

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
LOC STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.25

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KMIA	<u>PROCEDURE NAME</u> LOC RWY 26R	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> MIAMI	<u>STATE</u> FL		
<u>AIRPORT ELEVATION</u> 9	<u>TDZE</u> 9	<u>SUPERSEDED</u> LOC/DME RWY 26R	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 05/07/2009	<u>MAG VAR</u> 5W	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> I-CNV	<u>COORDINATES OF FACILITIES</u> 254809.97N / 0801816.70W	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
TUBBZ	IAF	HINKU		TF	FB	1.00	289.24	12.52	3000
TERRI/I-CNV 14.25 DME	IAF	HINKU/I-CNV 11.03 DME					272.39	3.22 (I-CNV)	3000
HINKU/I-CNV 11.03 DME	IF	JODAX/I-CNV 6.08 DME					272.39	4.95 (I-CNV)	1500

**MISSED APPROACH**

**MAP:**

I-CNV 1.58 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 290 AND DHP VORTAC R-335 TO BRBRA/11.48 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT      SIDE OF COURSE      OUTBOUND      FT WITHIN      MILES OF      (IAF)
2. PROFILE STARTS AT TERRI
3. FAF: 272.39      FAF: JODAX/I-CNV 6.08 DME      DIST FAF TO MAP:      DIST FAF TO THLD: 4.50
4. MIN ALT:      TERRI/I-CNV 14.25 DME 4000, HINKU/I-CNV 11.03 DME 3000, JODAX/I-CNV 6.08 DME 1500
8. MSA FROM:      DHP VORTAC 090-270 2900, 270-090 2100

**EQUIPMENT REQUIREMENTS NOTES:**

DME REQUIRED.  
RNP APCH-GPS. FROM TUBBZ.

**NOTES:**



ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW KOPF.  
CHART MANDATORY 6000 AT TUBBZ.  
HOLD NW, RT, 154.68 INBOUND.  
CHART FAS OBST: 218 TOWER (12-001149) 254837N/0801414W.  
CHART 649 BUILDING 254756N/0801110W.  
CHART VDP AT 2.90 DME.  
DISTANCE VDP TO THLD 1.31 NM.  
JODAX TO RW26: 3.00/60.

MINIMUMS:  
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-26R	480	1	471	480	1	471	480	1 3/8	471	480	1 3/8	471			

CHANGES - REASONS

1. TERMINAL ROUTES: ADDED THE FOLLOWING IAF'S: TUBBZ TO HINKU AND TERRI TO HINKU; CHANGED HINKU TO JODAX DME/DISTANCE FROM 6.01/5.02 TO 6.08/4.95 - ATC REDESIGN; JODAX FIX MOVED.
2. MAP: CHANGED "ARIYA/I-CNV 1.58 DME" TO "I-CNV 1.58 DME" - IAW 8260.19I PARA 8-6-6C(2).
3. CHANGED MISSED APPROACH FROM " CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2000 VIA HEADING 290 AND DHP R-335 TO BRBRA/11.5 DME AND HOLD" TO "CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 290 AND DHP VORTAC R-335 TO BRBRA/11.48 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000" - C-I-H REQUIRED.
4. PROFILE LINE 2: CHANGED HINKU TO TERRI; LINE 3: CHANGED THLD FROM 4.43 TO 4.5; LINE 4: ADDED TERRI 4000 - PROFILE STARTING AT THE IAF NOW; IAW 8260.19I PARA 8-6-7C(3) AND FAF LOCATION MOVED; NEW IAF ADDED.
5. ADDITIONAL FLIGHT DATA: ADDED CHART MANDATORY 6000 AT TUBBZ; CHANGED FAS OBST: 220 TWR 254837/801414 TO CHART FAS OBST: 218 TOWER 254837N/0801414W; CHANGED 7:1 OBST FROM CHART 330 TWR 254836/801111 TO CHART 649 BUILDING 254756N/0801110W - IAW 8260.19I PARA 8-6-10.N; IAW 8260.19I PARA 8-6-10C AND NEW SURVEY; NEW 7:1 CONTROLLER.
6. ADDITIONAL FLIGHT DATA: DELETED CHART PLANVIEW NOTE: RADAR REQUIRED; CHANGED JODAX TO RW26 FROM 3.04/60 TO 3.00/60; - UPDATING NOTE AND MOVING IT TO EQUIPMENT REQUIREMENTS SECTION; JODAX FIX MOVED.
7. ADDITIONAL FLIGHT DATA: CHANGED CHART VDP AT I-CNV FROM 2.87 DME TO 2.90 DME AND CHANGED DISTANCE VDP TO THR 1.29 MILES TO DISTANCE VDP TO THLD 1.31 NM; DELETED MIRL 8-26 AND PAPI 8-26 - JODAX FIX MOVED; NO LONGER REQUIRED.
8. MINIMUMS: HAT CHANGED FROM 470 TO 471 ALL CATS AND CAT C VISIBILITY CHANGED FROM 1 1/4 TO 1 3/8 AND CAT D CHANGED FROM 1 1/2 TO 1 3/8 - TDZE CHANGED AND NEW VISIBILITY CALCULATIONS IAW 8260.3D.
9. TDZE CHANGED FROM 8 TO 9 - NEW SURVEY.
10. EQUIPMENT REQUIREMENTS NOTES: ADDED "RNP APCH-GPS. FROM TUBBZ" AND "DME REQUIRED" - IAW 8260.19I PARA 8-6-8C(2)(A); 8-6-8A(1)(A).
11. DELETED CHART PLANVIEW NOTE: \*1500 WHEN DIRECTED BY ATC - NO LONGER REQUIRED.

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: MIA ATCT, ZMA, MIA APP CON, MIA APT MGR.

FLIGHT CHECKED BY	Digitally signed by	OFFICE	DATE	QUALITY 10 CHECKED
JOEL P MURPHY	ALLAN WILL Jun 08, 2021	FICO	06/04/2021	
DEVELOPED BY SHANE FOWLER	Digitally signed by SHANE FOWLER May 10, 2021	OFFICE AJV-A423	DATE 03/24/2021	
APPROVED BY MARLON ROBINSON	Digitally signed by ALLAN WILL Jun 08, 2021	OFFICE AJV-A420	DATE	TITLE MANAGER

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KMIA	<u>PROCEDURE NAME</u> LOC RWY 26R	<u>AMDT NO.</u> 1	<u>CITY</u> MIAMI	<u>STATE</u> FL	<u>AIRPORT ELEVATION</u> 9	<u>FACILITY</u> I-CNV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM  
TUBBZ

TO  
HINKU/I-CNV 11.03 DME

<u>RNP</u>	<u>DISTANCE</u> 12.52	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>			
1.TRAVERSE_WAY (12-087192)	254841.95N/0800241.31W		250	50	20	2C	1000					AT1750	3000
2.TERRAIN	254707.63N/0795920.36W		0 (0)									AS1500	1500

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INITIAL

FROM  
TERRI/I-CNV 14.25 DME

TO  
HINKU/I-CNV 11.03 DME

<u>RNP</u>	<u>DISTANCE</u> 3.22	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>			
1.TRAVERSE_WAY (12-087192)	254841.95N/0800241.31W		250	50	20	2C	1000					AT1750	3000
3.TERRAIN	254844.17N/0800416.94W		0 (0)									AS1500	1500

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



INTERMEDIATE

FROM  
HINKU/I-CNV 11.03 DME

TO  
JODAX/I-CNV 6.08 DME

RNP	DISTANCE 4.95	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
4.BUILDING (12-121502)	254756.06N/0801109.51W		649	20	3	1A	500				DG351	1500
5.TERRAIN	254830.00N/0801133.00W		16 (0)								AS1500	1500

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

FINAL

FROM  
JODAX/I-CNV 6.08 DME

TO  
I-CNV 1.58 DME

<u>RNP</u>	<u>DISTANCE</u> 4.50	<u>PAT</u>	<u>MAP</u> I-CNV 1.58 DME	<u>HAT</u> 471			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
6.TOWER (12-001149)	254837.00N/0801414.00W		218	50	3	2A	250					480

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH

FROM

I-CNV 1.58 DME

TO

BRBRA/DHP 11.48 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 239					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				4000
7.CONTROL_TOWER (12-004969)	254736.78N/0801759.28W		341	20	10	1B	1000					1400
8.TERRAIN	254824.00N/0801618.00W		16 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED

MSA

CENTER

DHP VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
090-270	TOWER (12-003077)	253223.94N/0802806.43W	207	16.8	1849	250	50	4D	1000			2900
270-090	ANTENNA (12-117031)	255730.91N/0801243.24W	042	12.0	1050	20	10	1B	1000			2100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
MIA APP CON, MIA TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KMIA	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KMIA	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:  
BACK-UP ALTIMETER NOT REQUIRED DUE TO REDUNDANT LOCAL SOURCES.

<u>PRIMARY NAVAID</u> I-CNV	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW8L - HIRL, REIL, C/LINE, TAXI WAY, PAPI-4L	NPI-G	
RW26R - HIRL, REIL, C/LINE, PAPI-4L, TAXI WAY	NPI-G	
RW8R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW9 - MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW12 - MALSR, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW26L - MALSF, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW27 - MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW30 - MALS, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 60.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:



**"VISUAL PORTION OF FINAL" PENETRATIONS**

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

<b>PENETRATIONS REMARKS:</b>

**PART C: GENERAL REMARKS:**

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

80 FEET VEGETATION BASED OFF OTHER PROCEDURES AT THIS AIRPORT.

SHIP HEIGHT 250 FEET PER FPT. REPRESENTED BY TRAVERSE\_WAY (12-087192).

CIRCLING NOT DEVELOPED PER ATC REQUEST.

ORDER 8260.3 CHAPTER 2 APPLIED TO 649 BUILDING (12-121502) 254756.06N/0801109.51W.



<u>AIRPORT ID</u> KMIA	<u>PROCEDURE NAME</u> LOC RWY 26R	<u>AMDT NO.</u> 1	<u>CITY</u> MIAMI	<u>STATE</u> FL	<u>AIRPORT ELEVATION</u> 9	<u>FACILITY</u> I-CNV
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.83
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.83
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	267.39
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	0
DISTANCE FROM	THLD	TO 1500FT POINT	4.5
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.19
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	267.39
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD  
COORDINATES  
(IF STR-IN)

254814.32N/0801631.55W

ARP COORDINATES

254743.30N/0801724.42W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 9 DISTANCE 1.45 NM

FAF  
COORDINATES

254826.58N/0801132.88W

FIX NAME  
COORDINATES

REMARKS

QUALITY  
10  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> SHANE FOWLER	<u>OFFICE</u> AJV-A423	<u>DATE</u> 03/24/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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