

MIAMI, FLORIDA

AL-257 (FAA)

24137

APP CRS	Rwy Idg	10220
272°	TDZE	9
	Apt Elev	9

RNAV (RNP) Z RWY 26L
MIAMI INTL (MIA)

RNP AR APCH-GPS.

T Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below 8°C or above 54°C. For inop ALS, increase RNP 0.20 visibility to RVR 5500 for all Cats and increase RNP 0.30 visibility to RVR 6000 for all Cats.

MALSF



MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct BRBRA and hold, continue climb-in-hold to 4000.

D-ATIS	MIAMI APP CON		MIAMI TOWER		GND CON		CLNC DEL	CPDLC
ARR	119.15	124.85 322.3	118.3 256.9	121.8	(8L/8R/12/26L/26R)	348.6	135.35	
DEP	133.675			127.5	(9/27/30)			


MISSED APCH FIX

$$\begin{array}{c} \Delta^{1049} \\ \Delta^{1049} \Delta^{1049} \\ \Delta^{1049} \end{array}$$




MSA RW26L 25 NM

2900

SE-3, 10 JUL 2025 to 07 AUG 2025

ELEV	9		TDZE	9
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TDZ/CL Rwy 8R
REIL Rwy 8L and 26R
HRL all Rwy 8

800	4000	BRBRA
		

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

Figure 1 shows a flight path starting from RW26L, passing through AGLER (1600), BASHO (3000), CIDUN (4000), and ending at ZILBI (5000). The distances between points are 4.8 NM, 4.6 NM, 3.2 NM, and 3.5 NM respectively. The angles between segments are 272° and 273°. A GP 3.00° TCH 58 is indicated near ZILBI.

CATEGORY	A	B	C	D
RNP 0.20 DA		368/40	359 (400-¾)	
RNP 0.30 DA		418/50	409 (500-1)	

AUTHORIZATION REQUIRED

MIAMI, FLORIDA
Amdt 2 12AUG21

25°48'N-80°17'W

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