <b>124°</b>	VEPCO <b>2000'</b> (1991')	LPV DA(H) <b>391'</b> (382')	Apt Elev 9' TDZE 9'	<p>2900</p> <p>MSA RW12</p>
MISSED APCH: Climb to 3000' direct VAYQO and on 109° track to VKZ VOR and hold, continue climb-in-hold to 3000'.					
RNP Apch - GPS   Alt Set: INCHES   Trans level: FL 180   Trans alt: 18000'					



Gnd speed-Kts	70	90	100	120	140	160		3000' ↑ 
Glide Path Angle	3.00°	372	478	531	637	849		

.TERPS.		STRAIGHT-IN LANDING RWY 12			
LPV DA(H) <b>391'</b> (382')	LNAV/VNAV DA(H) <b>512'</b> (503')		LNAV MDA(H) <b>600'</b> (591')		
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A				RVR 40 or 3/4	RVR 55 or 1
B					
C	RVR 40 or 3/4	RVR 60 or 1/4	RVR 55 or 1	1 3/8	
D				1/4	1 3/4

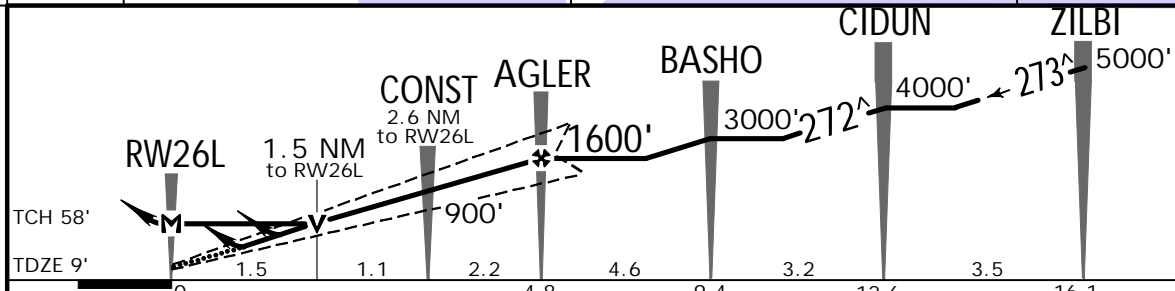
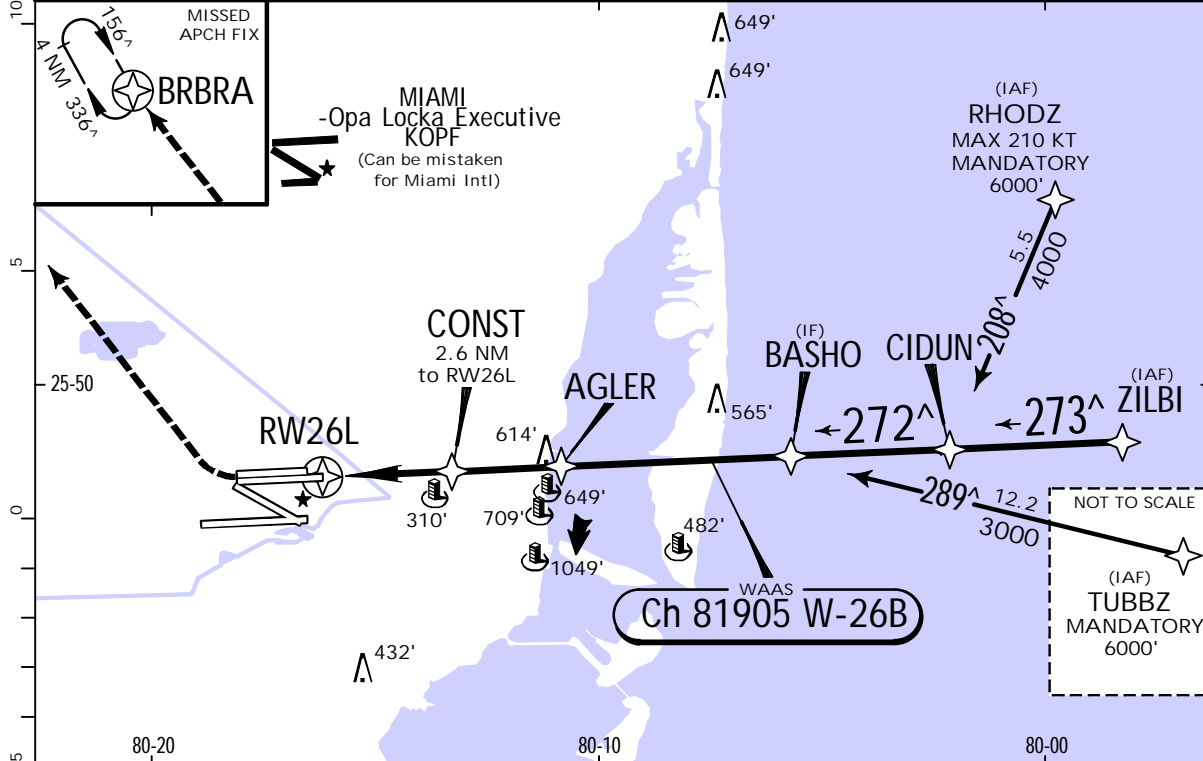
TERPS AMEND 1B 23 MAR 2023

**KMIA/MIA**  
MIAMI INTL

**JEPPESEN**  
8 JUL 22  
Eff. 14 Jul. (12-5)

**MIAMI, FLA**  
RNAV (GPS) Y Rwy 26L

D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 270°-089^ 118.3 090°-269^ 123.9	Ground Rwys 8L/R, 12, 26L/R 121.8	Rwys 9, 27, 30 127.5
WAAS Ch 81905 W-26B	Final Apch Crs 272^	AGLER 1600' (1591')	LPV DA(H) 209' (200')	Apt Elev 9' TDZE 9'
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' direct BRBRA and hold, continue climb-in-hold to 4000'.				2900  MSA RW26L
Alt Set: INCHES		Trans level: FL 180		
RNP Apch-GPS		Trans alt: 18000'		
1. Simultaneous approach authorized. 2. LNAV procedure not authorized during simultaneous operations. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 9°C or above 54°C. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 73').				



Gnd speed-Kts	70	90	100	120	140	160	MALSF	800'	4000'	BRBRA
Glide Path Angle	3.00^	372	478	531	637	743	849	PAPI	↑	RT
MAP at RW26L										

TERPS AMEND 4 14 JUL 2022	.TERPS.		STRAIGHT-IN LANDING RWY 26L			
	LPV DA(H) 209' (200')		LNAV/VNAV DA(H) 348' (339')		LNAV MDA(H) 560' (551')	
	ALS out		ALS out		ALS out	
	A				RVR 40 or 3/4	RVR 50 or 1
B						
C	RVR 40 or 3/4		RVR 40 or 3/4	RVR 50 or 1		
D				1 3/8	1 5/8	

# KMIA/MIA

## MIAMI INTL



8 JUL 22

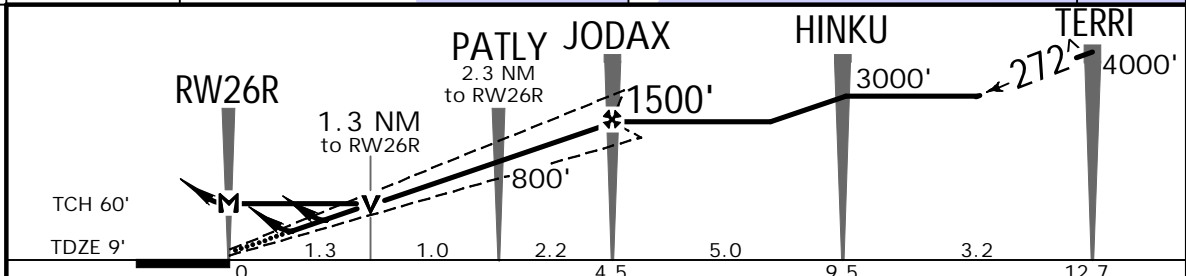
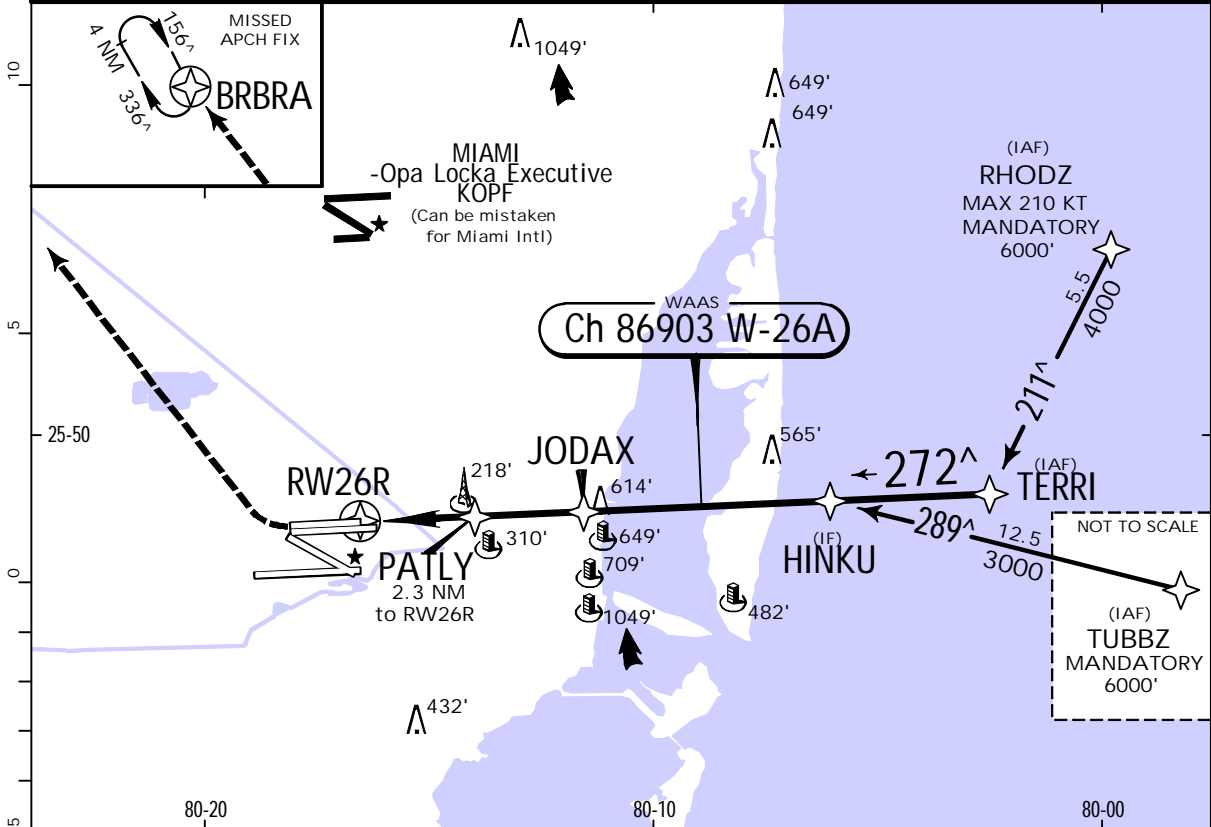
(12-6)

.Eff.14.Jul.

RNAV (GPS)

MIAMI, FLA  
Rwy 26R

D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 270°-089^ 118.3	090°-269^ 123.9	Ground Rwys 8L/R, 12, 26L/R 121.8	Rwys 9, 27, 30 127.5
WAAS Ch 86903 W-26A	Final Apch Crs 272^	JODAX 1500' (1491')	LPV DA(H) 265' (256')	Apt Elev 9' TDZE 9'	<p>2900</p> <p>MSA RW26R</p>
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' direct BRBRA and hold, continue climb-in-hold to 4000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
RNP Apch-GPS 1. Simultaneous approach authorized. 2. LNAV procedure not authorized during simultaneous operations. 3. Use of Flight Director or Autopilot required during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 9°C or above 54°C.					



Gnd speed-Kts	70	90	100	120	140	160	REIL	800'	4000'	D	BRBRA
Glide Path Angle	3.00°	372	478	531	637	849					
MAP at RW26R											

. TERPS.			STRAIGHT-IN LANDING RWY 26R		
LPV DA(H) 265' (256')		LNAV/VNAV DA(H) 432' (423')		LNAV MDA(H) 480' (471')	
A				1	
B				1	
C	3/4		1/4	1 3/8	
D				1 3/8	

TERPS AMEND 5 14 JUL 2022

**KMIA/MIA**  
MIAMI INTL

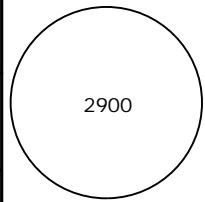
**JEPPESEN**  
17 MAR 23  
Eff. 23 Mar. (12-7)

**MIAMI, FLA**  
**RNAV (GPS) Y Rwy 27**

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

WAAS Ch 40205 W-27A	Final Apch Crs 272 <sup>^</sup>	CHHAZ 1800' (1791')	LPV DA(H) 209' (200')	Apt Elev 9' TDZE 9'
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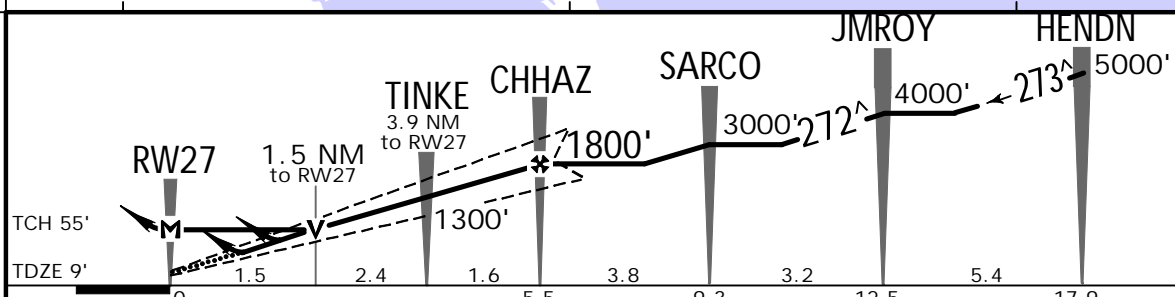
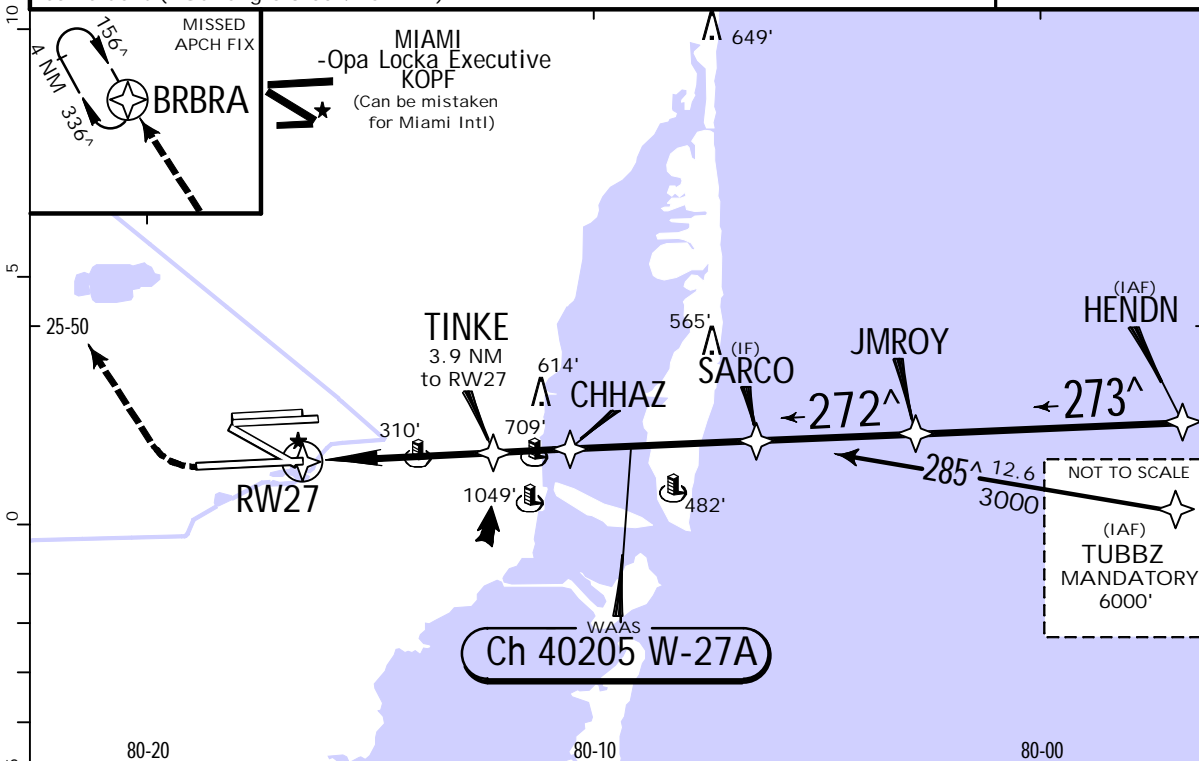
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' direct BRBRA and hold, continue climb-in-hold to 4000'.

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

RNP Apch-GPS

1. Simultaneous approach authorized. 2. Use of Flight Director or Autopilot required during simultaneous operations. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 8°C or above 54°C. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').

MSA RW27



Gnd speed-Kts	70	90	100	120	140	160	MALSR	800'	4000'	BRBRA
Glide Path Angle	3.00 <sup>^</sup>	372	478	531	637	743	PAPI	↑	RT	→

TERPS	LPV DA(H) 209' (200')		STRAIGHT-IN LANDING RWY 27 LNAV/VNAV DA(H) 439' (430')		2 LNAV MDA(H) 560' (551')	
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A	1				RVR 24 or 1/2	RVR 50 or 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4		
C					RVR 60 or 1/4	1 3/4
D						

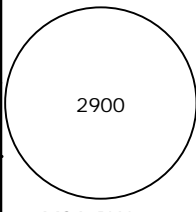
1 RVR 18 with Flight Director or Autopilot or HUD to DA.  
2 LNAV procedure not authorized during simultaneous operations.

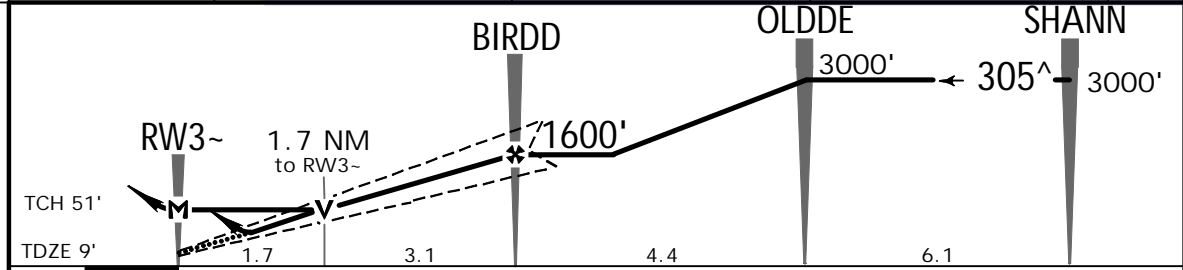
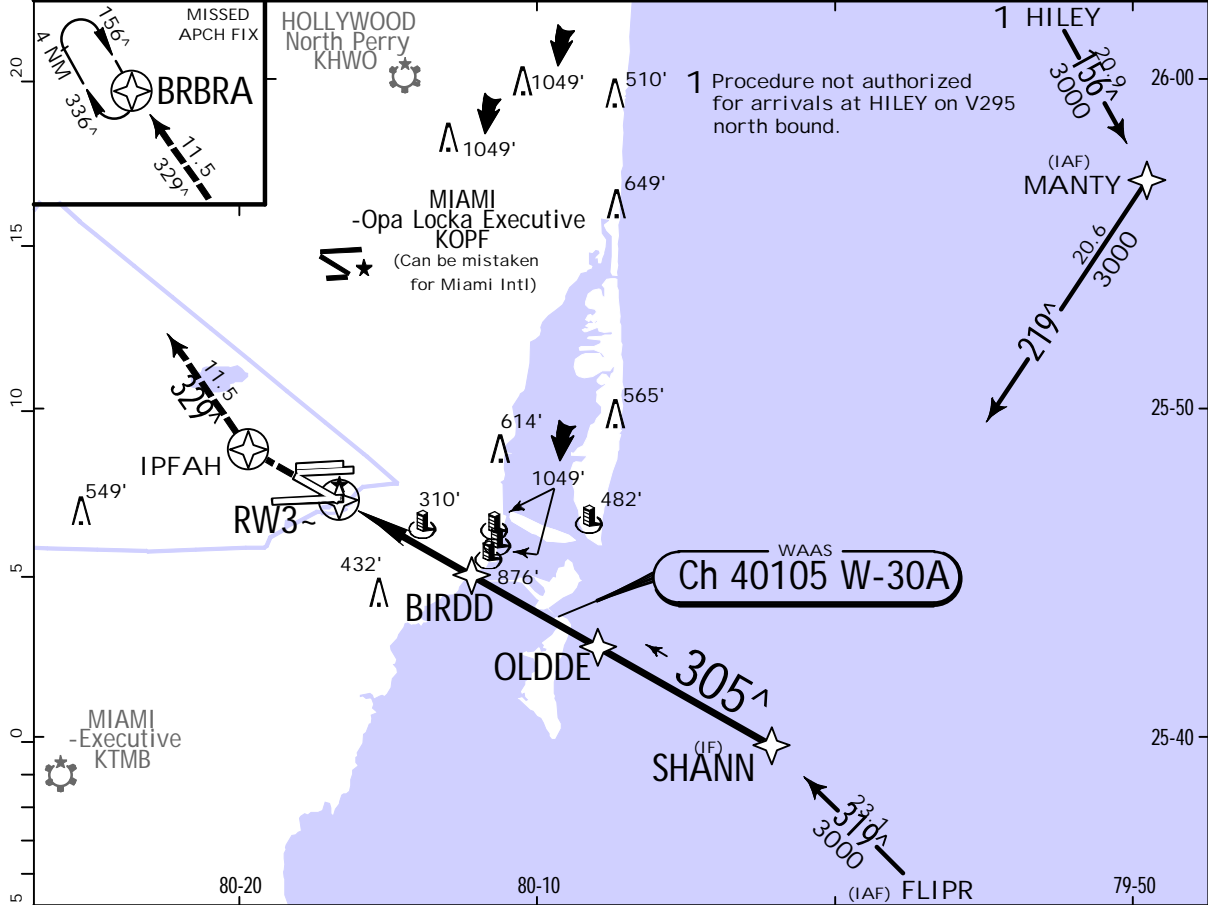
TERPS AMEND 4 12 AUG 2021

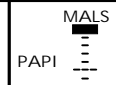

**KMIA/MIA**  
MIAMI INTL

**JEPPESSEN**  
17 MAR 23  
Eff. 23 Mar. (12-8)

**MIAMI, FLA**  
**RNAV (GPS) Z Rwy 30**

D-ATIS Arrival <b>119.15</b>	MIAMI Approach (R) <b>124.85</b>	MIAMI Tower 270°-089° <b>118.3</b>	090°-269° <b>123.9</b>	Rwys 9, 27, 30 <b>127.5</b>	Ground Rwys 8L/R, 12, 26L/R <b>121.8</b>
WAAS <b>Ch 40105</b> W-30A	Final Apch Crs <b>305^</b>	BIRDD <b>1600'</b> (1591')	LPV DA(H) <b>286'</b> (277')	Apt Elev 9' TDZE 9'	 <p>2900 MSA RW3-</p>
MISSED APCH: Climb to 3000' direct IPFAH and on track 329^ to BRBRA and hold.					
RNP Apch - GPS   Alt Set: INCHES   Trans level: FL 180   Trans alt: 18000'					
VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').					



Gnd speed-Kts	70	90	100	120	140	160		3000'		IPFAH
Glide Path Angle	3.00^	372	478	531	637	743				
MAP at RW3-										

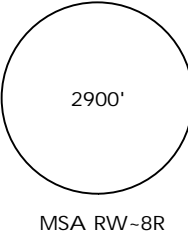
TERPS AMEND 1A 23 MAR 2023	STRAIGHT-IN LANDING RWY 30			
	LPV DA(H) <b>286'</b> (277')		LNAV MDA(H) <b>620'</b> (611')	
	ALS out		ALS out	
	A	RVR 40 or 3/4	RVR 45 or 7/8	RVR 40 or 3/4
B			RVR 50 or 1	
C				
D			1 1/2	

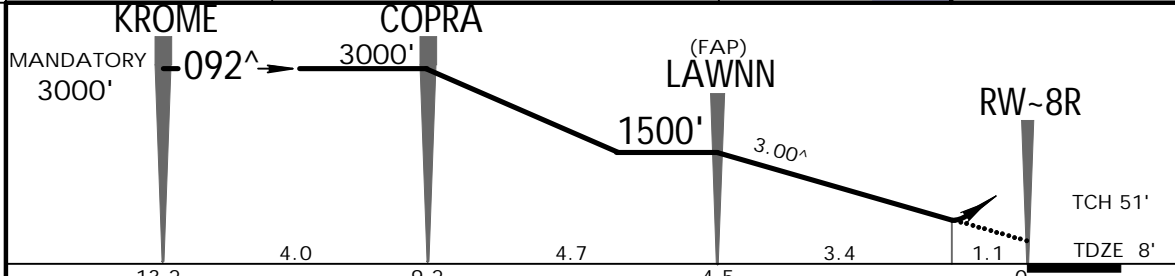
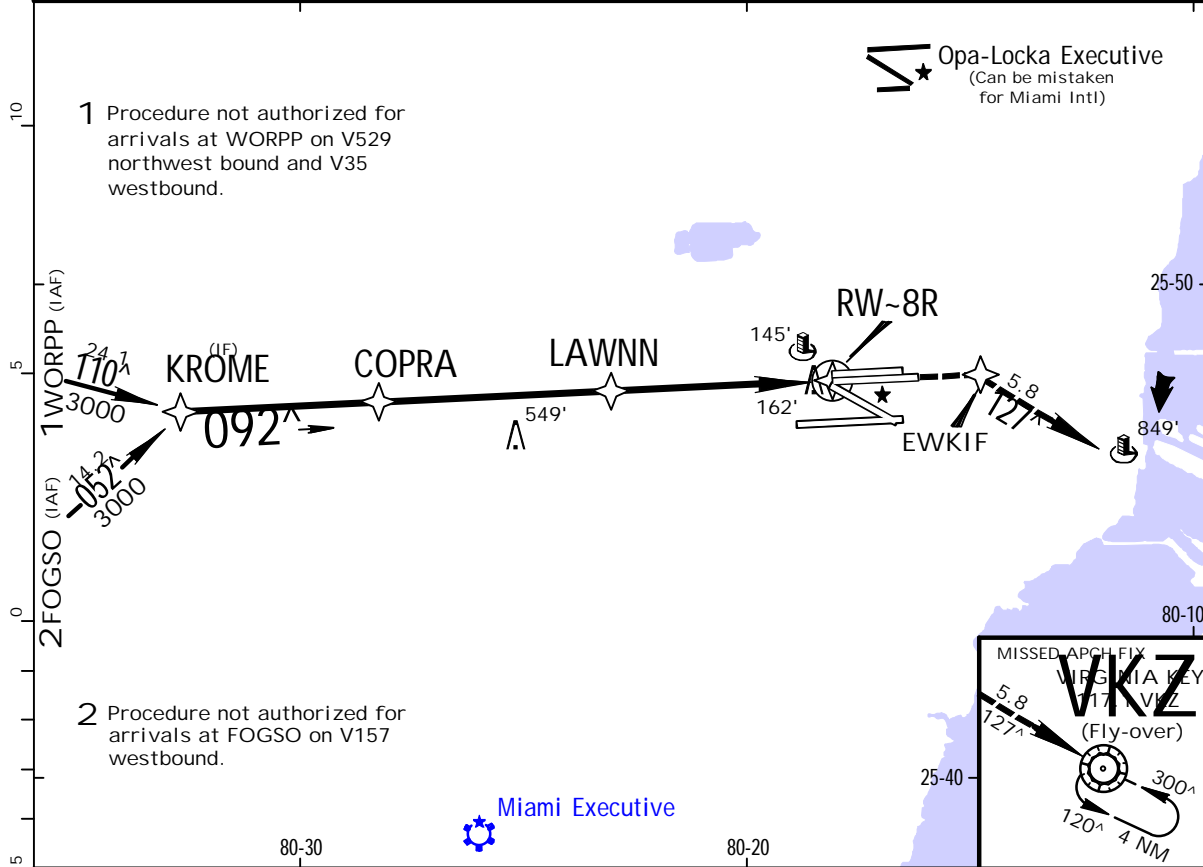


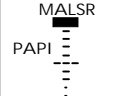

**KMIA/MIA**  
MIAMI INTL

**JEPPESSEN**  
9 OCT 15  
Eff. 15 Oct. (12-20)

**MIAMI, FLA**  
**RNAV (RNP) Y Rwy 8R**

D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 270°-089^ 118.3	090°-269^ 123.9	Ground Rwys 8L/R, 12, 26L/R 121.8	Rwys 9, 27, 30 127.5
RNAV	Final Apch Crs 092^	Minimum Alt LAWNN 1500' (1492')	RNP 0.11 DA(H) 397' (389')	Apt Elev 9' TDZE 8'	 <p>2900'</p> <p>MSA RW-8R</p>
<p>MISSED APCH: Climb to 3000' direct EWKIF and on track 127^ to VKZ VOR and hold, continue climb-in-hold to 3000'.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (43°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00^/TCH 77').</p>					



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

.TERPS.		STRAIGHT-IN LANDING RWY 8R			
1 RNP 0.11 DA(H) 397' (389')		RNP 0.30 DA(H) 458' (450')			
	RAIL out	ALS out	RAIL out	ALS out	
A					
B					
C	RVR 45 or 7/8	1 1/4	RVR 50 or 1	RVR 55 or 1	1 1/2
D					
1 Missed approach requires minimum climb of 330' /NM to 600'.					

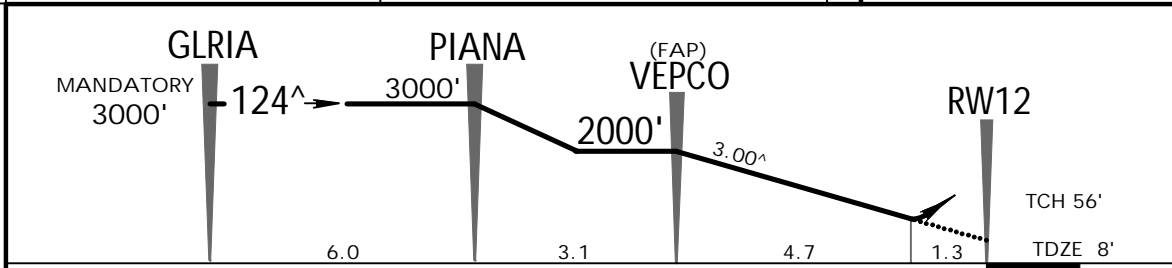
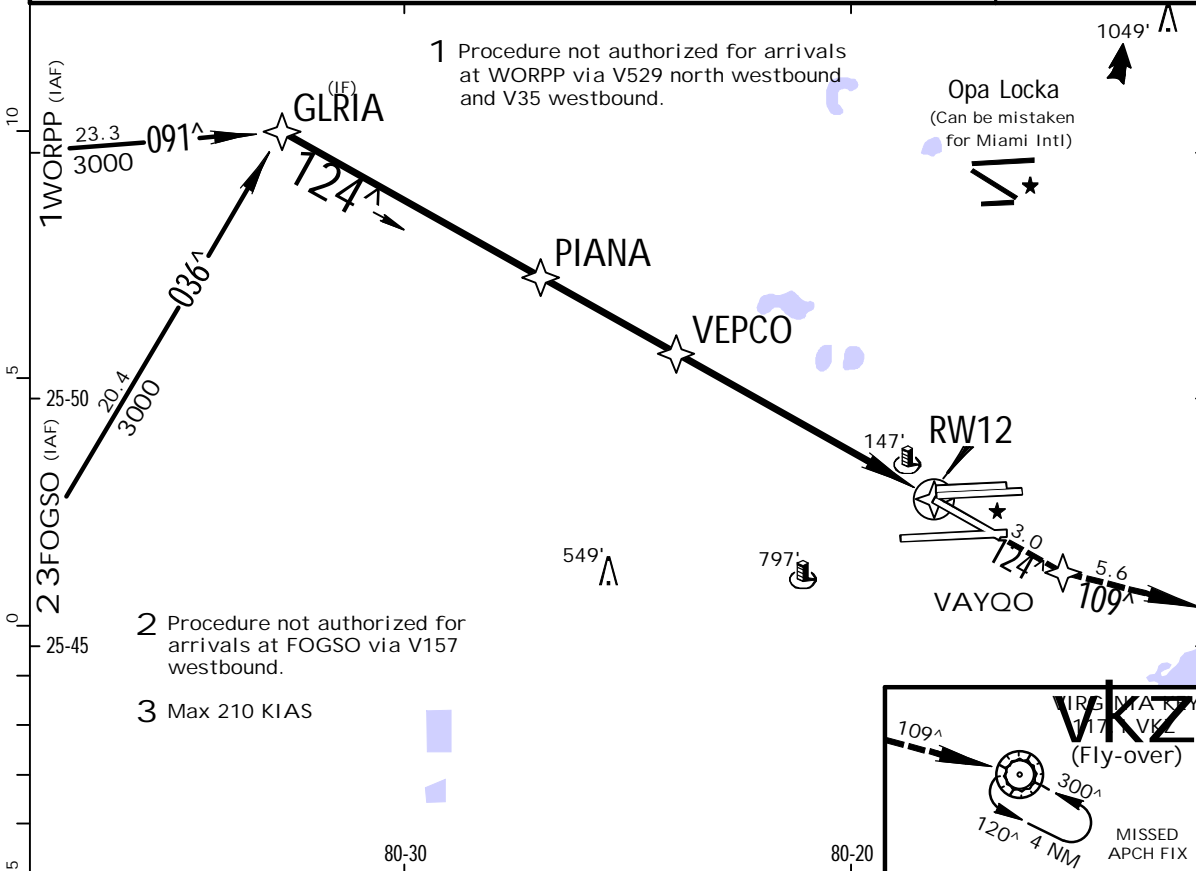
TERPS AMEND 08 15 OCT 2015

**KMIA/MIA**  
MIAMI INTL

**JEPPESSEN**  
9 OCT 15  
Eff. 15 Oct. (12-21)

**MIAMI, FLA**  
**RNAV (RNP) Y Rwy 12**

D-ATIS Arrival 119.15	MIAMI Approach (R) 124.85	MIAMI Tower 270°-089° 118.3	090°-269° 123.9	Ground Rwys 8L/R, 12, 26L/R 121.8	Rwys 9, 27, 30 127.5
RNAV	Final Apch Crs 124 <sup>^</sup>	Minimum Alt VEPCO 2000' (1992')	RNP 0.30 DA(H) 461' (453')	Apt Elev 9' TDZE 8'	<p>2900'</p> <p>MSA RW12</p>
<p>MISSED APCH: Climb to 3000' direct VAYQO and via 109<sup>^</sup> track to VKZ VOR and hold, continue climb-in-hold to 3000'.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>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.</p>					



Gnd speed-Kts	70	90	100	120	140	160		
Descent angle 3.00 <sup>^</sup>	372	478	531	637	743	849		
MAP at DA								

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

TERPS AMEND 0B 30 JUN 2011

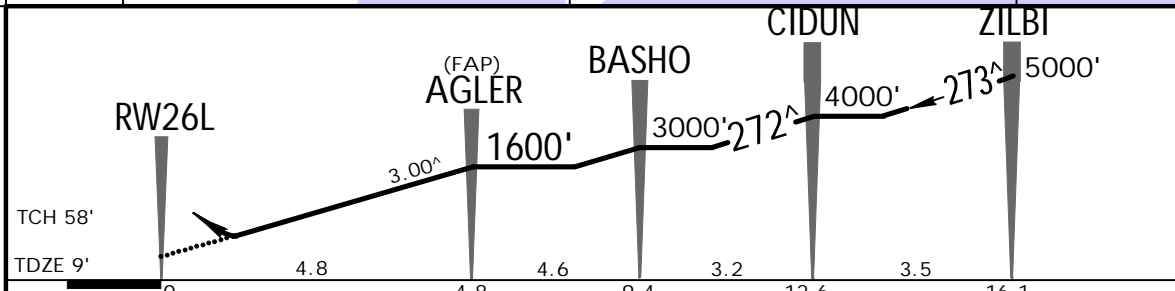
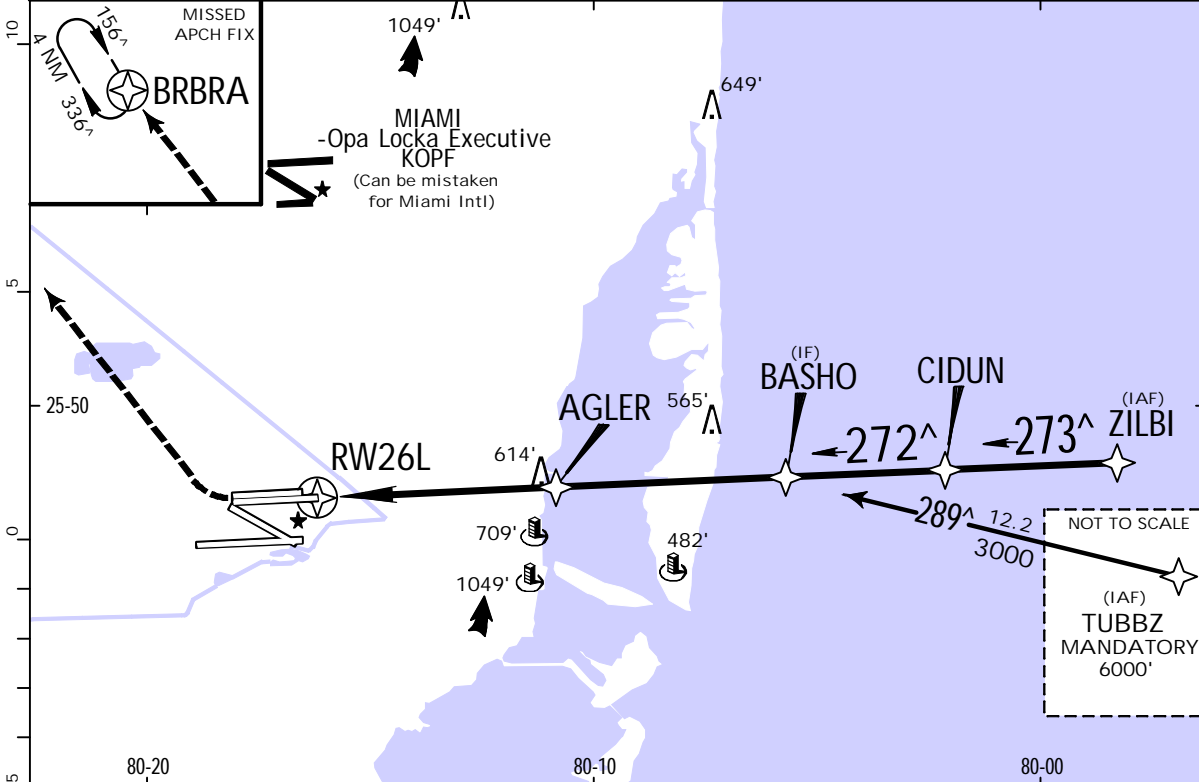
RAIL or ALS out	
A	
B	
C	RVR 50 or 1
D	1 1/2

**KMIA/MIA**  
MIAMI INTL

**JEPPESEN**  
6 AUG 21  
Eff. 12 Aug. (12-22)

**MIAMI, FLA**  
**RNAV (RNP) Z Rwy 26L**

D-ATIS Arrival <b>119.15</b>	MIAMI Approach (R) <b>124.85</b>	MIAMI Tower 270°-089° <b>118.3</b>	090°-269° <b>123.9</b>	Ground Rwys 8L/R, 12, 26L/R <b>121.8</b>	Rwys 9, 27, 30 <b>127.5</b>
RNAV	Final Apch Crs <b>272^</b>	<b>AGLER</b> 1600' (1591')	RNP 0.20 DA(H) <b>368'</b> (359')	Apt Elev 9' TDZE 9'	 2900  MSA RW26L
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' direct BRBRA and hold, continue climb-in-hold to 4000'.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
RNP AR Apch-GPS					
1. Authorization required. 2. Simultaneous approach authorized. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 8°C or above 54°C. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 73').					



Gnd speed-Kts	70	90	100	120	140	160	 MALSF PAPI	800'	4000'	 RT	BRBRA
Glide Path Angle	3.00^	372	478	531	637	743		849			

.TERPS.		STRAIGHT-IN LANDING RWY 26L	
RNP 0.20 DA(H) <b>368'</b> (359')		RNP 0.30 DA(H) <b>418'</b> (409')	
ALS out		ALS out	
A			
B			
C	RVR 40 or 3/4	RVR 55 or 1	RVR 50 or 1
D			RVR 60 or 1/4

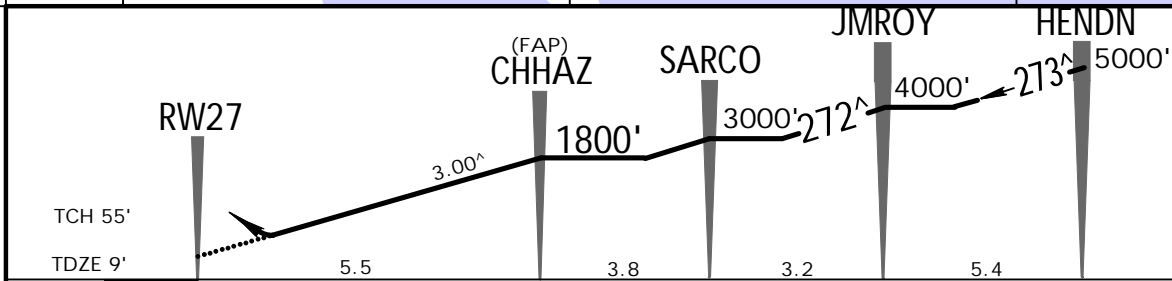
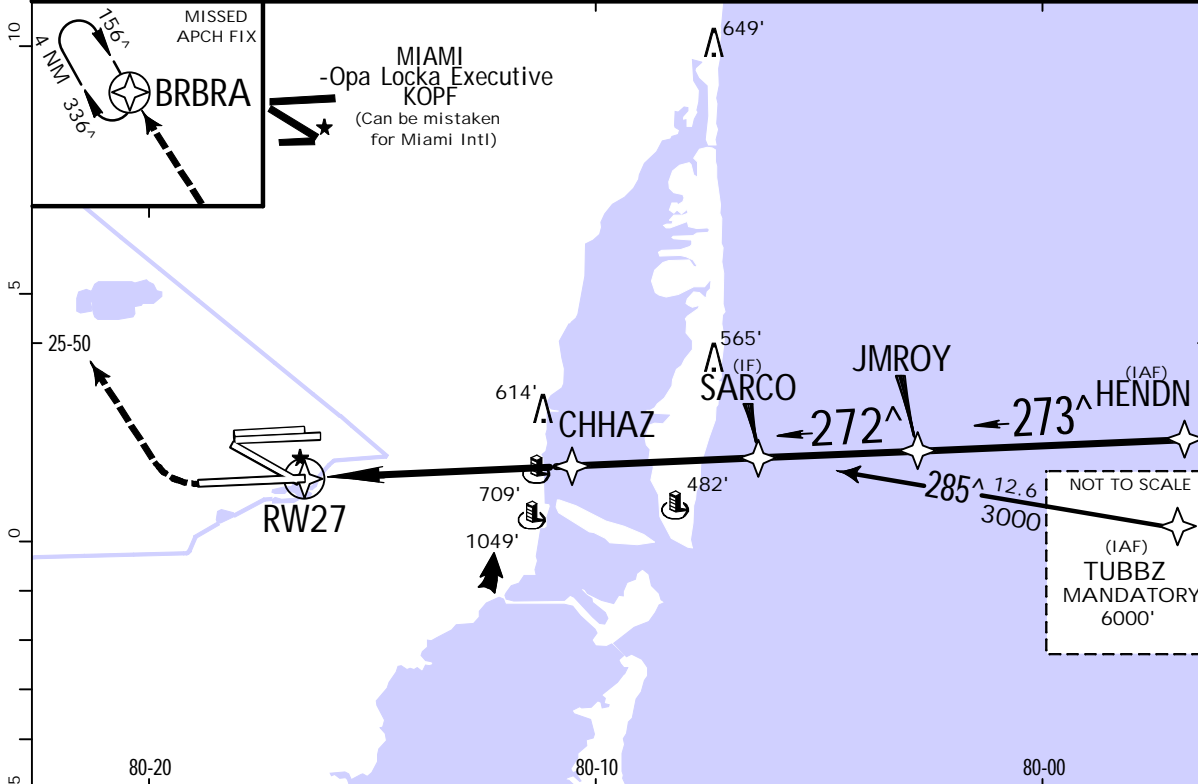
TERPS AMEND 2 12 AUG 2021

**KMIA/MIA**  
MIAMI INTL

**JEPPESEN**  
6 AUG 21  
Eff. 12 Aug. (12-23)

**MIAMI, FLA**  
**RNAV (RNP) Z Rwy 27**

D-ATIS Arrival <b>119.15</b>	MIAMI Approach (R) <b>124.85</b>	MIAMI Tower 270°-089° <b>118.3</b>	090°-269° <b>123.9</b>	Rwys 9, 27, 30 <b>127.5</b>	Ground Rwys 8L/R, 12, 26L/R <b>121.8</b>
RNAV	Final Apch Crs <b>272<sup>^</sup></b>	CHHAZ <b>1800'</b> (1791')	RNP 0.11 DA(H) <b>327'</b> (318')	Apt Elev 9' TDZE 9'	<p>2900</p> <p>MSA RW27</p>
<p>MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' direct BRBRA and hold, continue climb-in-hold to 4000'.</p>					
<p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p>					
<p>RNP AR Apch-GPS</p> <p>1. Authorization required. 2. Simultaneous approach authorized. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 8°C or above 54°C. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').</p>					



Gnd speed-Kts	70	90	100	120	140	160		800'	4000'		BRBRA
Glide Path Angle 3.00 <sup>^</sup>	372	478	531	637	743	849					

<b>.TERPS.</b>				STRAIGHT-IN LANDING RWY 27			
RNP 0.11 DA(H) <b>327'</b> (318')		RNP 0.30 DA(H) <b>405'</b> (396')		RAIL/ALS out		RAIL/ALS out	
A							
B							
C	RVR 24 or 1/2	RVR 45 or 7/8	RVR 35 or 5/8	RVR 60 or 1/4			
D							

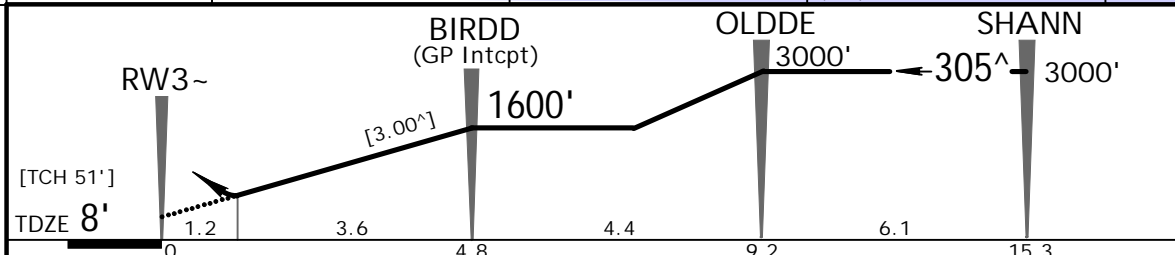
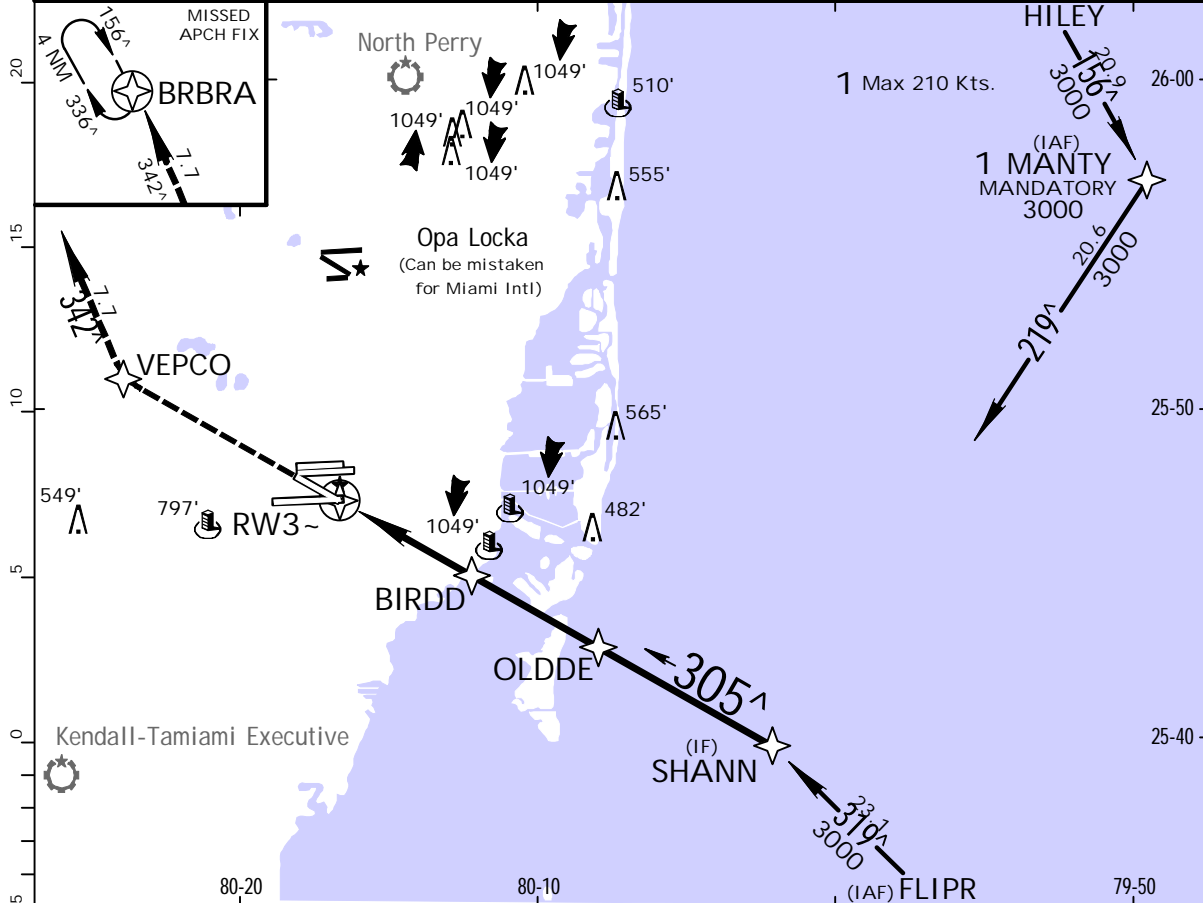
TERPS AMEND 3 12 AUG 2021

**KMIA/MIA**  
MIAMI INTL

**JEPPESSEN**  
24 JUN 11 (12-24)

**MIAMI, FLA**  
**RNAV (RNP) Y Rwy 30**

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



Gnd speed-Kts	70	90	100	120	140	160	MAP at DA MAL S PAPI 3000' VEPCO
Descent angle [3.00 <sup>^</sup> ]	372	478	531	637	743	849	

STRAIGHT-IN LANDING RWY 30			
RNP 0.23 DA(H) <b>426'</b> (418')		RNP 0.30 DA(H) <b>521'</b> (513')	
ALS out		ALS out	
A			
B			
C	1/4	1/2	1/2
D			1/4

TERPS AMEND OA 30 JUN 2011

## Chart changes since cycle 06-2023

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

ACT    PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

**MIAMI, FL (MIAMI INTL - KMIA)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport KMIA

### Chart Change Notices for Country USA

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

**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.