




MIAMI, FLORIDA

AL-257 (FAA)

24137

WAAS CH <b>40105</b> <b>W30A</b>	APP CRS <b>305°</b>	Rwy Idg <b>7913</b> TDZE <b>9</b> Apt Elev <b>9</b>
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RNAV (GPS) Z RWY 30  
MIAMI INTL (MIA)

RNP APCH - GPS.	MALS		MISSED APPROACH: Climb to 3000 direct IPFAH and on 329° track to BRBRA and hold.
 Inop table does not apply to LNAV Cat C and D. For inop ALS, increase LPV all Cats visibility to RVR 4500.			

ARR	D-ATIS	MIAMI APP CON		MIAMI TOWER		GND CON		CLNC DEL	CPDLC
DEP	<b>119.15</b> <b>133.675</b>	<b>124.85</b>	<b>322.3</b>	<b>118.3</b>	<b>256.9</b>	<b>121.8</b> <b>127.5</b>	(8L/8R/12/2/26L/26R) (9/27/30)	<b>348.6</b> <b>135.35</b>	

MISSED APCH FIX

1 NM  PBDPA

## Procedure NA for arrivals at HILEY on V295 northbound.

HILEY

34  
(11.5)



1049  
1049  $\Delta$   $\Delta$  1049

MSA RV00 25 NM

2900

ELEV	9	<b>D</b>	TDZE	9
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TDZ/CL Rwy 8R  
REIL Rwys 8L and 26R  
HRL all Rwys

3000 ↑	IPFAH 	tr 329°	BRBRA 
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

Figure 1: Sample flight profile. The diagram illustrates a flight path starting from a runway (RW30) and proceeding through several waypoints: BIRDD, OLDDE, and SHANN. Key distances and altitudes are marked: 1.7 NM to RW30, 3.1 NM to BIRDD (1600), 4.4 NM to OLDDE (3000), and 6.1 NM to SHANN (3000). The flight path is divided into segments with different altitudes: 1600 and 3000. A 305-degree turn is indicated at the SHANN waypoint. The profile is labeled GP 3 and TCH.

CATEGORY		A	B	C	D
LPV	DA	286/40 277 (300-¾)			
LNAV	MDA	620/40 611 (700-¾)	620-1½ 611 (700-1½)		

MIAMI, FLORIDA  
Amdt 1A 23MAR23

25°48'N-80°17'W

MIAMI INTL (MIA)

## RNAV (GPS) Z RWY 30

SE-3, 07 AUG 2025 to 04 SEP 2025