(c) JEPPESEN SANDERSON, INC., 2015, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For KMIA
Terminal Charts For KMIA
Revision Letter For Cycle 01-2015
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2015, ALL RIGHTS RESERVED

General Information

Location: Miami FL USA
IATA Code: MIA
Lat/Long: N25° 47.7' W080° 17.4'
Elevation: 9 ft

Airport Use: Public
Magnetic Variation: 6.4°W
Sectional Chart: Miami

Fuel Types: 100-130 Octane, Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1209 Z
Sunset: 2245 Z,

Runway Information

Runway: 08L
Length x Width: 8600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, Centerline, REIL

Runway: 08R
Length x Width: 10506 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 09
Length x Width: 13016 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1358 ft

Runway: 12
Length x Width: 9355 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 8 ft

(c) JEPPESEN SANDERSON, INC., 2015, ALL RIGHTS RESERVED

Lighting: Edge, ALS, Centerline

Runway: 26L
Length x Width: 10506 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline

Runway: 26R
Length x Width: 8600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, Centerline, REIL

Runway: 27
Length x Width: 13016 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 261 ft

Runway: 30
Length x Width: 9355 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 940 ft

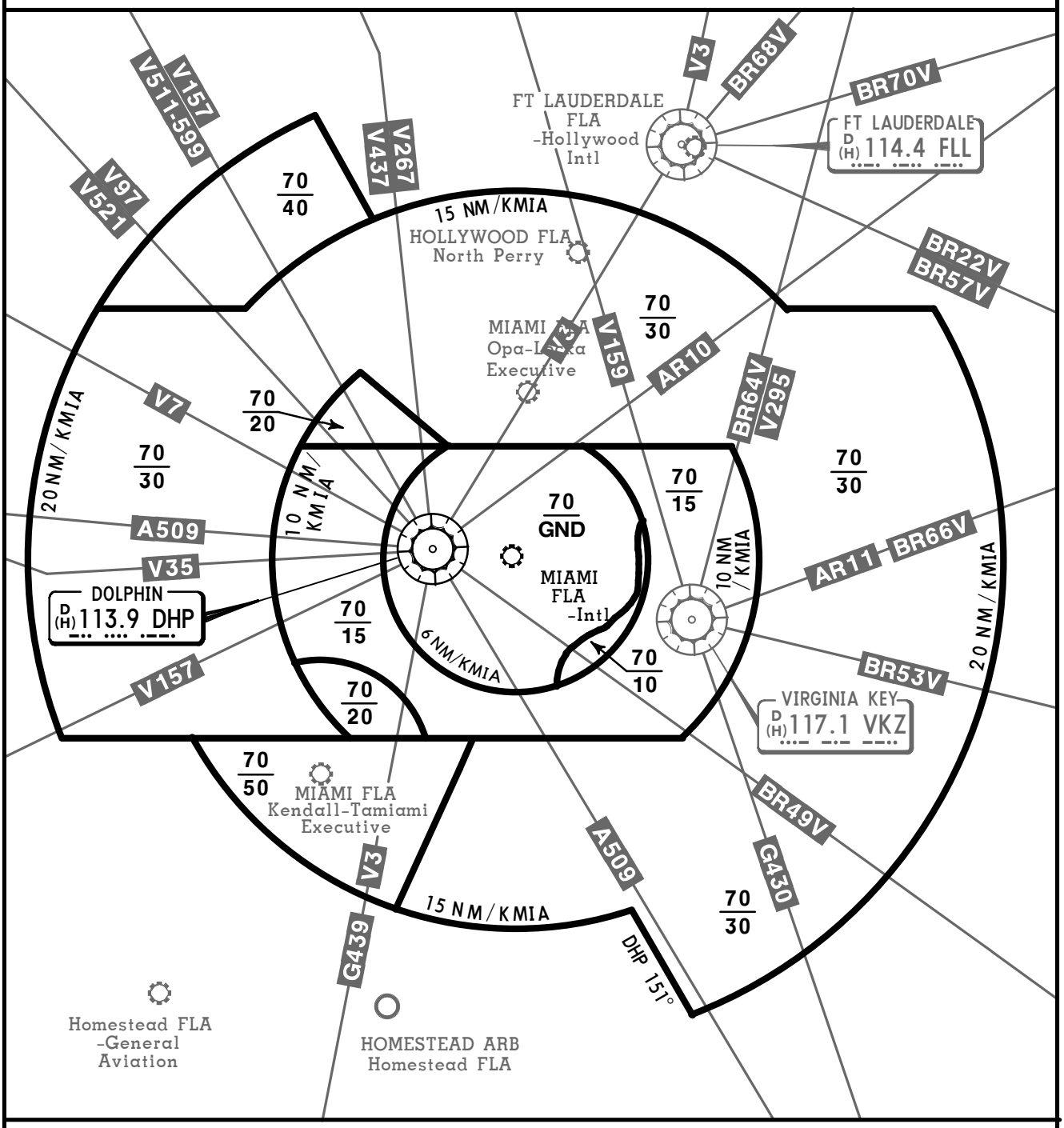
Communication Information

ATIS 133.675
ATIS 119.15
Miami Tower 123.9 (90°-269°)
Miami Tower 118.3 (270°-89°)
Miami Ground Control 127.5
Miami Ground Control 121.8
Ramp Control Ramp/Taxi Control 131.6
Ramp Control Ramp/Taxi Control 130.95
Ramp Control Ramp/Taxi Control 128.025
Miami Clearance Delivery 135.35
Gate Hold Clearance Delivery 120.35
Miami Approach Control 125.75
Miami Approach Control 124.85 (270°-89°) Initial Contact
Miami Approach Control 120.5 (90°-269°)
Miami App TCA 125.75
Miami App TCA 120.5 (90°-269°)
Miami Departure Control 125.75
Miami Departure Control 125.5 (90°-269°)
Miami Departure Control 119.45 (270°-89°)
Miami Intl Unicom 123.0

MIAMI CLASS B AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

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



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

FLIGHT PROCEDURES

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

VFR Flights-

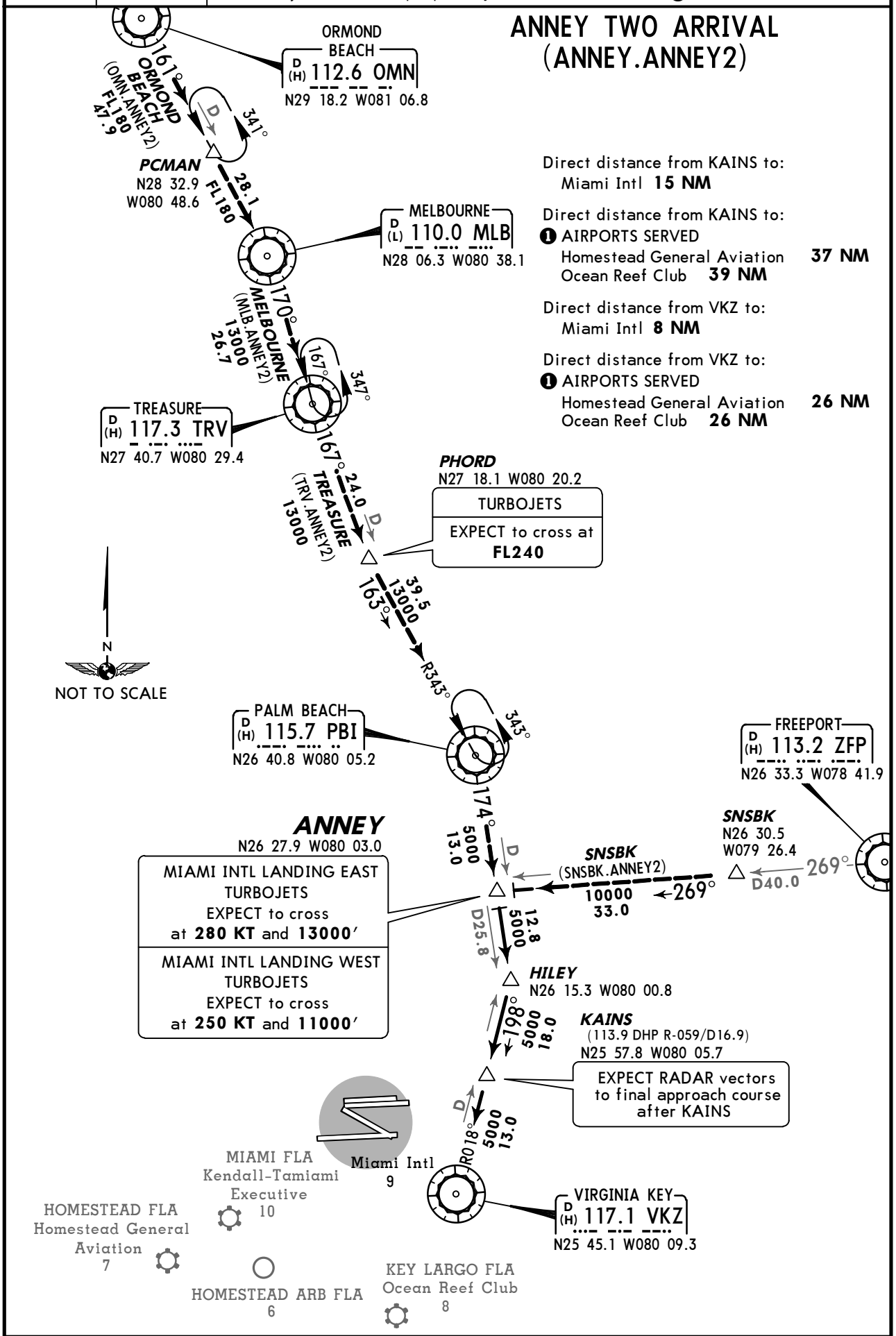
1. Arriving aircraft should contact Miami Approach Control on specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.
2. Aircraft departing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

CHANGES: Fort Lauderdale VOR freq chgd.

© JEPPESEN, 1999, 2013. ALL RIGHTS RESERVED.

MIAMI INTL D-ATIS 119.15	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME required. 2. RADAR required for procedure entry at SNSBK.** 3. Turbojets and turboprops only. 4. Also Serves ❶

ANNEY TWO ARRIVAL (ANNEY.ANNEY2)



Direct distance from KAINS to:
Miami Intl **15 NM**

Direct distance from KAINS to:
❶ AIRPORTS SERVED
Homestead General Aviation **37 NM**
Ocean Reef Club **39 NM**

Direct distance from VKZ to:
Miami Intl **8 NM**

Direct distance from VKZ to:
❶ AIRPORTS SERVED
Homestead General Aviation **26 NM**
Ocean Reef Club **26 NM**

ROUTING

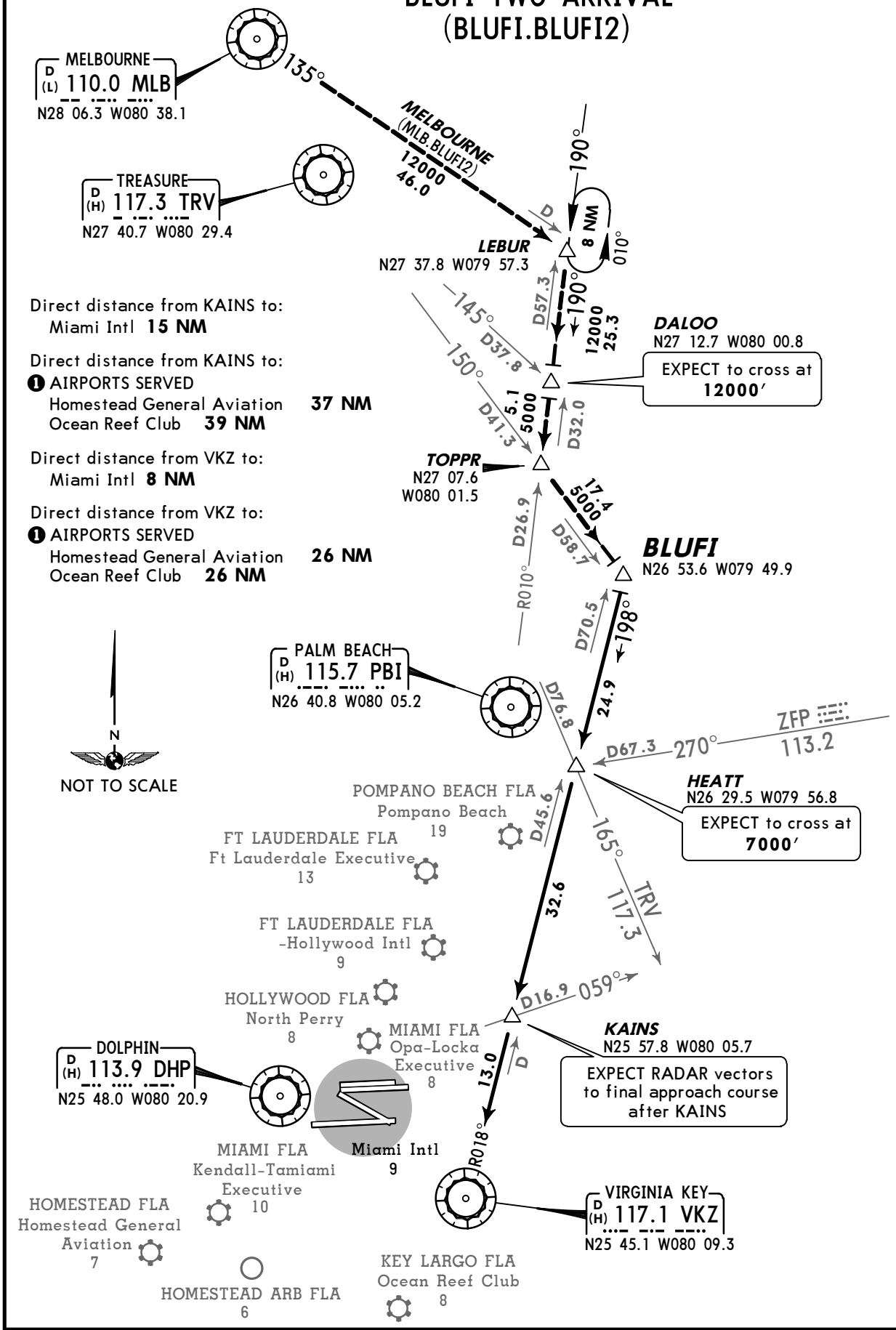
From over ANNEY on PBI R-174 to HILEY, then on VKZ R-018 to KAINS, VKZ. EXPECT RADAR vectors to final approach course after KAINS.

CHANGES: Procedure renumbered, revised.

© JEPPESEN, 2005, 2012. ALL RIGHTS RESERVED.

MIAMI INTL D-ATIS 119.15	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ 1. MELBOURNE transition available to Miami Intl, Homestead ARB, Homestead General Aviation, Ocean Reef Club and Kendall-Tamiami Executive only when Miami Intl is landing West. 2. Turboprops only. 3. Also Serves ❶

BLUFI TWO ARRIVAL
(BLUFI.BLUFI2)



Direct distance from KAINS to:
Miami Intl **15 NM**

Direct distance from KAINS to:
❶ AIRPORTS SERVED
Homestead General Aviation **37 NM**
Ocean Reef Club **39 NM**

Direct distance from VKZ to:
Miami Intl **8 NM**

Direct distance from VKZ to:
❶ AIRPORTS SERVED
Homestead General Aviation **26 NM**
Ocean Reef Club **26 NM**

ROUTING

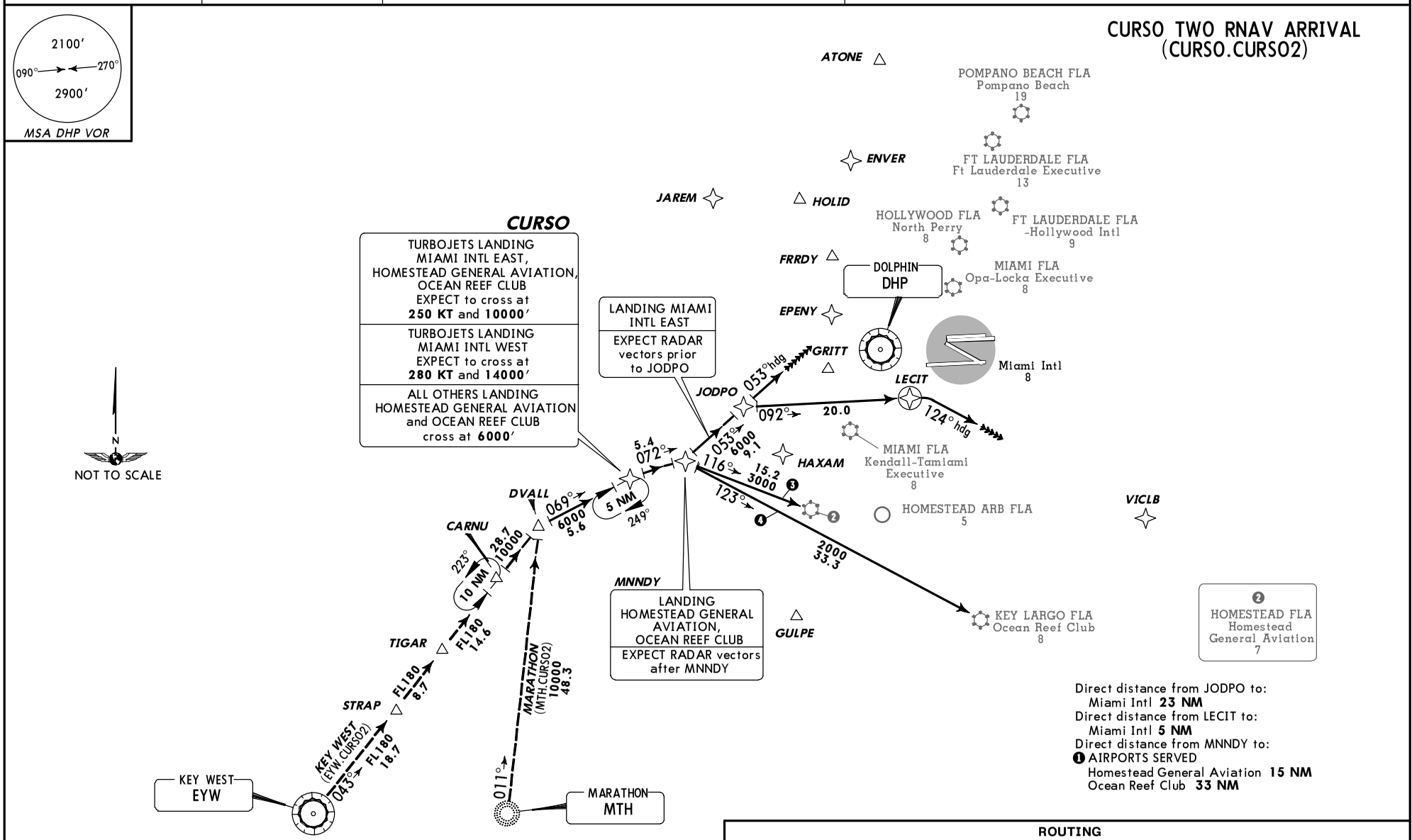
From over BLUFI via VKZ R-018 to HEATT, KAINS, VKZ. EXPECT RADAR vectors to final approach course after KAINS.

CHANGES: Procedure renumbered, revised.

© JEPPESEN, 2005, 2012. ALL RIGHTS RESERVED.

MIAMI INTL D-ATIS 119.15	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. KEY WEST transition: For non-GPS equipped aircraft PHK DME must be operational. 5. MARATHON Transition: For non-GPS equipped aircraft, EYW and PHK DMEs must be operational. 6. Also Serves ❶

CURSO TWO RNAV ARRIVAL (CURSO.CURSO2)



Direct distance from JODPO to:
Miami Intl **23 NM**
Direct distance from LECIT to:
Miami Intl **5 NM**
Direct distance from MNNDY to:
❶ AIRPORTS SERVED
Homestead General Aviation **15 NM**
Ocean Reef Club **33 NM**

ROUTING	
From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, then as depicted.	
LANDING	
MIAMI INTL EAST RWYS 8L/R, 9, 12	From over MNNDY via 053° track to JODPO, then fly heading 053°. EXPECT RADAR vectors to final approach course.
MIAMI INTL WEST RWYS 26L/R, 27, 30	From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. EXPECT RADAR vectors to final approach course.
HOMESTEAD GENERAL AVIATION	❸ From over MNNDY via 116° track to Homestead General Aviation airport.
OCEAN REEF CLUB	❹ From over MNNDY via 123° track to Ocean Reef Club airport.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

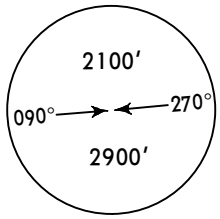
MIAMI INTL LANDING EAST: Track to JODPO, then proceed direct to GRITT, intercept Rwy 9 final approach course, conduct approach.
MIAMI INTL LANDING WEST: Track to LECIT, then proceed direct to VICLB, turn LEFT to intercept Rwy 30 final approach course, conduct approach.

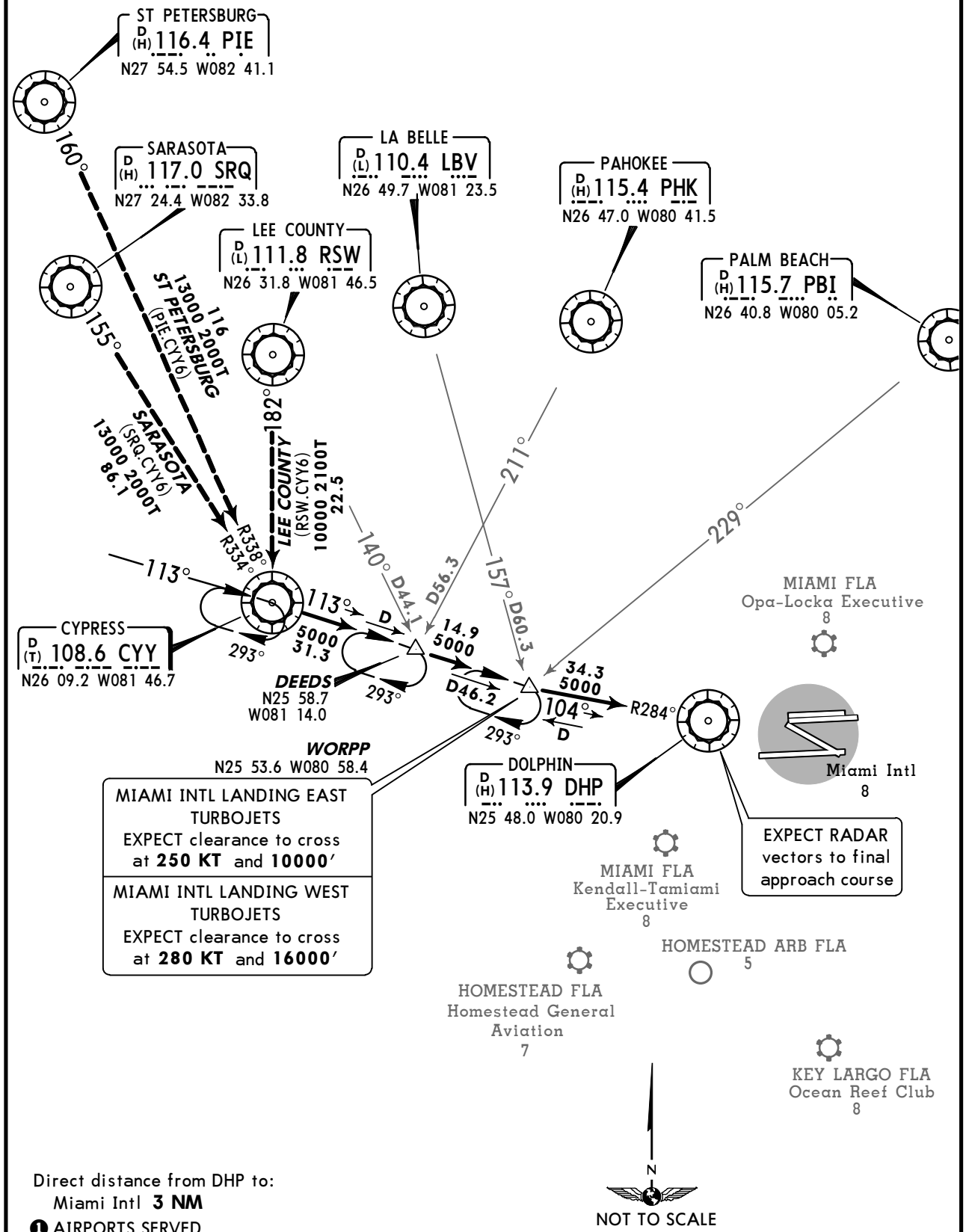
CHANGES: None.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

MIAMI INTL D-ATIS 119.15	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ Also Serves ❶

CYPRESS SIX ARRIVAL (CYY.CYY6)





MIAMI INTL LANDING EAST
TURBOJETS
EXPECT clearance to cross at **250 KT** and **10000′**

MIAMI INTL LANDING WEST
TURBOJETS
EXPECT clearance to cross at **280 KT** and **16000′**

EXPECT RADAR vectors to final approach course

Direct distance from DHP to:
Miami Intl **3 NM**

❶ AIRPORTS SERVED
Homestead General Aviation **21 NM**
Ocean Reef Club **29 NM**

ROUTING

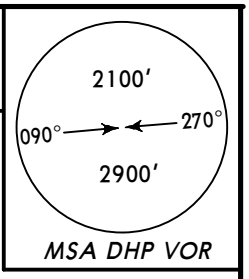
From over CYY via CYY R-113 to WORPP, then via DHP R-284 to DHP. EXPECT RADAR vectors to final approach course.

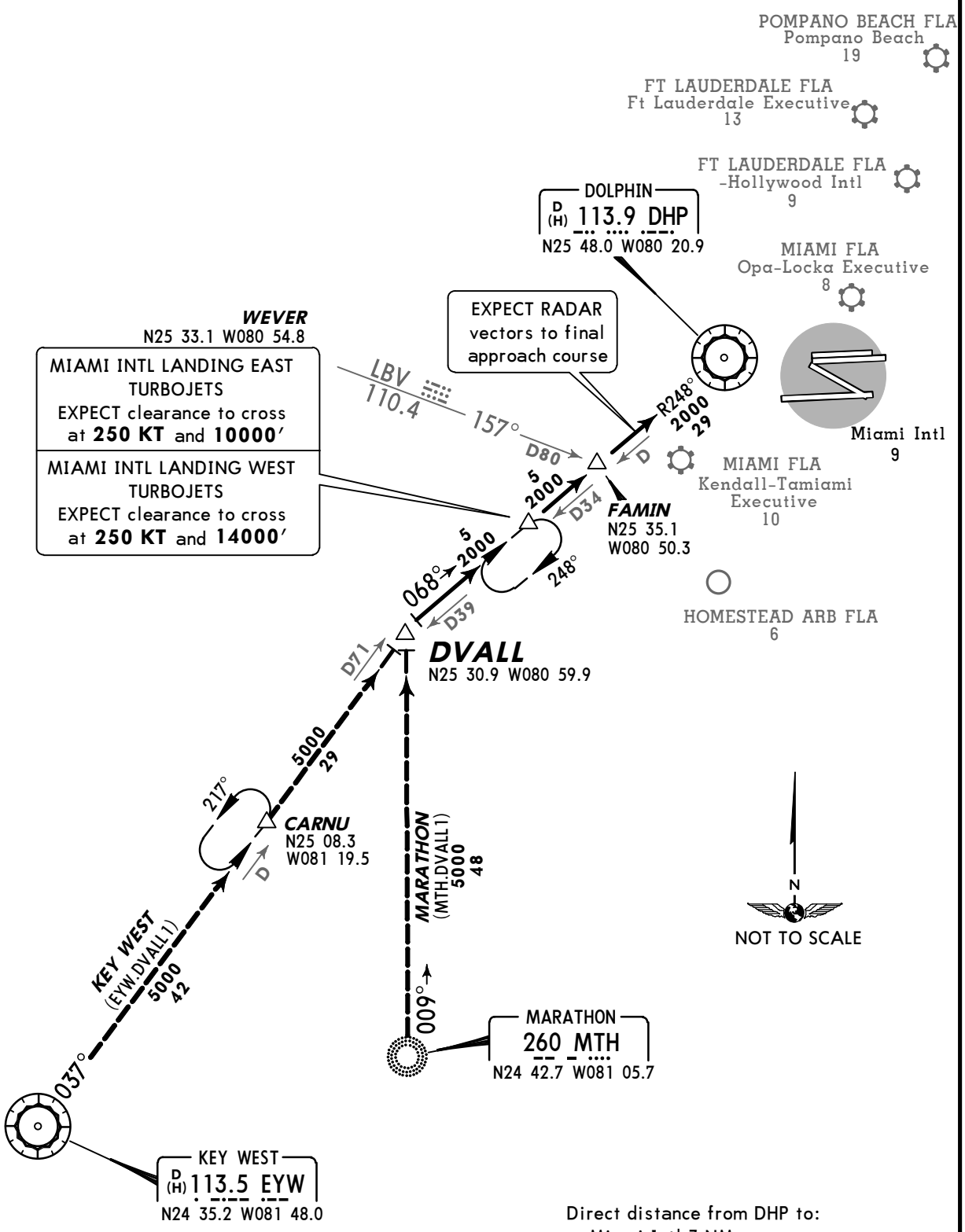
CHANGES: Procedure renumbered, bearings.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

MIAMI INTL D-ATIS 119.15	Apt Elev See Graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **DME required.**

DVALL ONE ARRIVAL (DVALL.DVALL1)





Direct distance from DHP to:
Miami Intl 3 NM
Direct distance from FAMIN to:
Miami Intl 32 NM

ROUTING

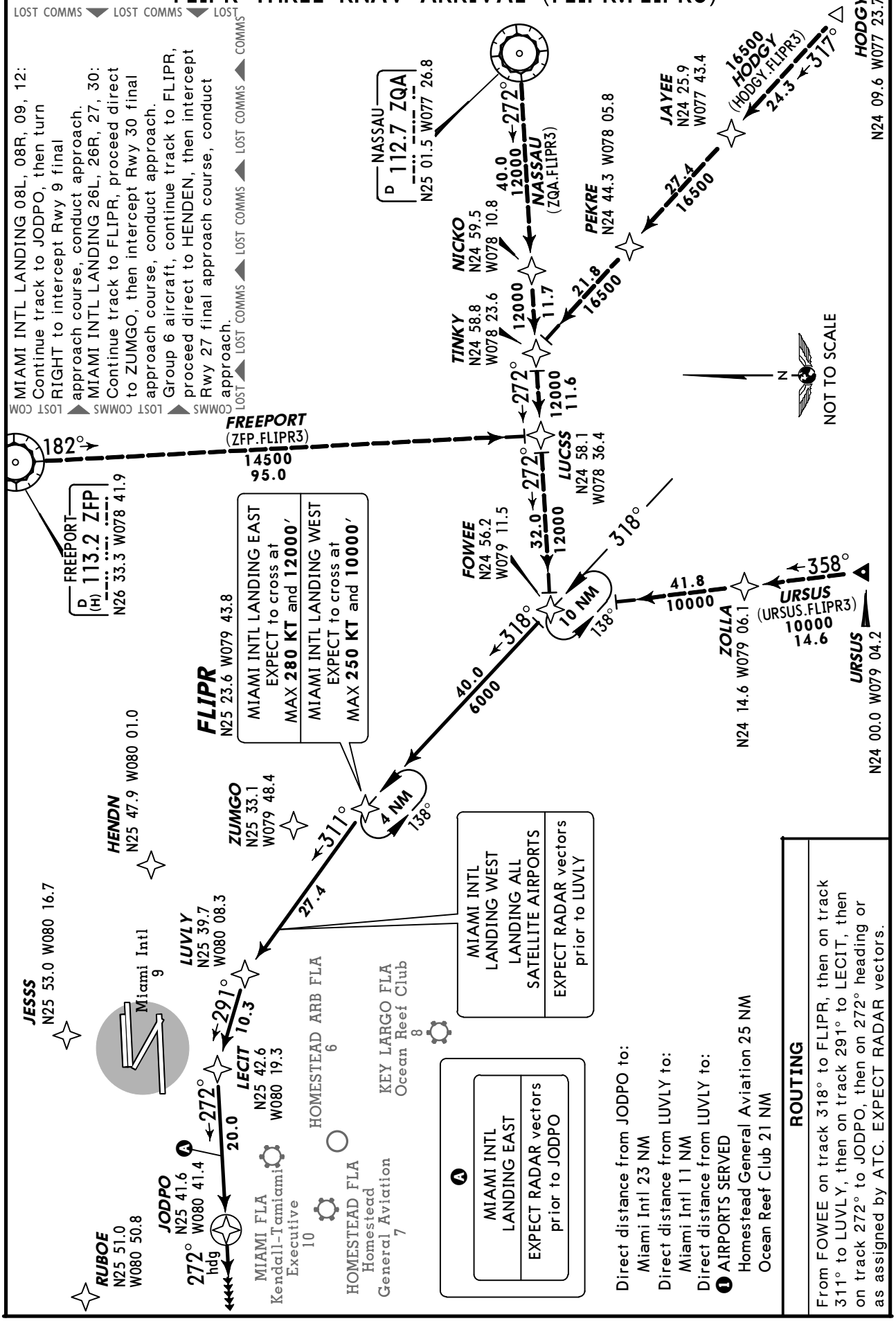
From over DVALL via DHP R-248 to DHP. EXPECT RADAR vectors to final approach course after FAMIN.

CHANGES: None.

© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

MIAMI INTL D-ATIS 119.15	Apt Elev See Graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet and Turboprop aircraft only. 5. Miami Intl primary landing runways 9, 30. 6. For non-GPS equipped aircraft, VKZ and ZBV DMEs must be operational. 7. FREEPORT Transition: VKZ, ZBV, and ZFP DMEs must be operational for non-GPS equipped aircraft. 8. Also Serves ❶

FLIPR THREE RNAV ARRIVAL (FLIPR.FLIPR3)

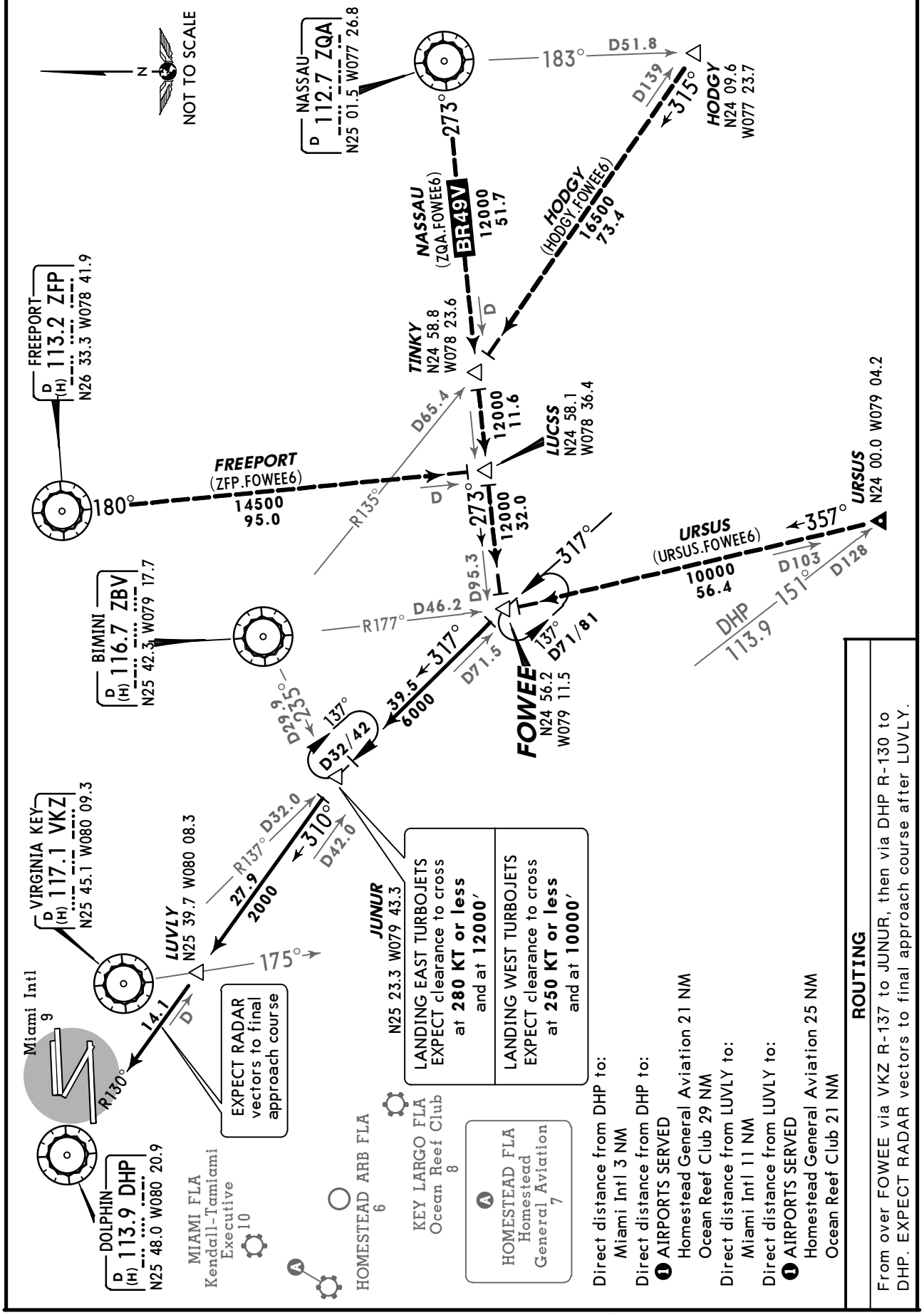


CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2006, 2014. ALL RIGHTS RESERVED.

MIAMI INTL D-ATIS 119.15	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME required.** 2. Aircraft equipped with RNAV or other certified equipment may EXPECT direct JUNUR. 3. Also Serves ❶

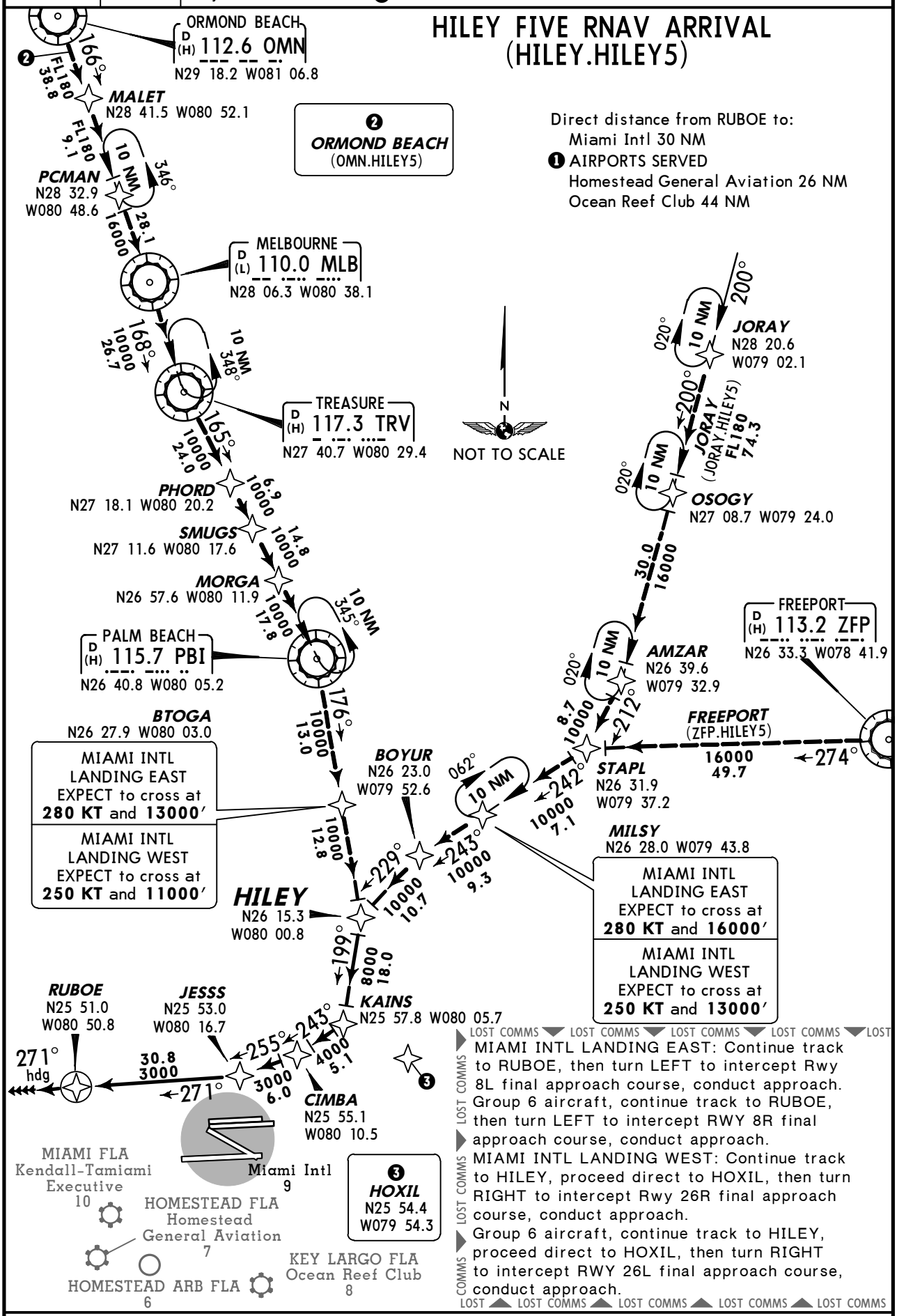
FOWEE SIX ARRIVAL (FOWEE.FOWEE6)



© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

MIAMI INTL D-ATIS 119.15	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. Primary landing runways 8L, 12, 26R. 5. Turbojet and Turboprop aircraft only. 6. Also Serves ❶

HILEY FIVE RNAV ARRIVAL (HILEY.HILEY5)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

MIAMI INTL LANDING EAST: Continue track to RUBOE, then turn LEFT to intercept Rwy 8L final approach course, conduct approach. Group 6 aircraft, continue track to RUBOE, then turn LEFT to intercept RWY 8R final approach course, conduct approach.

MIAMI INTL LANDING WEST: Continue track to HILEY, proceed direct to HOXIL, then turn RIGHT to intercept Rwy 26R final approach course, conduct approach. Group 6 aircraft, continue track to HILEY, proceed direct to HOXIL, then turn RIGHT to intercept RWY 26L final approach course, conduct approach.

LOST ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

ROUTING

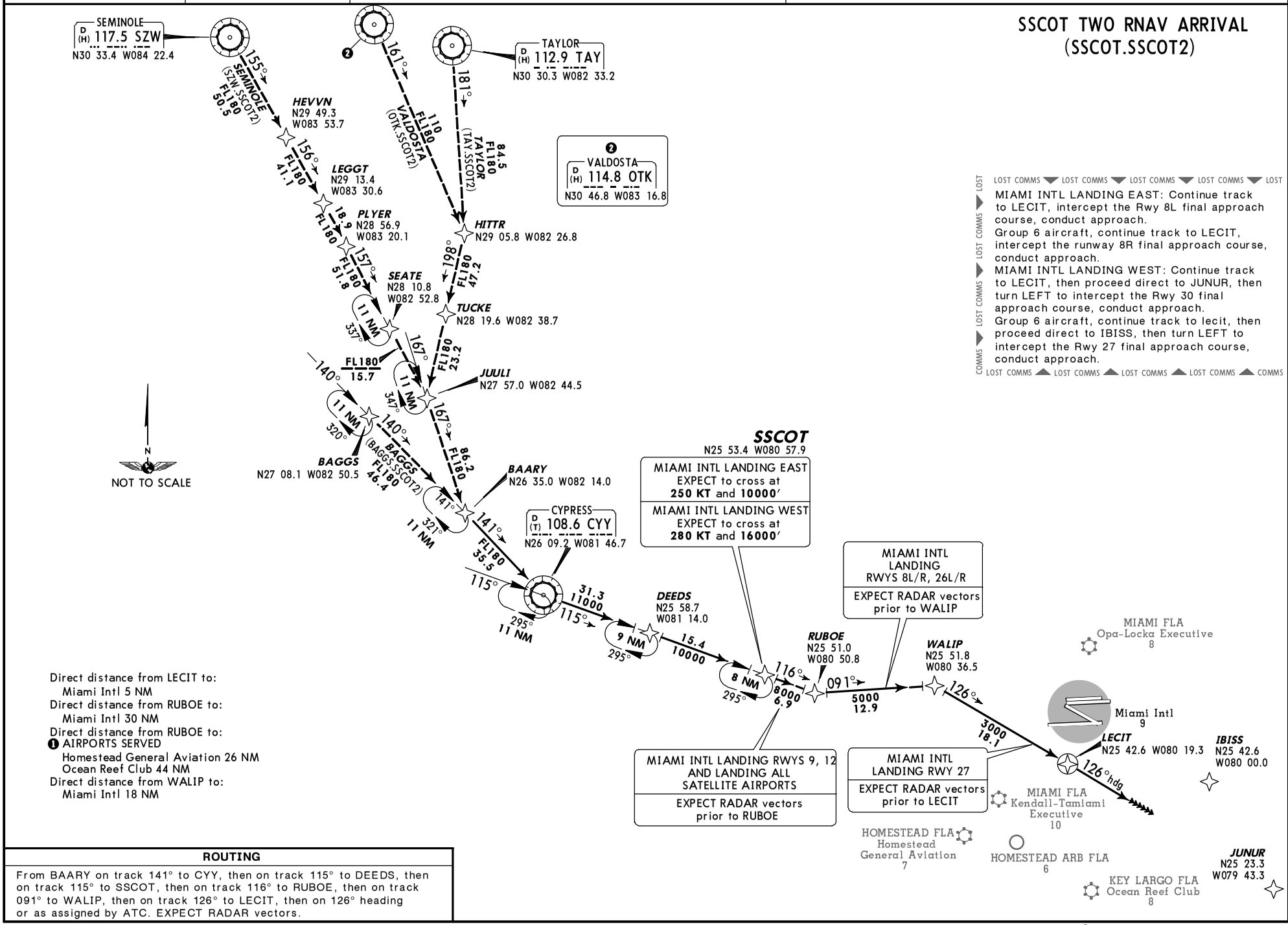
From HILEY on track 199° to KAINS, then on track 243° to CIMBA, then on track 255° to JESSS, then on track 271° to RUBOE, then on heading 271° or as assigned by ATC. EXPECT RADAR vectors.

CHANGES: Procedure renumbered, lost communications.

© JEPPESEN, 2005, 2014. ALL RIGHTS RESERVED.

MIAMI INTL D-ATIS 119.15	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required.** **3. RNAV 1.** 4. Turbojet and Turboprop aircraft only.	5. For non-GPS equipped aircraft, PHK DME must be operational. 6. Also Serves ❶

SSCOT TWO RNAV ARRIVAL
(SSCOT.SSCOT2)



Direct distance from LECIT to:
Miami Intl 5 NM
Direct distance from RUBOE to:
Miami Intl 30 NM
Direct distance from RUBOE to:
❶ AIRPORTS SERVED
Homestead General Aviation 26 NM
Ocean Reef Club 44 NM
Direct distance from WALIP to:
Miami Intl 18 NM

ROUTING

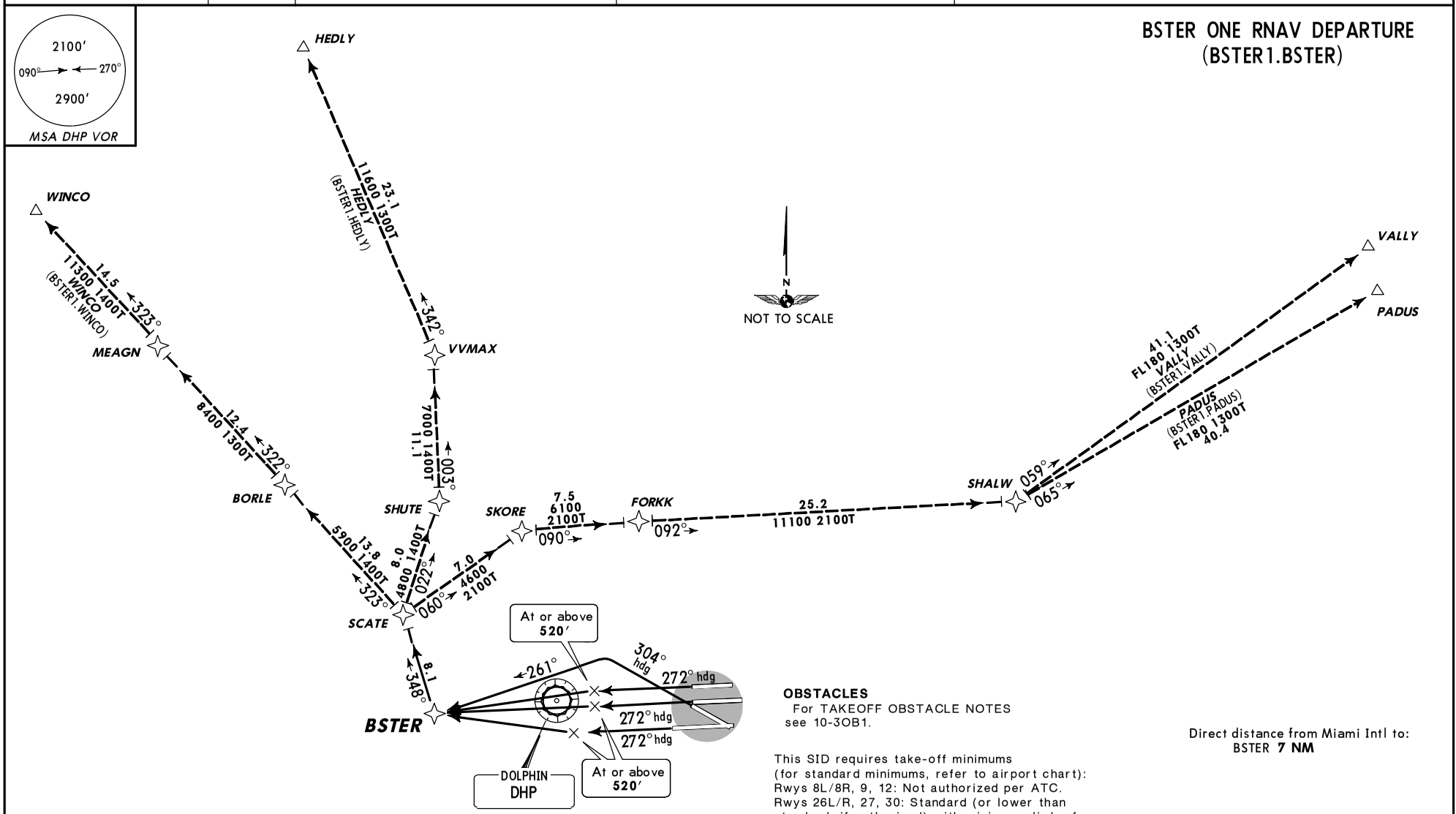
From BAARY on track 141° to CYY, then on track 115° to DEEDS, then on track 115° to SSCOT, then on track 116° to RUBOE, then on track 091° to WALIP, then on track 126° to LECIT, then on 126° heading or as assigned by ATC. EXPECT RADAR vectors.

CHANGES: Procedure renumbered, lost comms procedure, IBISS WP added.

© JEPPESEN, 2008, 2014. ALL RIGHTS RESERVED.

MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′		
119.45	9′		1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.	4. Turbojets only: Night use for noise abatement (2300LT-0600LT). 5. Accelerate to 250 KT, if unable, advise ATC.

BSTER ONE RNAV DEPARTURE (BSTER1.BSTER)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Direct distance from Miami Intl to:
BSTER **7 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/8R, 9, 12: Not authorized per ATC.
Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with 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	ALTITUDE
26L/R 27	Climb heading 272° to **520′**, then direct BSTER, then on depicted route to SCATE.	**MAINTAIN 5000′** or ATC assigned altitude
30	Climb heading 304° to intercept course 261° to BSTER, then on depicted route to SCATE.	

ROUTING

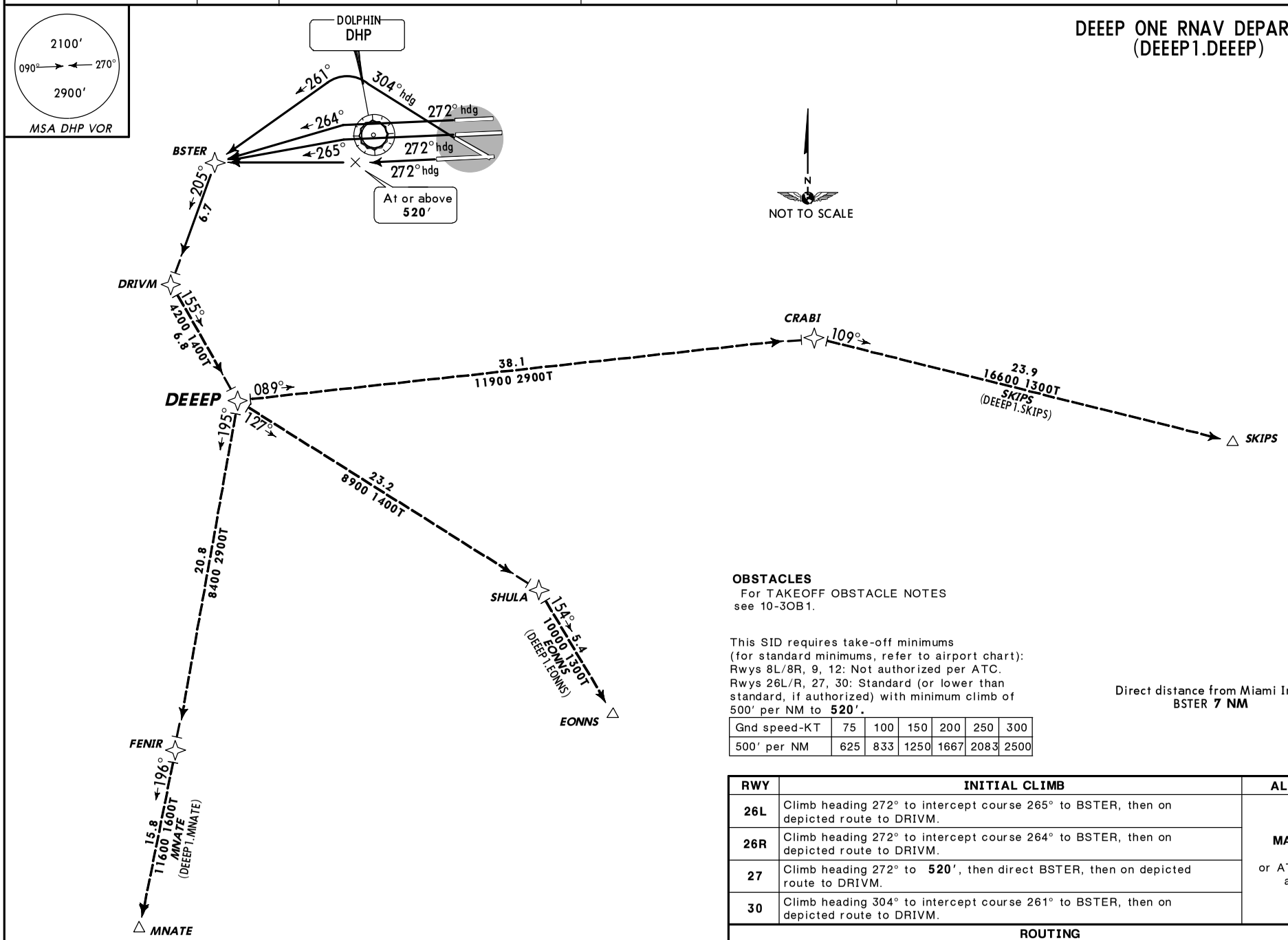
From SCATE, via transition or assigned route. EXPECT further clearance to filed altitude within 10 minutes after departure.

CHANGES: Turbojets note.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′		
125.5	9′		1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.	4. Turbojets only: Night use for noise abatement (2300LT-0600LT). 5. Accelerate to 250 KT, if unable, advise ATC.

DEEEP ONE RNAV DEPARTURE (DEEEP1.DEEEP)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/8R, 9, 12: Not authorized per ATC.
Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with 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

Direct distance from Miami Intl to:
BSTER **7 NM**

RWY	INITIAL CLIMB	ALTITUDE
26L	Climb heading 272° to intercept course 265° to BSTER, then on depicted route to DRIVM.	**MAINTAIN 5000′** or ATC assigned altitude
26R	Climb heading 272° to intercept course 264° to BSTER, then on depicted route to DRIVM.	
27	Climb heading 272° to **520′**, then direct BSTER, then on depicted route to DRIVM.	
30	Climb heading 304° to intercept course 261° to BSTER, then on depicted route to DRIVM.	

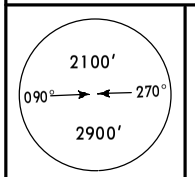
ROUTING

From DRIVM, via transition or assigned route. EXPECT further clearance to filed altitude within 10 minutes after departure.

CHANGES: Turbojets note.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

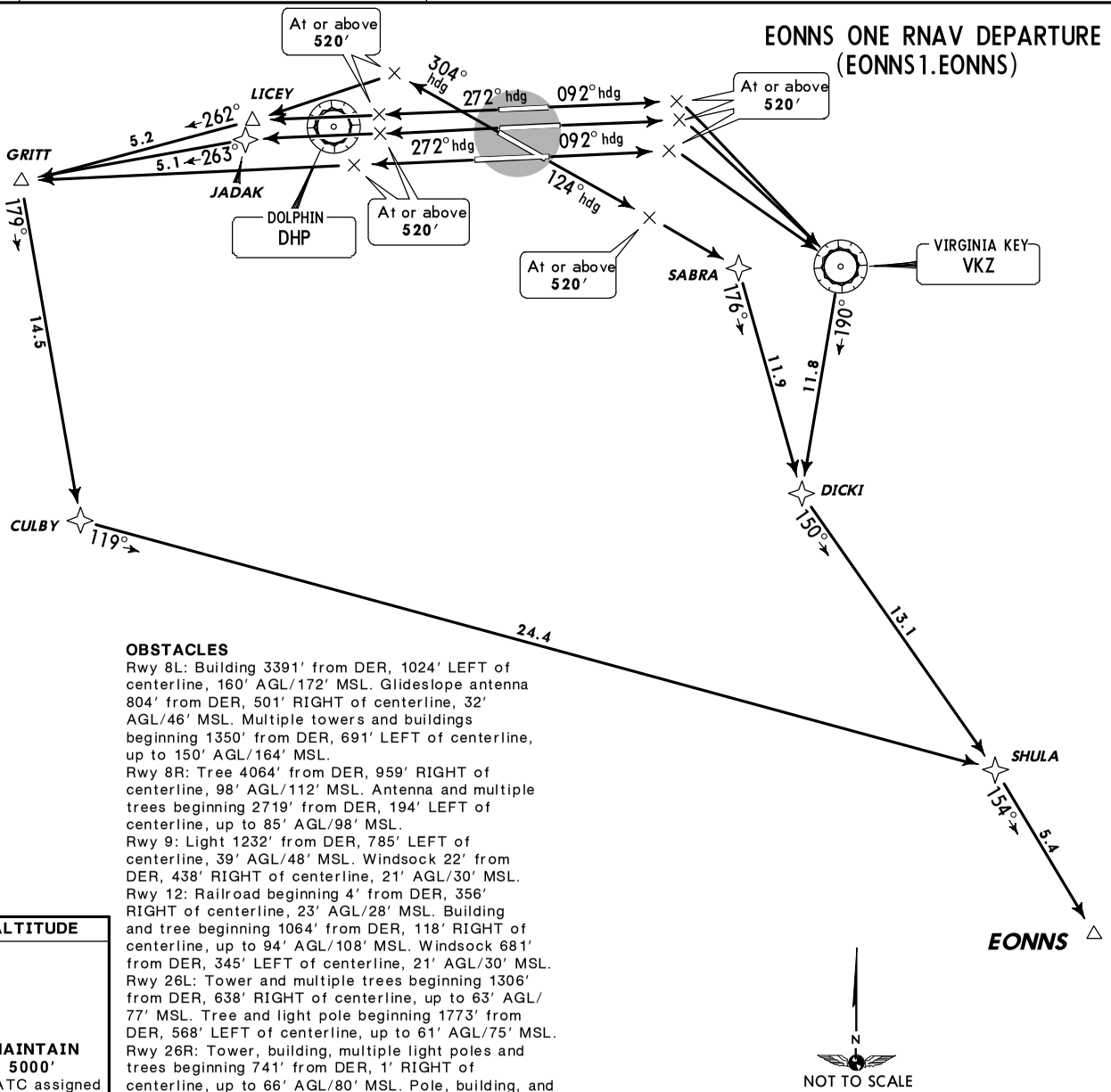
MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′		
125.5	9′		1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. For non-GPS equipped aircraft: DHP must be operational for take-off Rwys 8L/R, 9, 12; FLL, VKZ, and ZBV must be operational for take-off Rwys 26L/R, 27, 30. 5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.



MSA DHP VOR

Direct distance from Miami Intl
(Rwys 8L/R, 9) to: VKZ **8 NM**
(Rwy 12) to: SABRA **5 NM**
(Rwy 27) to: GRITT **10 NM**
(Rwy 26L) to: JADAK **5 NM**
(Rwys 26R, 30) to: LICEY **5 NM**

EONNS ONE RNAV DEPARTURE (EONNS1.EONNS)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 8L: 300-1 1/4 with minimum obstacle climb of 221′ per NM to **1200′**, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382′ per NM to **300′**, minimum ATC climb of 500′ per NM to **520′.**
Rwy 8R: Standard (or lower than standard, if authorized) with minimum obstacle climb of 237′ per NM to **1200′**, minimum ATC climb of 500′ per NM to **520′.**
Rwy 9: Standard (or lower than standard, if authorized) with minimum obstacle climb of 233′ per NM to **1200′**, minimum ATC climb of 500′ per NM to **520′.**
Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 226′ per NM to **1200′**, minimum ATC climb of 500′ per NM to **520′.**
Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300′ per NM to **520′.**

Gnd speed-KT	75	100	150	200	250	300
221′ per NM	276	368	553	737	921	1105
226′ per NM	283	377	565	753	942	1130
233′ per NM	291	388	583	777	971	1165
237′ per NM	296	395	593	790	988	1185
300′ per NM	375	500	750	1000	1250	1500
382′ per NM	478	637	955	1273	1592	1910
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L/R, 9	Climb heading 092° to **520′**, then RIGHT turn direct VKZ, then via depicted route to EONNS.	**MAINTAIN 5000′** or ATC assigned altitude
12	Climb heading 124° to **520′**, then RIGHT turn direct SABRA, then via depicted route to EONNS.	
26L	Climb heading 272° to **520′**, then LEFT turn direct JADAK, then via depicted route to EONNS.	
26R	Climb heading 272° to **520′**, then LEFT turn direct LICEY, then via depicted route to EONNS.	
27	Climb heading 272° to **520′**, then LEFT turn direct GRITT, then LEFT turn via track 179° to CULBY, then via depicted route to EONNS.	
30	Climb heading 304° to **520′**, then LEFT turn direct LICEY, then via depicted route to EONNS.	

ROUTING

EXPECT further clearance to filed altitude within 10 minutes after departure.

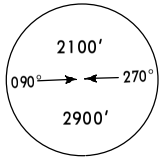
OBSTACLES

Rwy 8L: Building 3391′ from DER, 1024′ LEFT of centerline, 160′ AGL/172′ MSL. Glideslope antenna 804′ from DER, 501′ RIGHT of centerline, 32′ AGL/46′ MSL. Multiple towers and buildings beginning 1350′ from DER, 691′ LEFT of centerline, up to 150′ AGL/164′ MSL.
Rwy 8R: Tree 4064′ from DER, 959′ RIGHT of centerline, 98′ AGL/112′ MSL. Antenna and multiple trees beginning 2719′ from DER, 194′ LEFT of centerline, up to 85′ AGL/98′ MSL.
Rwy 9: Light 1232′ from DER, 785′ LEFT of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ RIGHT of centerline, 21′ AGL/30′ MSL.
Rwy 12: Railroad beginning 4′ from DER, 356′ RIGHT of centerline, 23′ AGL/28′ MSL. Building and tree beginning 1064′ from DER, 118′ RIGHT of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ LEFT of centerline, 21′ AGL/30′ MSL.
Rwy 26L: Tower and multiple trees beginning 1306′ from DER, 638′ RIGHT of centerline, up to 63′ AGL/77′ MSL. Tree and light pole beginning 1773′ from DER, 568′ LEFT of centerline, up to 61′ AGL/75′ MSL.
Rwy 26R: Tower, building, multiple light poles and trees beginning 741′ from DER, 1′ RIGHT of centerline, up to 66′ AGL/80′ MSL. Pole, building, and tower beginning 255′ from DER, 5′ LEFT of centerline, up to 34′ AGL/48′ MSL.
Rwy 27: Railroad, tree, and multiple light poles beginning 750′ from DER, 94′ LEFT of centerline, up to 62′ AGL/76′ MSL.
Rwy 30: Pole, multiple towers and trees beginning 1414′ from DER, 189′ RIGHT of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ LEFT of centerline, 52′ AGL/66′ MSL.

CHANGES: Airport elevation, reindexed.

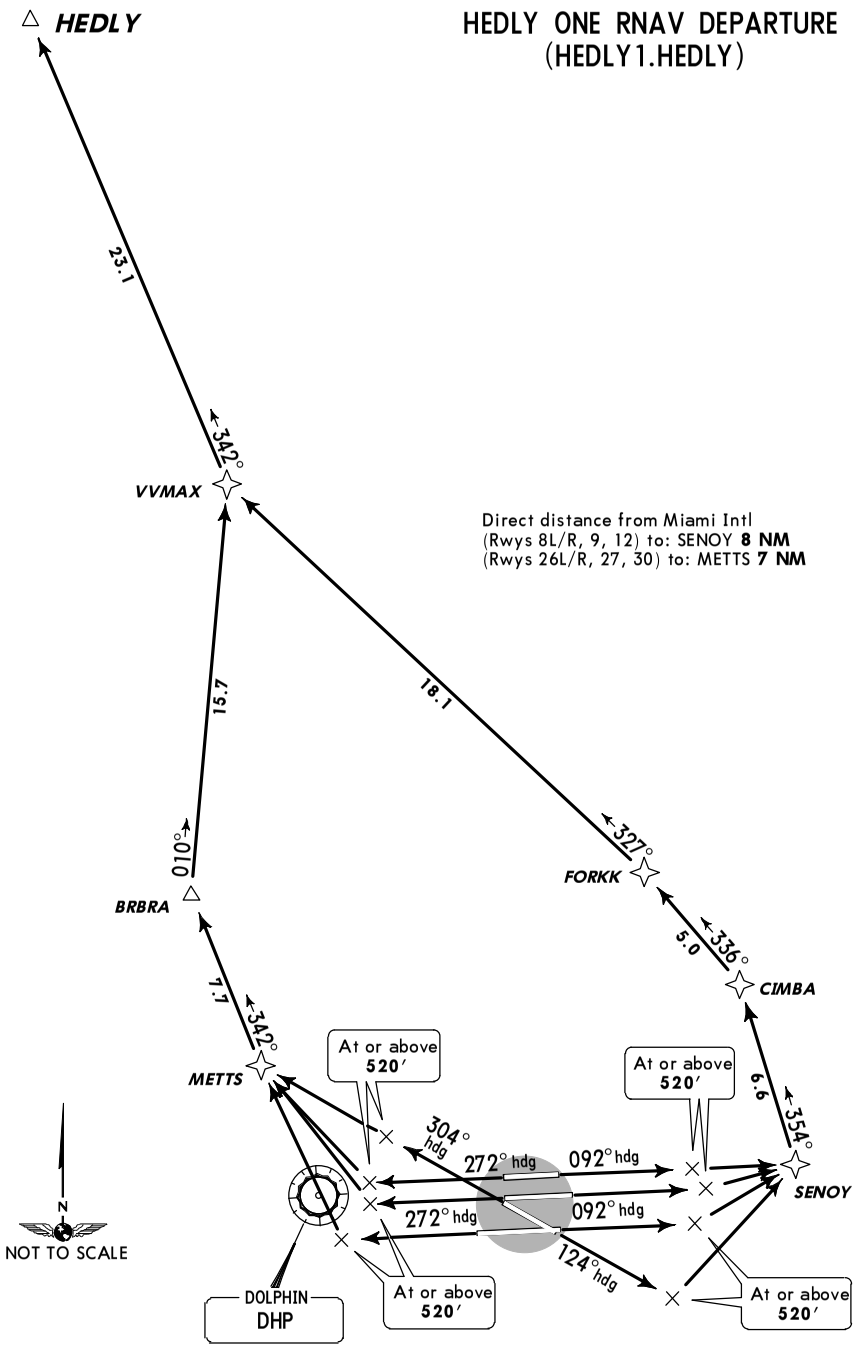
© JEPPESEN,2006, 2012. ALL RIGHTS RESERVED.

MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′		
119.45	9′		**1. DME/DME/IRU or GPS required.** **2. RNAV 1.** **3. RADAR required.**	4. For non-GPS equipped aircraft: FLL must be operational for take-off Rwys 26L/R, 27, 30. 5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.



MSA DHP VOR

HEDLY ONE RNAV DEPARTURE (HEDLY1.HEDLY)



Direct distance from Miami Intl
(Rwys 8L/R, 9, 12) to: SENOY **8 NM**
(Rwys 26L/R, 27, 30) to: METTS **7 NM**

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

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

OBSTACLES
Rwy 8L: Building 3391′ from DER, 1024′ LEFT of centerline, 160′ AGL/172′ MSL. Glideslope antenna 804′ from DER, 501′ RIGHT of centerline, 32′ AGL/46′ MSL. Multiple towers and buildings beginning 1350′ from DER, 691′ LEFT of centerline, up to 150′ AGL/164′ MSL.
Rwy 8R: Tree 4064′ from DER, 959′ RIGHT of centerline, 98′ AGL/112′ MSL. Antenna and multiple trees beginning 2719′ from DER, 194′ LEFT of centerline, up to 85′ AGL/98′ MSL.
Rwy 9: Light 1232′ from DER, 785′ LEFT of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ RIGHT of centerline, 21′ AGL/30′ MSL.
Rwy 12: Railroad beginning 4′ from DER, 356′ RIGHT of centerline, 23′ AGL/28′ MSL. Building and tree beginning 1064′ from DER, 118′ RIGHT of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ LEFT of centerline, 21′ AGL/30′ MSL.
Rwy 26L: Tower and multiple trees beginning 1306′ from DER, 638′ RIGHT of centerline, up to 63′ AGL/77′ MSL. Tree and light pole beginning 1773′ from DER, 568′ LEFT of centerline, up to 61′ AGL/75′ MSL.
Rwy 26R: Tower, building, multiple light poles and trees beginning 741′ from DER, 1′ RIGHT of centerline, up to 66′ AGL/80′ MSL. Pole, building, and tower beginning 255′ from DER, 5′ LEFT of centerline, up to 34′ AGL/48′ MSL.
Rwy 27: Railroad, tree, and multiple light poles beginning 750′ from DER, 94′ LEFT of centerline, up to 62′ AGL/76′ MSL.
Rwy 30: Pole, multiple towers and trees beginning 1414′ from DER, 189′ RIGHT of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ LEFT of centerline, 52′ AGL/66′ MSL.

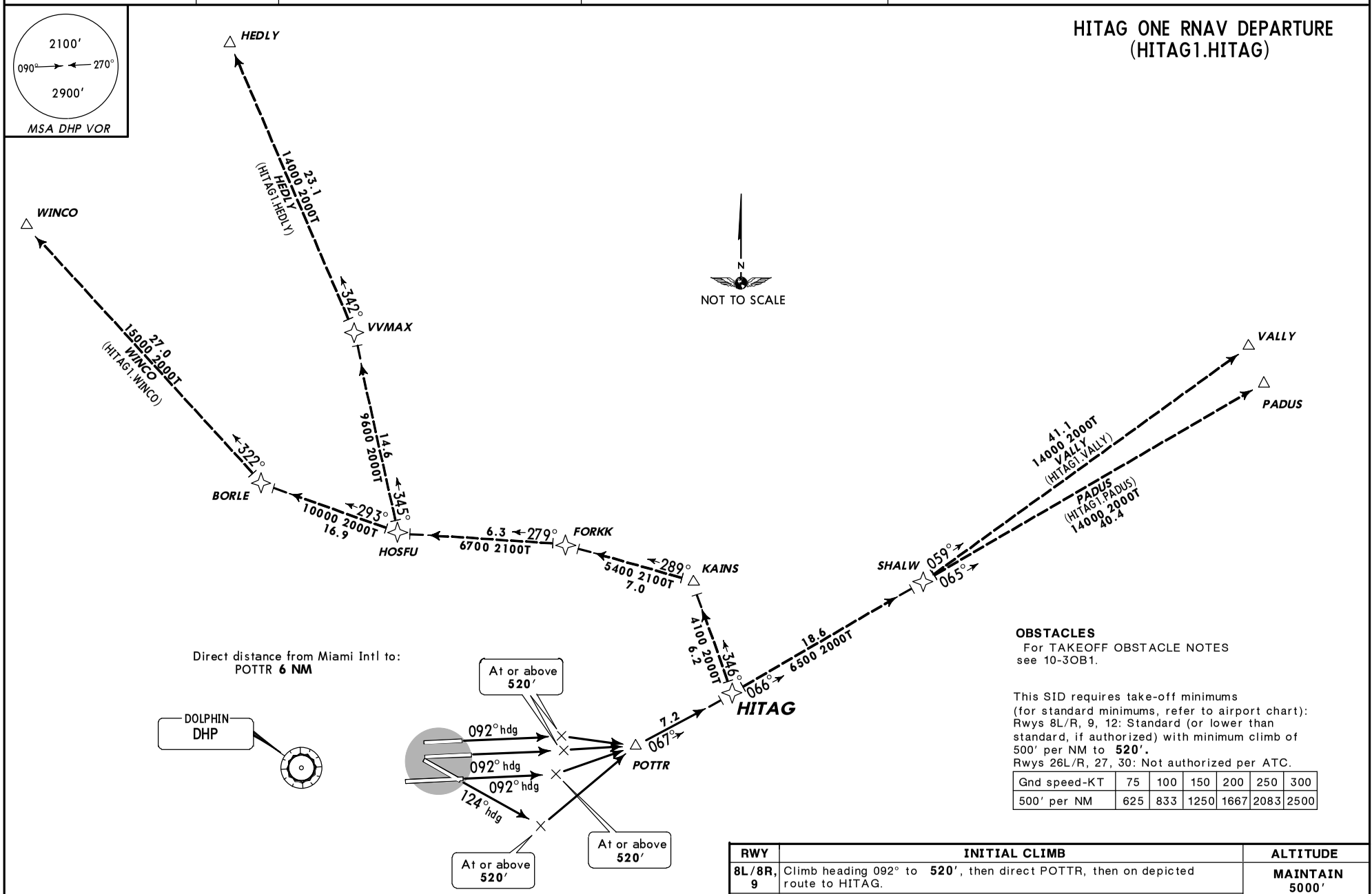
RWY	INITIAL CLIMB	ALTITUDE
8L/R, 9	Climb heading 092° to **520′**, then LEFT turn direct SENOY, then via depicted route to HEDLY.	**MAINTAIN 5000′** or ATC assigned altitude
12	Climb heading 124° to **520′**, then LEFT turn direct SENOY, then via depicted route to HEDLY.	
26L/R, 27	Climb heading 272° to **520′**, then RIGHT turn direct METTS, then via depicted route to HEDLY.	
30	Climb heading 304° to **520′**, then LEFT turn direct METTS, then via depicted route to HEDLY.	
ROUTING		
EXPECT further clearance to filed altitude within 10 minutes after departure.		

CHANGES: Airport elevation, reindexed.

© JEPPESEN, 2006, 2012. ALL RIGHTS RESERVED.

MIAMI Departure (R)	Apt Elev			
119.45	9′	Trans level: FL180 Trans alt: 18000′	**1. DME/DME/IRU or GPS required.** **2. RADAR required.** **3. RNAV 1.**	4. Turbojets only: Night use for noise abatement (2300LT-0600LT). 5. Accelerate to 250 KT, if unable, advise ATC.

HITAG ONE RNAV DEPARTURE (HITAG1.HITAG)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 12: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **520′.**
Rwys 26L/R, 27, 30: Not authorized per ATC.

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

RWY	INITIAL CLIMB	ALTITUDE
8L/8R, 9	Climb heading 092° to **520′**, then direct POTTR, then on depicted route to HITAG.	**MAINTAIN 5000′** or as assigned by ATC
12	Climb heading 124° to **520′**, then LEFT turn direct POTTR, then on depicted route to HITAG.	

ROUTING

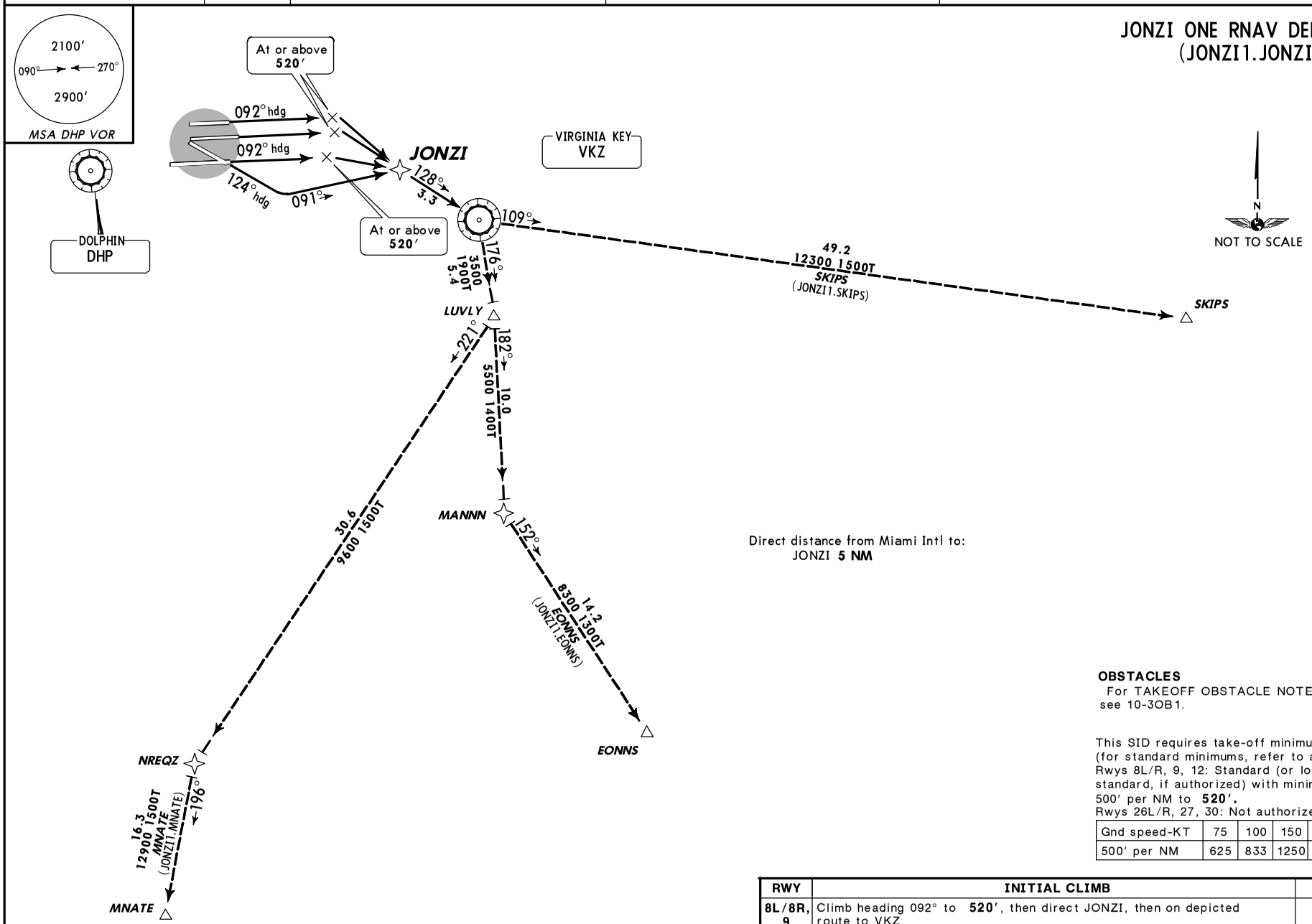
From HITAG, via transition or assigned route. EXPECT climb to filed altitude/flight level within 10 minutes after departure.

CHANGES: Turbojets note.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.	4. Turbojets only: Night use for noise abatement (2300LT-0600LT). 5. Accelerate to 250 KT, if unable, advise ATC.
125.5	9′			

JONZI ONE RNAV DEPARTURE (JONZI1.JONZI)



Direct distance from Miami Intl to:
JONZI **5 NM**

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 12: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **520′.**
Rwys 26L/R, 27, 30: Not authorized per ATC.

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

RWY	INITIAL CLIMB	ALTITUDE
8L/8R, 9	Climb heading 092° to **520′**, then direct JONZI, then on depicted route to VKZ.	**MAINTAIN 5000′** or ATC assigned altitude
12	Climb heading 124° to intercept course 091° to JONZI, then on depicted route to VKZ.	

ROUTING

From JONZI, via transition or assigned route. EXPECT futher clearance to filed altitude within 10 minutes after departure.

CHANGES: Turbojets note.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

MIAMI Departure (R)				
BEECH, HEDLY, PADUS, WINCO Transitions	EONNS, MNATE, SKIPS Transitions	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**1. DME and RADAR required.** 2. File DP in remarks section of flight plan. 3. Also serves ❶ 4. SPECIAL INSTRUCTIONS: Unless otherwise assigned, use departure frequency depicted associated with the transition in clearance. 5. Turboprops: Operate in a manner that will result in best forward speed and climb rate. 6. MIAMI INTL: Turbojets accelerate to 250 KT as rapidly as feasible until reaching 10000′, unless requested to do otherwise.
119.45	125.5			

MIAMI THREE DEPARTURE (MIA3.MIA)

For Takeoff Obstacle Notes see 10-3OB1

❶ AIRPORTS SERVED
KENDALL-TAMIAMI EXECUTIVE
NORTH PERRY
OPA-LOCKA EXECUTIVE

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

KENDALL-TAMIAMI EXECUTIVE:
Rwys 9L/R, 13, 27L/R, 31: Standard (or lower than standard, if authorized).

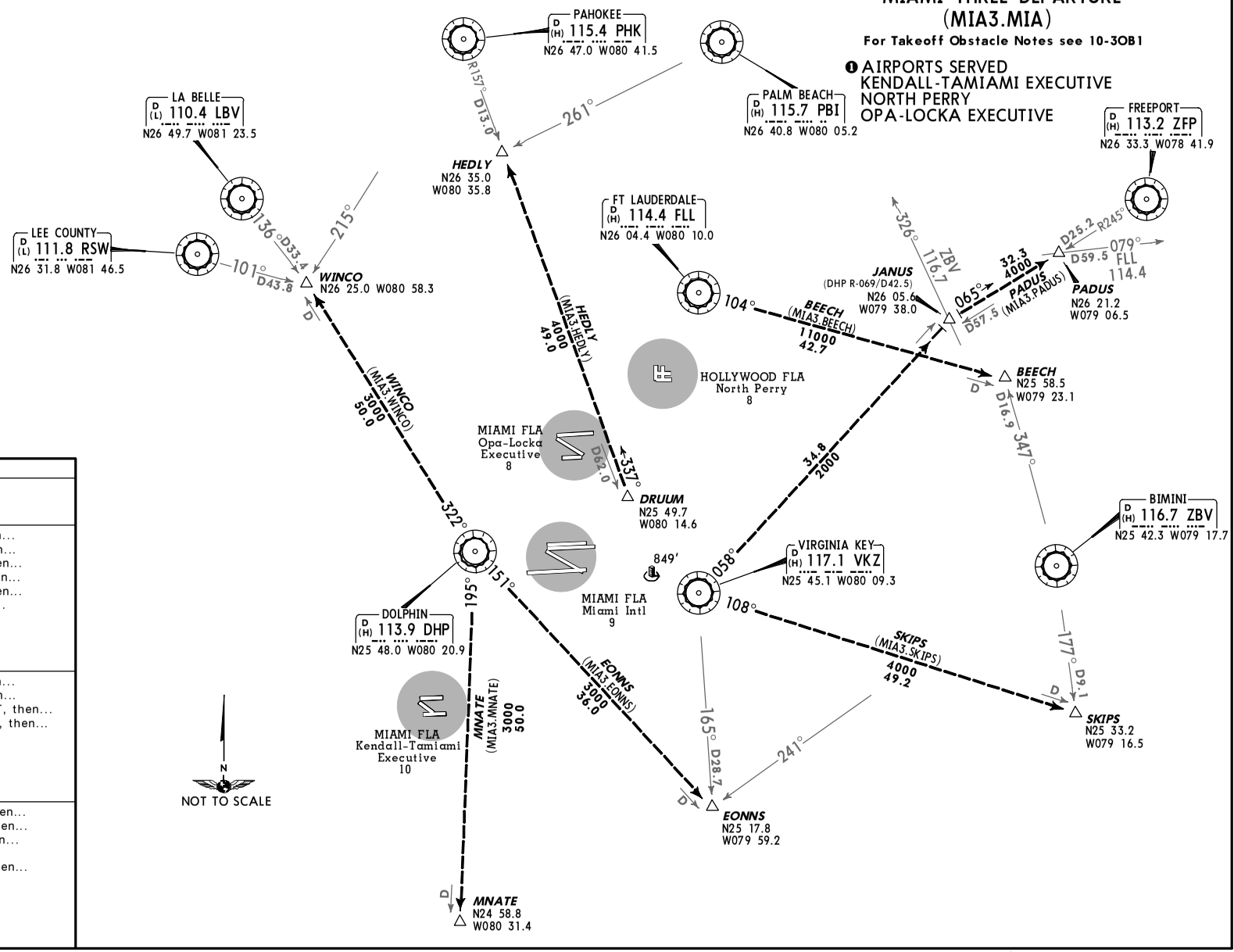
MIAMI INTL:
Rwy 8L: Standard (or lower than standard, if authorized) with minimum climb of 383′ per NM to 1800′.
Rwys 8R, 9, 12: Standard (or lower than standard, if authorized) with minimum climb of 242′ per NM to 1200′.
Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized).

NORTH PERRY:
Rwys 1L/R, 19L/R, 28L/R: Standard (or lower than standard, if authorized).
Rwys 10L/R: Standard (or lower than standard, if authorized) with a minimum climb of 420′ per NM to 1400′.

OPA-LOCKA EXECUTIVE:
Rwys 9L/R, 12, 27L/R, 30: Standard (or lower than standard, if authorized).

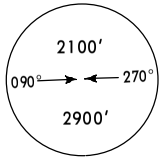
Gnd speed-KT	75	100	150	200	250	300
242′ per NM	303	403	605	807	1008	1210
383′ per NM	479	638	958	1277	1596	1915
420′ per NM	525	700	1050	1400	1750	2100

AIRPORT	INITIAL CLIMB
MIAMI INTL ALL RWYS	Climb on assigned heading for RADAR vectors to assigned transition. MAINTAIN 5000′, or assigned lower altitude. EXPECT filed altitude 10 minutes after departure.
KENDALL-TAMIAMI EXECUTIVE	Rwy 9L: Climb heading 093° to 800′ before turning RIGHT, then... Rwy 9R: Climb heading 093° to 900′ before turning RIGHT, then... Rwy 13: Climb heading 133° to 1400′ before turning RIGHT, then... Rwy 27L: Climb heading 273° to 1400′ before turning LEFT, then... Rwy 27R: Climb heading 273° to 1300′ before turning LEFT, then... Rwy 31: Climb heading 313° to 900′ before turning LEFT, then... ...MAINTAIN 2000′ or assigned higher altitude and EXPECT vectors to appropriate transition. EXPECT further clearance to filed altitude 10 minutes after departure.
NORTH PERRY	Rwy 1L: Climb heading 006° to 700′ before turning RIGHT, then... Rwy 1R: Climb heading 006° to 800′ before turning RIGHT, then... Rwys 10L/R: Climb heading 096° to 1400′ before turning RIGHT, then... Rwys 19L/R: Climb heading 186° to 1300′ before turning LEFT, then... Rwys 28L/R: Climb heading 276° to 800′, then... ...MAINTAIN 2000′ or assigned higher altitude and EXPECT vectors to appropriate transition. EXPECT further clearance to filed altitude 10 minutes after departure.
OPA-LOCKA EXECUTIVE	Rwy 9L: Climb heading 093° to 1100′ before turning NORTH, then... Rwy 9R: Climb heading 093° to 1000′ before turning NORTH, then... Rwy 12: Climb heading 128° to 600′ before turning NORTH, then... Rwy 27L: Climb heading 273°, then... Rwy 27R: Climb heading 273° to 500′ before turning NORTH, then... Rwy 30: Climb heading 308°, then... ...MAINTAIN 2000′ or assigned higher altitude and EXPECT vectors to appropriate transition. EXPECT further clearance to filed altitude 10 minutes after departure.



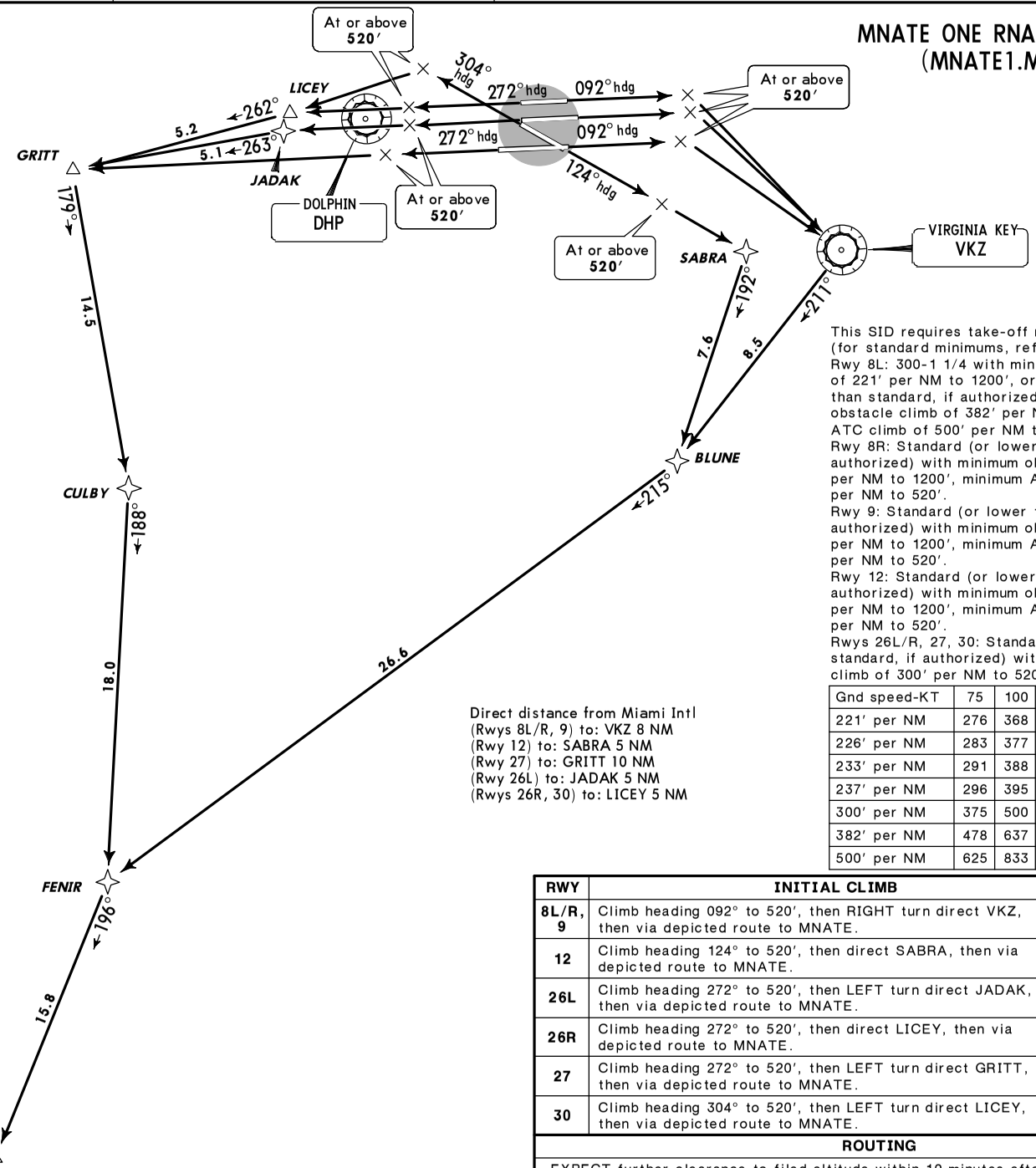
© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. For non-GPS equipped aircraft: DHP must be operational for take-off Rwys 8L/R, 9, 12; FLL, VKZ, EYW and DHP must be operational for take-off Rwys 26L/R, 27, 30. 5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.
125.5	9′			



MSA DHP VOR

MNATE ONE RNAV DEPARTURE (MNATE1.MNATE)



OBSTACLES

Rwy 8L: Building 3391′ from DER, 1024′ LEFT of centerline, 160′ AGL/172′ MSL. Glideslope antenna 804′ from DER, 501′ RIGHT of centerline, 32′ AGL/46′ MSL. Multiple towers and buildings beginning 1350′ from DER, 691′ LEFT of centerline, up to 150′ AGL/164′ MSL.
Rwy 8R: Tree 4064′ from DER, 959′ RIGHT of centerline, 98′ AGL/112′ MSL. Antenna and multiple trees beginning 2719′ from DER, 194′ LEFT of centerline, up to 85′ AGL/98′ MSL.
Rwy 9: Light 1232′ from DER, 785′ LEFT of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ RIGHT of centerline, 21′ AGL/30′ MSL.
Rwy 12: Railroad beginning 4′ from DER, 356′ RIGHT of centerline, 23′ AGL/28′ MSL. Building and tree beginning 1064′ from DER, 118′ RIGHT of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ LEFT of centerline, 21′ AGL/30′ MSL.
Rwy 26L: Tower and multiple trees beginning 1306′ from DER, 638′ RIGHT of centerline, up to 63′ AGL/77′ MSL. Tree and light pole beginning 1773′ from DER, 568′ LEFT of centerline, up to 61′ AGL/75′ MSL.
Rwy 26R: Tower, building, multiple light poles and trees beginning 741′ from DER, 1′ RIGHT of centerline, up to 66′ AGL/80′ MSL. Pole, building, and tower beginning 255′ from DER, 5′ LEFT of centerline, up to 34′ AGL/48′ MSL.
Rwy 27: Railroad, tree, and multiple light poles beginning 750′ from DER, 94′ LEFT of centerline, up to 62′ AGL/76′ MSL.
Rwy 30: Pole, multiple towers and trees beginning 1414′ from DER, 189′ RIGHT of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ LEFT of centerline, 52′ AGL/66′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 8L: 300-1 1/4 with minimum obstacle climb of 221′ per NM to 1200′, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382′ per NM to 300′, minimum ATC climb of 500′ per NM to 520′.
Rwy 8R: Standard (or lower than standard, if authorized) with minimum obstacle climb of 237′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.
Rwy 9: Standard (or lower than standard, if authorized) with minimum obstacle climb of 233′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.
Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 226′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.
Rwys 26L/R, 27, 30: Standard (or lower than standard, if authorized) with minimum ATC climb of 300′ per NM to 520′.

Gnd speed-KT	75	100	150	200	250	300
221′ per NM	276	368	553	737	921	1105
226′ per NM	283	377	565	753	942	1130
233′ per NM	291	388	583	777	971	1165
237′ per NM	296	395	593	790	988	1185
300′ per NM	375	500	750	1000	1250	1500
382′ per NM	478	637	955	1273	1592	1910
500′ per NM	625	833	1250	1667	2083	2500

Direct distance from Miami Intl
(Rwys 8L/R, 9) to: VKZ 8 NM
(Rwy 12) to: SABRA 5 NM
(Rwy 27) to: GRITT 10 NM
(Rwy 26L) to: JADAK 5 NM
(Rwys 26R, 30) to: LICEY 5 NM

N
NOT TO SCALE

RWY	INITIAL CLIMB	ALTITUDE
8L/R, 9	Climb heading 092° to 520′, then RIGHT turn direct VKZ, then via depicted route to MNATE.	MAINTAIN 5000′ or ATC assigned altitude
12	Climb heading 124° to 520′, then direct SABRA, then via depicted route to MNATE.	
26L	Climb heading 272° to 520′, then LEFT turn direct JADAK, then via depicted route to MNATE.	
26R	Climb heading 272° to 520′, then direct LICEY, then via depicted route to MNATE.	
27	Climb heading 272° to 520′, then LEFT turn direct GRITT, then via depicted route to MNATE.	
30	Climb heading 304° to 520′, then LEFT turn direct LICEY, then via depicted route to MNATE.	

ROUTING

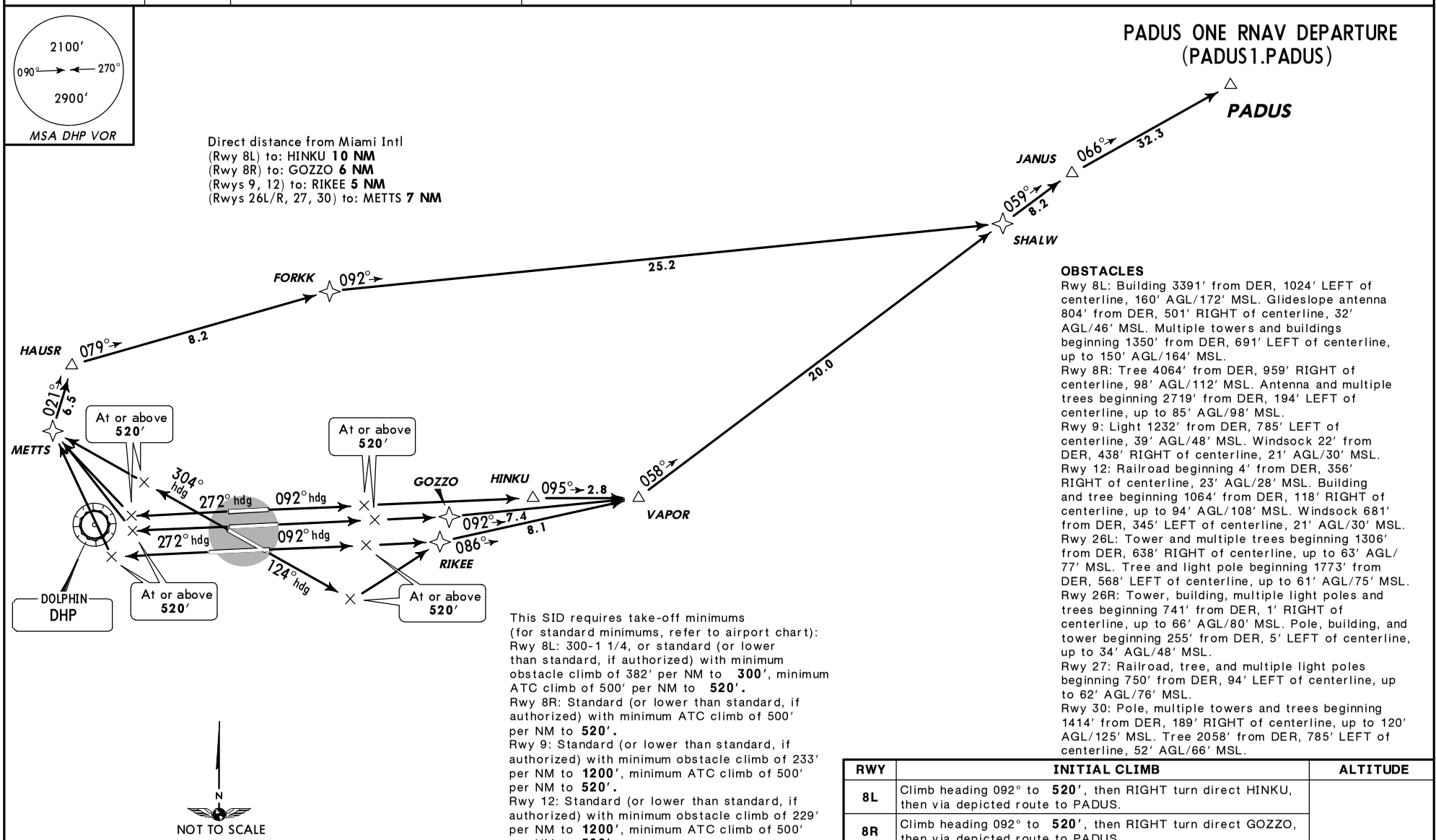
EXPECT further clearance to filed altitude within 10 minutes after departure.

CHANGES: None.

© JEPPESEN, 2006, 2012. ALL RIGHTS RESERVED.

MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 5. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.
119.45	9′			

PADUS ONE RNAV DEPARTURE (PADUS1.PADUS)



OBSTACLES

Rwy 8L: Building 3391′ from DER, 1024′ LEFT of centerline, 160′ AGL/172′ MSL. Glideslope antenna 804′ from DER, 501′ RIGHT of centerline, 32′ AGL/46′ MSL. Multiple towers and buildings beginning 1350′ from DER, 691′ LEFT of centerline, up to 150′ AGL/164′ MSL.
Rwy 8R: Tree 4064′ from DER, 959′ RIGHT of centerline, 98′ AGL/112′ MSL. Antenna and multiple trees beginning 2719′ from DER, 194′ LEFT of centerline, up to 85′ AGL/98′ MSL.
Rwy 9: Light 1232′ from DER, 785′ LEFT of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ RIGHT of centerline, 21′ AGL/30′ MSL.
Rwy 12: Railroad beginning 4′ from DER, 356′ RIGHT of centerline, 23′ AGL/28′ MSL. Building and tree beginning 1064′ from DER, 118′ RIGHT of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ LEFT of centerline, 21′ AGL/30′ MSL.
Rwy 26L: Tower and multiple trees beginning 1306′ from DER, 638′ RIGHT of centerline, up to 63′ AGL/77′ MSL. Tree and light pole beginning 1773′ from DER, 568′ LEFT of centerline, up to 61′ AGL/75′ MSL.
Rwy 26R: Tower, building, multiple light poles and trees beginning 741′ from DER, 1′ RIGHT of centerline, up to 66′ AGL/80′ MSL. Pole, building, and tower beginning 255′ from DER, 5′ LEFT of centerline, up to 34′ AGL/48′ MSL.
Rwy 27: Railroad, tree, and multiple light poles beginning 750′ from DER, 94′ LEFT of centerline, up to 62′ AGL/76′ MSL.
Rwy 30: Pole, multiple towers and trees beginning 1414′ from DER, 189′ RIGHT of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ LEFT of centerline, 52′ AGL/66′ MSL.

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

Gnd speed-KT	75	100	150	200	250	300
229′ per NM	286	382	573	763	954	1145
233′ per NM	291	388	583	777	971	1165
300′ per NM	375	500	750	1000	1250	1500
382′ per NM	478	637	955	1273	1592	1910
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to **520′**, then RIGHT turn direct HINKU, then via depicted route to PADUS.	**MAINTAIN 5000′** or ATC assigned altitude
8R	Climb heading 092° to **520′**, then RIGHT turn direct GOZZO, then via depicted route to PADUS.	
9	Climb heading 092° to **520′**, then RIGHT turn direct RIKEE, then via depicted route to PADUS.	
12	Climb heading 124° to **520′**, then LEFT turn direct RIKEE, then via depicted route to PADUS.	
26L/R, 27	Climb heading 272° to **520′**, then RIGHT turn direct METTS, then via depicted route to PADUS.	
30	Climb heading 304° to **520′**, then LEFT turn direct METTS, then via depicted route to PADUS.	

ROUTING

EXPECT further clearance to filed altitude within 10 minutes after departure.

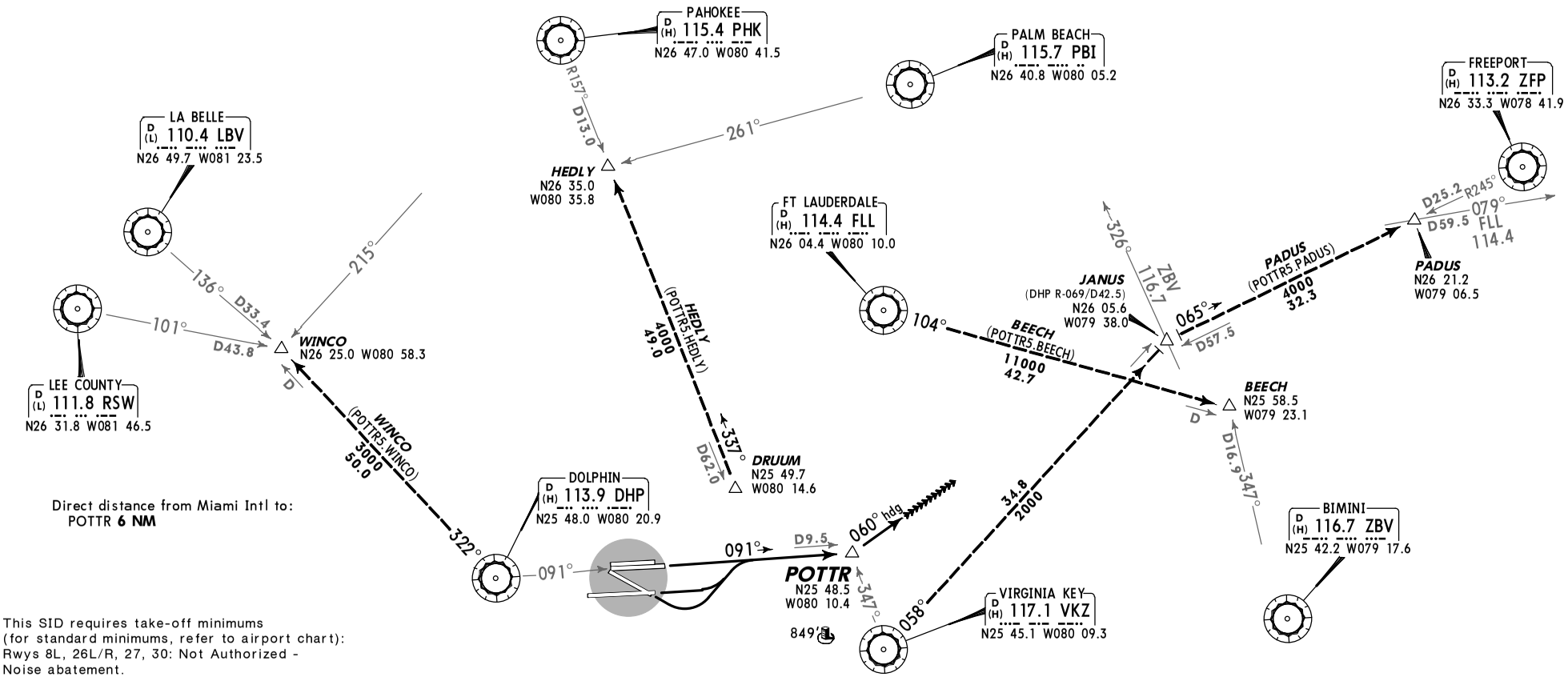
CHANGES: None.

© JEPPESEN, 2006, 2012. ALL RIGHTS RESERVED.

MIAMI Departure (R)	Apt Elev		
119.45	9′	Trans level: FL180 Trans alt: 18000′	

1. **DME required.**
2. File DP in remarks section of flight plan.
3. Turbojets only: Night use for noise abatement (2300LT-0600LT).
4. Turbojets accelerate to 250 KT as rapidly as feasible until reaching **10000′**, unless requested by ATC to do otherwise.

POTTR FIVE DEPARTURE (POTTR5.POTTR)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L, 26L/R, 27, 30: Not Authorized - Noise abatement.
Rwys 8R, 9: Standard (or lower than standard, if authorized).
Rwy 12: Standard (or lower than standard, if authorized) with a minimum climb of 233′ per NM to **1200′**. ATC climb of 370′ per NM to **1800′**.

Gnd speed-KT	75	100	150	200	250	300
233′ per NM	291	388	583	777	971	1165
370′ per NM	463	617	925	1233	1542	1850

RWY	INITIAL CLIMB
8R	Climb to intercept DHP R-091 to POTTR.
9, 12	Climbing LEFT turn to intercept DHP R-091 to POTTR.

ROUTING

At POTTR turn LEFT heading 060°. EXPECT RADAR vectors to appropriate transition. All aircraft **MAINTAIN 5000′** or assigned lower altitude. EXPECT clearance to filed altitude 10 minutes after departure.

OBSTACLES

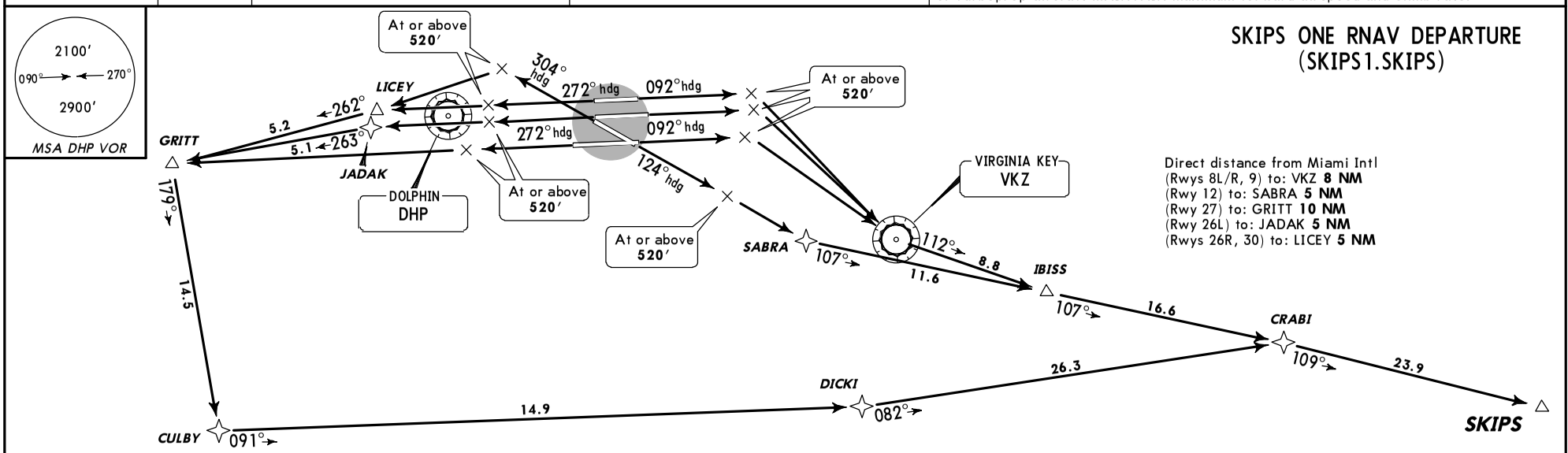
Rwy 8R: Tree 4064′ from DER, 958′ RIGHT of centerline, 93′ AGL/112′ MSL. Multiple powerlines, antennas and trees beginning 1856′ from DER, 238′ LEFT of centerline, up to 150′ AGL/153′ MSL. Navaid and rod on obstacle lighting glide slope 804′ from DER, 500′ RIGHT of centerline, 44′ AGL/46′ MSL.
Rwy 9: Light on windsock 21′ from DER, 437′ RIGHT of centerline, 21′ AGL/30′ MSL. Pole 702′ from DER, 600′ RIGHT of centerline, 21′ AGL/38′ MSL. Antenna 4035′ from DER, 1528′ RIGHT of centerline, 108′ AGL/125′ MSL. Electrical system 1231′ from DER, 785′ LEFT of centerline, 32′ AGL/48′ MSL.
Rwy 12: Train 3′ from DER, 436′ RIGHT of runway, 23′ AGL/51′ MSL. Antenna 2917′ from DER, 1140′ RIGHT of centerline, 89′ AGL/106′ MSL. Antenna on building 3164′ from DER, 992′ RIGHT of centerline, 91′ AGL/108′ MSL. Trees beginning 114′ from DER, 117′ RIGHT of centerline, up to 20′ AGL/37′ MSL. Sign 1191′ from DER, 438′ RIGHT of centerline, 32′ AGL/49′ MSL. Windsock 680′ from DER, 345′ LEFT of centerline, 16′ AGL/30′ MSL.

N
NOT TO SCALE

CHANGES: Procedure renumbered, revised.

© JEPPESEN, 2003, 2013. ALL RIGHTS RESERVED.

MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′		
125.5	9′		1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. For non-GPS equipped aircraft: FLL must be operational for take-off Rwys 8L/R, 9, 12; FLL and VKZ must be operational for take-off Rwys 26L/R, 27, 30. 5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.



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

Gnd speed-KT	75	100	150	200	250	300
221′ per NM	276	368	553	737	921	1105
229′ per NM	286	382	573	763	954	1145
233′ per NM	291	388	583	777	971	1165
237′ per NM	296	395	593	790	988	1185
300′ per NM	375	500	750	1000	1250	1500
382′ per NM	478	637	955	1273	1592	1910
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L/R, 9	Climb heading 092° to **520′**, then RIGHT turn direct VKZ, then via depicted route to SKIPS.	**MAINTAIN 5000′** or ATC assigned altitude
12	Climb heading 124° to **520′**, then direct SABRA, then via depicted route to SKIPS.	
26L	Climb heading 272° to **520′**, then LEFT turn direct JADAK, then via depicted route to SKIPS.	
26R	Climb heading 272° to **520′**, then LEFT turn direct LICEY, then via depicted route to SKIPS.	
27	Climb heading 272° to **520′**, then LEFT turn direct GRITT, then LEFT turn via track 179° to CULBY, then via depicted route to SKIPS.	
30	Climb heading 304° to **520′**, then LEFT turn direct LICEY, then via depicted route to SKIPS.	

ROUTING

EXPECT further clearance to filed altitude within 10 minutes after departure.

OBSTACLES

Rwy 8L: Building 3391′ from DER, 1024′ LEFT of centerline, 160′ AGL/172′ MSL. Glideslope antenna 804′ from DER, 501′ RIGHT of centerline, 32′ AGL/46′ MSL. Multiple towers and buildings beginning 1350′ from DER, 691′ LEFT of centerline, up to 150′ AGL/164′ MSL.
Rwy 8R: Tree 4064′ from DER, 959′ RIGHT of centerline, 98′ AGL/112′ MSL. Antenna and multiple trees beginning 2719′ from DER, 194′ LEFT of centerline, up to 85′ AGL/98′ MSL.
Rwy 9: Light 1232′ from DER, 785′ LEFT of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ RIGHT of centerline, 21′ AGL/30′ MSL.
Rwy 12: Railroad beginning 4′ from DER, 356′ RIGHT of centerline, 23′ AGL/28′ MSL. Building and tree beginning 1064′ from DER, 118′ RIGHT of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ LEFT of centerline, 21′ AGL/30′ MSL.
Rwy 26L: Tower and multiple trees beginning 1306′ from DER, 638′ RIGHT of centerline, up to 63′ AGL/77′ MSL. Tree and light pole beginning 1773′ from DER, 568′ LEFT of centerline, up to 61′ AGL/75′ MSL.
Rwy 26R: Tower, building, multiple light poles and trees beginning 741′ from DER, 1′ RIGHT of centerline, up to 66′ AGL/80′ MSL. Pole, building, and tower beginning 255′ from DER, 5′ LEFT of centerline, up to 34′ AGL/48′ MSL.
Rwy 27: Railroad, tree, and multiple light poles beginning 750′ from DER, 94′ LEFT of centerline, up to 62′ AGL/76′ MSL.
Rwy 30: Pole, multiple towers and trees beginning 1414′ from DER, 189′ RIGHT of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ LEFT of centerline, 52′ AGL/66′ MSL.

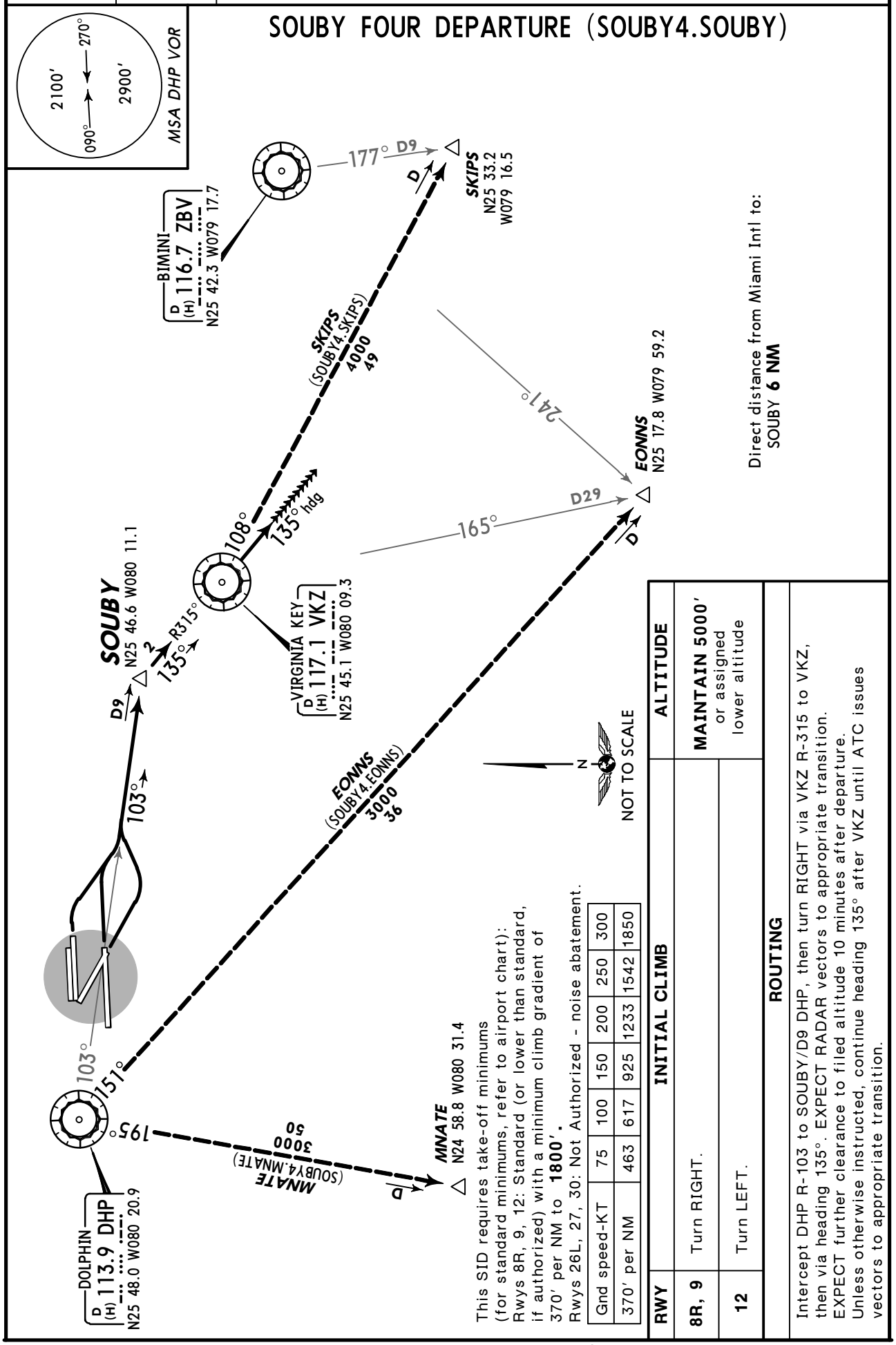
NOT TO SCALE

CHANGES: Airport elevation, reindexed.

© JEPPESEN, 2006, 2012. ALL RIGHTS RESERVED.

MIAMI Departure (R) 125.5	Apt Elev 9′	Trans level: FL180 Trans alt: 18000′ **1. DME required.** 2. File DP in remarks section of flight plan. 3. Turbojets only: Night use for noise abatement (2300LT-0600LT). 4. SPECIAL INSTRUCTION: Turbojets accelerate to 250 KT as rapidly as feasible until reaching **10000′** unless requested by ATC to do otherwise.

SOUBY FOUR DEPARTURE (SOUBY4.SOUBY)



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8R, 9, 12: Standard (or lower than standard, if authorized) with a minimum climb gradient of 370′ per NM to **1800′**. Rwys 26L, 27, 30: Not Authorized - noise abatement.

Gnd speed-KT	75	100	150	200	250	300
370′ per NM	463	617	925	1233	1542	1850

RWY	INITIAL CLIMB	ALTITUDE
8R, 9	Turn RIGHT.	**MAINTAIN 5000′** or assigned lower altitude
12	Turn LEFT.	

ROUTING

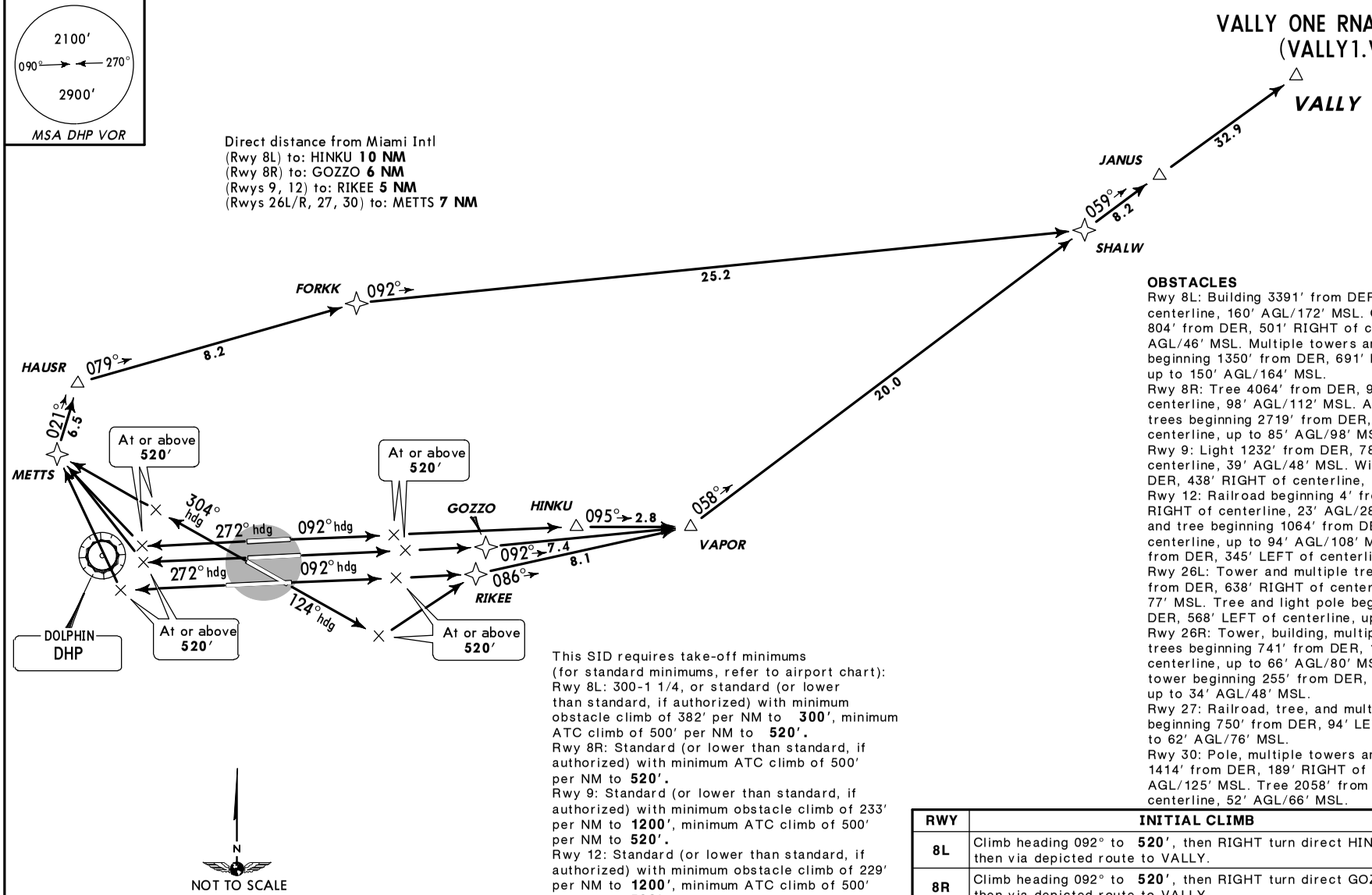
Intercept DHP R-103 to SOUBY/D9 DHP, then turn RIGHT via VKZ R-315 to VKZ, then via heading 135°. EXPECT RADAR vectors to appropriate transition. EXPECT further clearance to filed altitude 10 minutes after departure. Unless otherwise instructed, continue heading 135° after VKZ until ATC issues vectors to appropriate transition.

CHANGES: Airport elevation, reindexed.

© JEPPESEN, 2004, 2012. ALL RIGHTS RESERVED.

MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 5. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.
119.45	9′			

VALLY ONE RNAV DEPARTURE (VALLY1.VALLY)



OBSTACLES

Rwy 8L: Building 3391′ from DER, 1024′ LEFT of centerline, 160′ AGL/172′ MSL. Glideslope antenna 804′ from DER, 501′ RIGHT of centerline, 32′ AGL/46′ MSL. Multiple towers and buildings beginning 1350′ from DER, 691′ LEFT of centerline, up to 150′ AGL/164′ MSL.
Rwy 8R: Tree 4064′ from DER, 959′ RIGHT of centerline, 98′ AGL/112′ MSL. Antenna and multiple trees beginning 2719′ from DER, 194′ LEFT of centerline, up to 85′ AGL/98′ MSL.
Rwy 9: Light 1232′ from DER, 785′ LEFT of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ RIGHT of centerline, 21′ AGL/30′ MSL.
Rwy 12: Railroad beginning 4′ from DER, 356′ RIGHT of centerline, 23′ AGL/28′ MSL. Building and tree beginning 1064′ from DER, 118′ RIGHT of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ LEFT of centerline, 21′ AGL/30′ MSL.
Rwy 26L: Tower and multiple trees beginning 1306′ from DER, 638′ RIGHT of centerline, up to 63′ AGL/77′ MSL. Tree and light pole beginning 1773′ from DER, 568′ LEFT of centerline, up to 61′ AGL/75′ MSL.
Rwy 26R: Tower, building, multiple light poles and trees beginning 741′ from DER, 1′ RIGHT of centerline, up to 66′ AGL/80′ MSL. Pole, building, and tower beginning 255′ from DER, 5′ LEFT of centerline, up to 34′ AGL/48′ MSL.
Rwy 27: Railroad, tree, and multiple light poles beginning 750′ from DER, 94′ LEFT of centerline, up to 62′ AGL/76′ MSL.
Rwy 30: Pole, multiple towers and trees beginning 1414′ from DER, 189′ RIGHT of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ LEFT of centerline, 52′ AGL/66′ MSL.

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

Gnd speed-KT	75	100	150	200	250	300
229′ per NM	286	382	573	763	954	1145
233′ per NM	291	388	583	777	971	1165
300′ per NM	375	500	750	1000	1250	1500
382′ per NM	478	637	955	1273	1592	1910
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
8L	Climb heading 092° to **520′**, then RIGHT turn direct HINKU, then via depicted route to VALLY.	**MAINTAIN 5000′** or ATC assigned altitude
8R	Climb heading 092° to **520′**, then RIGHT turn direct GOZZO, then via depicted route to VALLY.	
9	Climb heading 092° to **520′**, then RIGHT turn direct RIKEE, then via depicted route to VALLY.	
12	Climb heading 124° to **520′**, then LEFT turn direct RIKEE, then via depicted route to VALLY.	
26L/R, 27	Climb heading 272° to **520′**, then RIGHT turn direct METTS, then via depicted route to VALLY.	
30	Climb heading 304° to **520′**, then LEFT turn direct METTS, then via depicted route to VALLY.	

ROUTING

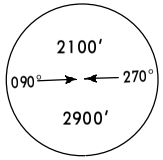
EXPECT further clearance to filed altitude within 10 minutes after departure.

CHANGES: Airport elevation, reindexed.

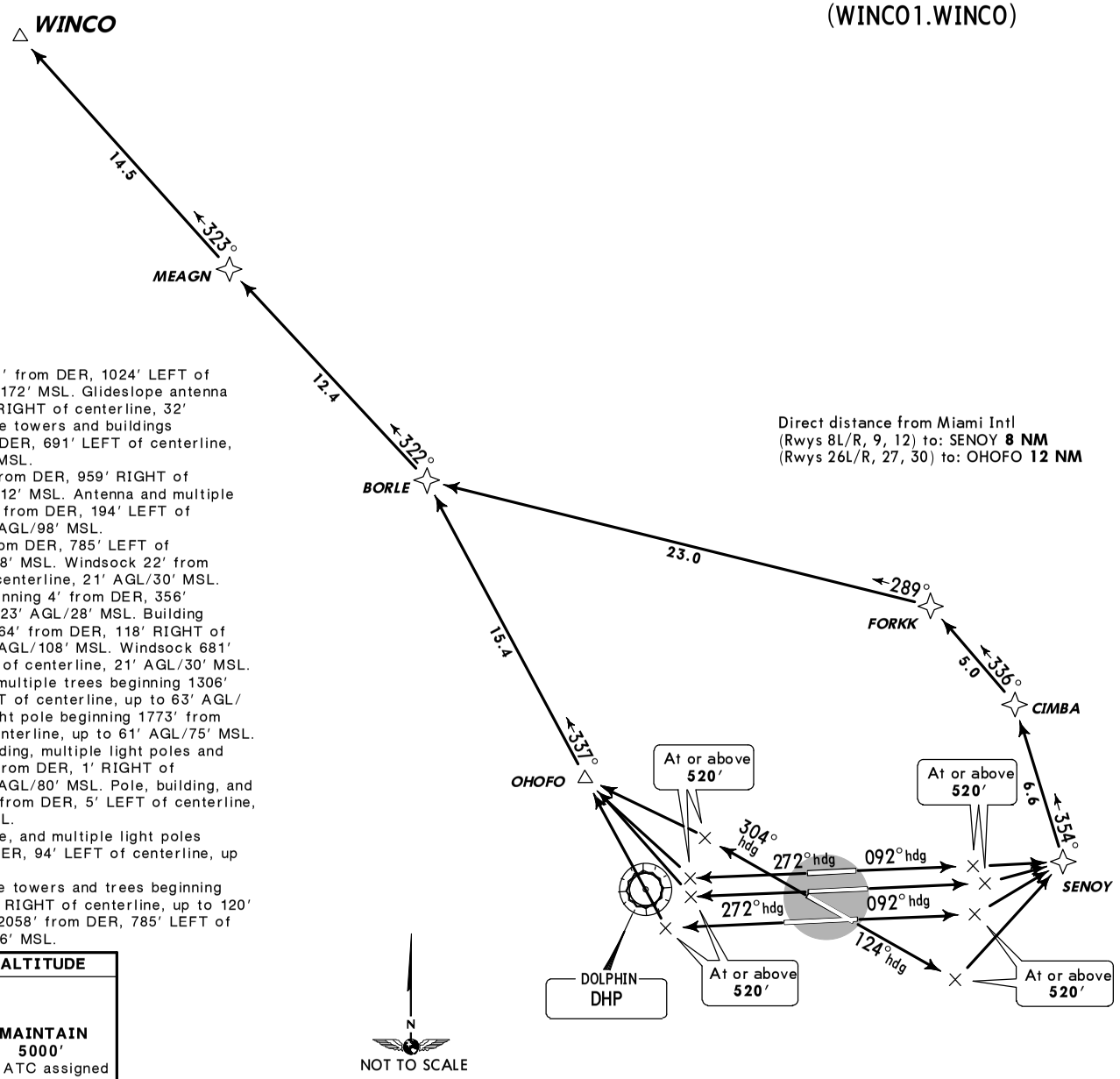
© JEPPESEN, 2006, 2012. ALL RIGHTS RESERVED.

MIAMI Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′		
119.45	9′		1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	4. For non-GPS equipped aircraft: FLL must be operational for take-off Rwys 26L/R, 27, 30. 5. Turbojet aircraft accelerate to 250 KT, if unable, advise ATC. 6. Turboprop aircraft MAINTAIN maximum forward airspeed and climb rate.

WINCO ONE RNAV DEPARTURE
(WINCO1.WINCO)



MSA DHP VOR



Direct distance from Miami Intl
(Rwys 8L/R, 9, 12) to: SENOY **8 NM**
(Rwys 26L/R, 27, 30) to: OHOFO **12 NM**

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

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

OBSTACLES
Rwy 8L: Building 3391′ from DER, 1024′ LEFT of centerline, 160′ AGL/172′ MSL. Glideslope antenna 804′ from DER, 501′ RIGHT of centerline, 32′ AGL/46′ MSL. Multiple towers and buildings beginning 1350′ from DER, 691′ LEFT of centerline, up to 150′ AGL/164′ MSL.
Rwy 8R: Tree 4064′ from DER, 959′ RIGHT of centerline, 98′ AGL/112′ MSL. Antenna and multiple trees beginning 2719′ from DER, 194′ LEFT of centerline, up to 85′ AGL/98′ MSL.
Rwy 9: Light 1232′ from DER, 785′ LEFT of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ RIGHT of centerline, 21′ AGL/30′ MSL.
Rwy 12: Railroad beginning 4′ from DER, 356′ RIGHT of centerline, 23′ AGL/28′ MSL. Building and tree beginning 1064′ from DER, 118′ RIGHT of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ LEFT of centerline, 21′ AGL/30′ MSL.
Rwy 26L: Tower and multiple trees beginning 1306′ from DER, 638′ RIGHT of centerline, up to 63′ AGL/77′ MSL. Tree and light pole beginning 1773′ from DER, 568′ LEFT of centerline, up to 61′ AGL/75′ MSL.
Rwy 26R: Tower, building, multiple light poles and trees beginning 741′ from DER, 1′ RIGHT of centerline, up to 66′ AGL/80′ MSL. Pole, building, and tower beginning 255′ from DER, 5′ LEFT of centerline, up to 34′ AGL/48′ MSL.
Rwy 27: Railroad, tree, and multiple light poles beginning 750′ from DER, 94′ LEFT of centerline, up to 62′ AGL/76′ MSL.
Rwy 30: Pole, multiple towers and trees beginning 1414′ from DER, 189′ RIGHT of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ LEFT of centerline, 52′ AGL/66′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
8L/R, 9	Climb heading 092° to **520′**, then LEFT turn direct SENOY, then via depicted route to WINCO.	**MAINTAIN 5000′** or ATC assigned altitude
12	Climb heading 124° to **520′**, then LEFT turn direct SENOY, then via depicted route to WINCO.	
26L/R, 27	Climb heading 272° to **520′**, then RIGHT turn direct OHOFO, then via depicted route to WINCO.	
30	Climb heading 304° to **520′**, then LEFT turn direct OHOFO, then via depicted route to WINCO.	

ROUTING
EXPECT further clearance to filed altitude within 10 minutes after departure.

CHANGES: Airport elevation, reindexed, direct distance to OHOFO.

© JEPPESEN, 2006, 2012. ALL RIGHTS RESERVED.

TAKEOFF OBSTACLE NOTES

KENDALL-TAMIAMI EXECUTIVE

◦ RWY 9L:

TREES BEGINNING 1731' FROM DER, 717' LEFT OF CENTERLINE, UP TO 100' AGL/ 119' MSL. TREE 3013' FROM DER, 687' RIGHT OF CENTERLINE, 100' AGL/119' MSL.

◦ RWY 9R:

SIGNS BEGINNING 35' FROM DER, 182' LEFT OF CENTERLINE, UP TO 3' AGL/11' MSL. TREES BEGINNING 1296' FROM DER, 516' LEFT OF CENTERLINE, UP TO 100' AGL/119' MSL. TREE 2712' FROM DER, 1185' RIGHT OF CENTERLINE, 100' AGL/119' MSL.

◦ RWY 13:

TREE 1100' FROM DER, 764' RIGHT OF CENTERLINE, 100' AGL/119' MSL. POLE 1249' FROM DER, 588' RIGHT OF CENTERLINE, 56' AGL/70' MSL.

◦ RWY 27L:

TRANSMISSION TOWERS BEGINNING 1858' FROM DER, 910' LEFT OF CENTERLINE, UP TO 72' AGL/82' MSL. TREE 2106' FROM DER, 998' RIGHT OF CENTERLINE, 100' AGL/ 119' MSL.

◦ RWY 27R:

TREES BEGINNING 149' FROM DER, 352' RIGHT OF CENTERLINE, UP TO 100' AGL/119' MSL. OBSTRUCTION LIGHT ON TOWER 372' FROM DER, 458' RIGHT OF CENTERLINE, 54' AGL/64' MSL. OBSTRUCTION LIGHT ON ANTENNA 385' FROM DER, 450' RIGHT OF CENTERLINE, 49' AGL/59' MSL.

◦ RWY 31:

TREES BEGINNING 163' FROM DER, 410' LEFT OF CENTERLINE, UP TO 100' AGL/119' MSL. TREE 3583' FROM DER, 360' RIGHT OF CENTERLINE, 100' AGL/119' MSL.

MIAMI INTL

◦ RWY 8L:

MULTIPLE BUILDINGS WITH ANTENNAS AND TOWERS BEGINNING 1350' FROM DER, 690' LEFT OF CENTERLINE, UP TO 160' AGL/172' MSL.

◦ RWY 8R:

TREE 4064' FROM DER, 958' RIGHT OF CENTERLINE, 93' AGL/112' MSL. MULTIPLE POWERLINES, ANTENNAS AND TREES BEGINNING 1856' FROM DER, 238' LEFT OF CENTERLINE, UP TO 150' AGL/153' MSL. NAVAID AND ROD ON OBSTRUCTION LIGHT GLIDE SLOPE 804' FROM DER, 500' RIGHT OF CENTERLINE, 44' AGL/46' MSL.

◦ RWY 9:

LIGHT ON WINDSOCK 21' FROM DER, 437' RIGHT OF CENTERLINE, 21' AGL/30' MSL. POLE 702' FROM DER, 600' RIGHT OF CENTERLINE, 21' AGL/38' MSL. ANTENNA 4035' FROM DER, 1528' RIGHT OF CENTERLINE, 108' AGL/125' MSL. ELECTRICAL SYSTEM 1231' FROM DER, 785' LEFT OF CENTERLINE, 32' AGL/48' MSL.

◦ RWY 12:

TRAIN 3' FROM DER, 436' RIGHT OF RUNWAY, 23' AGL/51' MSL. ANTENNA 2917' FROM DER, 1140' RIGHT OF CENTERLINE, 89' AGL/106' MSL. ANTENNA ON BUILDING 3164' FROM DER, 992' RIGHT OF CENTERLINE, 91' AGL/108' MSL. TREES BEGINNING 114' FROM DER, 117' RIGHT OF CENTERLINE, UP TO 20' AGL/37' MSL. SIGN 1191' FROM DER, 438' RIGHT OF CENTERLINE, 32' AGL/49' MSL. WINDSOCK 680' FROM DER, 345' LEFT OF CENTERLINE, 16' AGL/30' MSL.

CHANGES: Obstacles added to Kendall-Tamiami Executive.

© JEPPESEN, 2010, 2013. ALL RIGHTS RESERVED.

TAKEOFF OBSTACLE NOTES (CONTD)

MIAMI INTL (CONTD)

◦ RWY 26L:

POLE 1080' FROM DER, 680' LEFT OF CENTERLINE, 33' AGL/47' MSL. LIGHT POLE 1773' FROM DER, 825' LEFT OF CENTERLINE, 34' AGL/53' MSL. TREE 1405' FROM DER, 848' LEFT OF CENTERLINE, 30' AGL/44' MSL. ROD ON TOWER 1305' FROM DER, 638' RIGHT OF CENTERLINE, 34' AGL/48' MSL. TREE 2459' FROM DER, 1070' RIGHT OF CENTERLINE, 63' AGL/71' MSL.

◦ RWY 26R:

NUMEROUS POLES BEGINNING 1090' FROM DER, 36' RIGHT OF CENTERLINE, UP TO 44' AGL/59' MSL. BUILDING 740' FROM DER, 511' RIGHT OF CENTERLINE, 14' AGL/ 28' MSL. TREES BEGINNING 1047' FROM DER, 272' RIGHT OF CENTERLINE, UP TO 66' AGL/80' MSL. TREE 888' FROM DER, ON CENTERLINE, 21' AGL/35' MSL. ROD ON TOWER 1304' FROM DER, 160' LEFT OF CENTERLINE, 34' AGL/48' MSL.

◦ RWY 27 (MIAMI SID ONLY):

TRAIN ON TRACKS 750' FROM DER, 576' LEFT OF CENTERLINE, 23' AGL/53' MSL. TREE 1067' FROM DER, 680' LEFT OF CENTERLINE, 23' AGL/37' MSL. ROADWAY BEGINNING 1874' FROM DER, 502' LEFT OF CENTERLINE, UP TO 71' AGL/85' MSL. NUMEROUS POLES AND SIGNS BEGINNING 1876' FROM DER, 93' LEFT OF CENTERLINE, UP TO 63' AGL/77' MSL. POLES BEGINNING 2056' FROM DER, 95' RIGHT OF CENTERLINE, UP TO 46 FT AGL/60' MSL.

◦ RWY 27:

NUMEROUS POLES AND LIGHT POLES BEGINNING 2056' FROM DER, 93' LEFT OF CENTERLINE, UP TO 62' AGL/76' MSL. TRAIN ON TRACKS 750' FROM DER, 576' LEFT OF CENTERLINE, 23' AGL/53' MSL. SIGN 2005' FROM DER, 386' LEFT OF CENTERLINE, 44' AGL/58' MSL. TREE 1067' FROM DER, 680' LEFT OF CENTERLINE, 23' AGL/37' MSL. POLE 2056' FROM DER, 95' RIGHT OF CENTERLINE, 46' AGL/60' MSL. POLE 2067' FROM DER, 273' RIGHT OF CENTERLINE, 46' AGL/60' MSL.

◦ RWY 30:

POLE 560' FROM DER, 563' LEFT OF CENTERLINE, 33' AGL/47' MSL. ROD ON TOWER 2451' FROM DER, 434' RIGHT OF CENTERLINE, 34' AGL/48' MSL. ANTENNA ON TOWER 1733' FROM DER, 911' RIGHT OF CENTERLINE, 41' AGL/55' MSL. ANTENNA ON TOWER 4427' FROM DER, 1451' RIGHT OF CENTERLINE, 109' AGL/123' MSL. TREES BEGINNING 2658' FROM DER, 188' RIGHT OF CENTERLINE, UP TO 63' AGL/77' MSL.

NORTH PERRY

◦ RWY 1L:

TREES BEGINNING 169' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 68' AGL/ 74' MSL. BUILDINGS BEGINNING 164' FROM DER, 375' RIGHT OF CENTERLINE UP TO 29' AGL/35' MSL. LIGHT POLES BEGINNING 740' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 48' AGL/54 FT MSL. MOBILE CRANE 3214' FROM DER, 762' LEFT OF CENTERLINE, 111' AGL/117' MSL. OBSTRUCTION LIGHT ON WINDSOCK 365' FROM DER, 460' RIGHT OF CENTERLINE, 37' AGL/43' MSL. POLES BEGINNING 732' FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 50' AGL/56' MSL. VEHICLES ON ROADWAY BEGINNING 45' FROM DER, 406' LEFT OF CENTERLINE, UP TO 15' AGL/ 22' MSL. TOWER 3233' FROM DER, 1264' LEFT OF CENTERLINE, 150' AGL/158' MSL.

CHANGES: Obstacles added to Miami Intl, North Perry.

© JEPPESEN, 2010, 2013. ALL RIGHTS RESERVED.

TAKEOFF OBSTACLE NOTES (CONTD 1)

NORTH PERRY (CONTD)

◦ RWY 1R:

TREES BEGINNING 54' FROM DER, 215' RIGHT OF CENTERLINE, UP TO 60' AGL/ 68' MSL. TREES BEGINNING 1312' FROM DER, 85' LEFT OF CENTERLINE, UP TO 68' AGL/74' MSL. POLES BEGINNING 50' FROM DER, 341' RIGHT OF CENTERLINE, UP TO 62' AGL/68' MSL. POLES BEGINNING 979' FROM DER, 646' LEFT OF CENTERLINE, UP TO 49' AGL/55' MSL. SIGN 106' FROM DER, 342' RIGHT OF CENTERLINE, 7' AGL/13' MSL. FLAGPOLE 1089' FROM DER, 512' LEFT OF CENTERLINE, 33' AGL/39' MSL. LIGHT POLES BEGINNING 988' FROM DER, 296' LEFT OF CENTERLINE, UP TO 48' AGL/54' MSL.

◦ RWY 10L:

TREES BEGINNING 272' FROM DER, 432' LEFT OF CENTERLINE, UP TO 54' AGL/ 61' MSL. TREES BEGINNING 1124' FROM DER, 67' RIGHT OF CENTERLINE, UP TO 77' AGL/84' MSL. POLE 1085' FROM DER, 450' LEFT OF CENTERLINE, 40' AGL/47' MSL. POLES BEGINNING 661' FROM DER, 626' RIGHT OF CENTERLINE, UP TO 62' AGL/69' MSL. FENCE 113' FROM DER, 325' LEFT OF CENTERLINE, UP TO 7' AGL/14' MSL. TOWER 1.24 NM FROM DER, 2371' LEFT OF CENTERLINE, 194' AGL/204' MSL.

◦ RWY 10R:

TREES BEGINNING 650' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 76' AGL/ 84' MSL. BUILDINGS BEGINNING 541' FROM DER, 377' RIGHT OF CENTERLINE, UP TO 25' AGL/33' MSL. POLE 168' FROM DER, 543' RIGHT OF CENTERLINE, UP TO 30' AGL/38' MSL. POLES BEGINNING 461' FROM DER, 618' LEFT OF CENTERLINE, UP TO 61' AGL/69' MSL.

◦ RWY 19L:

TREES BEGINNING 217' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 78' AGL/85' MSL. VEHICLES ON ROADWAY 174' FROM DER, 223' RIGHT OF CENTERLINE, UP TO 15' AGL/22' MSL. POLES BEGINNING 522' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 39' AGL/46' MSL. BUILDING 288' FROM DER, 448' RIGHT OF CENTERLINE, 16' AGL/23' MSL. BUILDINGS BEGINNING 459' FROM DER, 478' LEFT OF CENTERLINE, UP TO 25' AGL/32' MSL.

◦ RWY 19R:

TREES BEGINNING 962' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 77' AGL/85' MSL. POLES BEGINNING 843' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 36' AGL/44' MSL. OBSTACLE LIGHT POLE 1073' FROM DER, 163' LEFT OF CENTERLINE, 34' AGL/42' MSL. OBSTACLE LIGHT POLES BEGINNING 1071' FROM DER, 34' RIGHT OF CENTERLINE, UP TO 35' AGL/42' MSL. LIGHT POLES BEGINNING 922' FROM DER, 467' RIGHT OF CENTERLINE, UP TO 34' AGL/42' MSL.

◦ RWY 28L:

TREES BEGINNING 38' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 105' AGL/112' MSL. POLES BEGINNING 979' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 73' AGL/80' MSL. BUILDING 1626' FROM DER, 29' LEFT OF CENTERLINE, 62' AGL/69' MSL. BUILDINGS BEGINNING 1928' FROM DER, 279' RIGHT OF CENTERLINE, UP TO 60' AGL/67' MSL. ANTENNA 911' FROM DER, 605' RIGHT OF CENTERLINE, 54' AGL/61' MSL.

◦ RWY 28R:

TREES BEGINNING 15' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 105' AGL/112' MSL. POLES BEGINNING 687' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 58' AGL/65' MSL. BUILDING 1804' FROM DER, 981' LEFT OF CENTERLINE, 52' AGL/59' MSL.

CHANGES: North Perry obstacles added.

© JEPPESEN, 2010, 2013. ALL RIGHTS RESERVED.

TAKEOFF OBSTACLE NOTES (CONTD 2)

OPA-LOCKA EXECUTIVE

◦ RWY 9L:

FENCE 48' FROM DER, 498' LEFT OF CENTERLINE, 10' AGL/17' MSL. UTILITY LINE 57' FROM DER, 505' LEFT OF CENTERLINE, 9' AGL/16' MSL. AIRPORT SIGN 40' FROM DER, 311' RIGHT OF CENTERLINE, 2' AGL/9' MSL. TREE 103' FROM DER, 481' LEFT OF CENTERLINE, 9' AGL/16' MSL. TREES BEGINNING 1632' FROM DER, 657' LEFT OF CENTERLINE, UP TO 43' AGL/57' MSL. TREES BEGINNING 3215' FROM DER, 885' RIGHT OF CENTERLINE, UP TO 81' AGL/95' MSL.

◦ RWY 9R:

AIRFIELD LIGHT 6' FROM DER, 59' RIGHT OF CENTERLINE, 1' AGL/7' MSL. LIGHT POLE 1439' FROM DER, 739' RIGHT OF CENTERLINE, 38' AGL/45' MSL. POLE 1436' FROM DER, 735' RIGHT OF CENTERLINE, 40' AGL/47' MSL. POLE 1581' FROM DER, 892' LEFT OF CENTERLINE, 40' AGL/47' MSL. TREE 11' FROM DER, 502' RIGHT OF CENTERLINE, 8' AGL/15' MSL. TREES BEGINNING 1590' FROM DER, 511' LEFT OF CENTERLINE, UP TO 109' AGL/116' MSL. TREES BEGINNING 1577' FROM DER, 243' RIGHT OF CENTERLINE, UP TO 57' AGL/64' MSL.

◦ RWY 12:

REIL 3' FROM DER, 118' LEFT OF CENTERLINE 1' AGL/9' MSL. REIL 3' FROM DER 118' RIGHT OF CENTERLINE, 1' AGL/9' MSL. POLES 1560' FROM DER, 266' RIGHT OF CENTERLINE, 40' AGL/48' MSL. POLE 461' FROM DER, 609' RIGHT OF CENTERLINE, 31' AGL/39' MSL. TREES BEGINNING 1080' FROM DER, 118' RIGHT OF CENTERLINE, UP TO 62' AGL/70' MSL. TREES BEGINNING 1051' FROM DER, 93' LEFT OF CENTERLINE, UP TO 56' AGL/64' MSL.

◦ RWY 27L:

FENCE 194' FROM DER, 483' RIGHT OF CENTERLINE, 10' AGL/16' MSL. POLES BEGINNING 336' FROM DER, 94' LEFT AND 530' RIGHT OF CENTERLINE, UP TO 67' AGL/73' MSL. TREES BEGINNING 1056' FROM DER, 756' LEFT OF CENTERLINE, UP TO 37' AGL/43' MSL. BUILDING 1106' FROM DER, 739' RIGHT OF CENTERLINE, 36' AGL/42' MSL.

◦ RWY 27R:

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

◦ RWY 30:

AIRPORT SIGN 40' FROM DER, 233' RIGHT OF CENTERLINE, 1' AGL/9' MSL. TOWER 2543' FROM DER, 565' RIGHT OF CENTERLINE, 76' AGL/84' MSL. ANTENNA ON BUILDING 2526' FROM DER, 572' RIGHT OF CENTERLINE, 74' AGL/82' MSL. TOWER 3760' FROM DER, 969' RIGHT OF CENTERLINE, 100' AGL/105' MSL. TREES BEGINNING 1312' FROM DER, 590' LEFT OF CENTERLINE, UP TO 43' AGL/51' MSL. TREES BEGINNING 1711' FROM DER, 614' RIGHT OF CENTERLINE, UP TO 78' AGL/86' MSL.

CHANGES: New obstacle page.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Arrival	D-ATIS	Departure	ACARS: D-ATIS PDC TWIP	MIAMI Clearance	Ground Rwys 8L/R, 12, 26L/R	Rwys 9, 27, 30
119.15 VOT 112.0		133.67		135.35	121.8	127.5

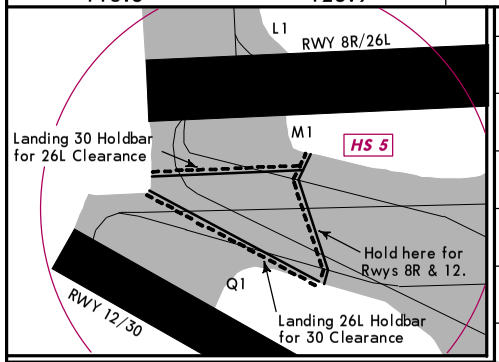
Tower 270°-089°	Tower 090°-269°	MIAMI Departure (R) 270°-089°	MIAMI Departure (R) 090°-269°
118.3	123.9	119.45	125.5

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- Spot 1
- South and east sides of Concourse D Spot 3
- All gates located between Concourses E and F Spots 17, 18
- All gates located between Concourses F and G Spot 19
- All gates located between Concourses G and H Spot 20
- All gates located between Concourses H and J Spots 21, 22, 23
- East gates located on Concourse J and adjacent remote parking area Spots 24, 25, 26, 27
- All gates located in Northeast Corner Area Spots 52, 53
- All gates located on Western U Cargo Area Spot 73
- All gates located on Eastern U Cargo Area Spot 75

Spots 1 and 3: Apron Control and pushback request will be made using ARINC frequency 128.02 (call sign "Miami Gates").
Spots 5, 6, 7, 8, 9, 10, 13, 14 & 15: American Apron Control and pushback request will be made using ARINC frequency 130.95.
Spots 16, 17, 18, 19, & 20: Apron Control and pushback request will be made using ARINC frequency 130.5 (call sign "Miami Gates").
Spots 21, 22, 23, 24, 25, 26, & 27: Apron Control and pushback request will be made using ARINC frequency 132.37 (call sign "Miami Gates").
Spots 52, 53: Apron Control and pushback request will be made using ARINC frequency 129.07 (call sign "Miami Gates").
Spots 73, 75: Pushback will be made via MIAMI ATC on frequency 121.8 or 127.5.
All aircraft requiring engine start prior to pushback must contact ARINC frequency 130.5 (call sign "Miami Gates") for startup clearance.



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

Aircraft with a wingspan greater than 143' (44m) are prohibited from using Twy AA.

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

RUNWAY INCURSION HOT SPOTS

HS

For information only, not to be construed as ATC instructions.

- HS1 Short taxi across taxiways to runway.
- HS2 Short taxi across taxiways to runway.
- HS3 Rwys 27 and 30 Wrong Runway Departure Risk.
- HS4 Short taxiway between runways.
- HS5 Two runway ends close together with multiple hold lines that are dependent upon the runway(s) in use. (SEE INSET)

LEGEND

Hold bars

Spot

GENERAL AVIATION CENTER AND U.S. CUSTOMS

FBO

UPS

FEDEX

808 RAMP

8600' 2621m

10,506' 3202m

9355' 2851m

13,016' 3967m

8L 092°

8R 092°

26R 272°

26L 272°

12 124°

9 092°

27 272°

30 304°

NORTHEAST BASE

CENTRAL BASE

INTL SATELLITE

INTL E

E REMOTE

PENALTY BOX

SEE INSET

Western Cargo Base

Control Tower 341'

CARGO CITY

Western U Cargo Area

Eastern U Cargo Area

AA Cargo

LAHSO

HS 1

HS 2

HS 3

HS 4

HS 5

Elev 8'

Elev 7'

Feet 0 500 1000 1500 2000 2500 3000

Meters 0 200 400 600 800 1000

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

GENERAL

CAUTION: Be alert to runway crossing clearances. Readback of all runway holding instructions is required.

ASDE-X Surveillance System in use: Operate transponders with mode C on all taxiways and runways.

Airport closed to non-engine aircraft.

Birds in vicinity of airport.

Terminal Doppler Weather Radar.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING Threshold	BEYOND Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
8L ❶ 26R	HIRL CL REIL PAPI-L (angle 3.00°) grooved RVR HIRL CL REIL PAPI-L (angle 3.00°) grooved					150′ *46m*
❶ Closed 2200-0700LT when Rwys 8R-26L and 9-27 are in use.						
8R ❷ 26L	HIRL CL MALSR TDZ PAPI-L (angle 3.00°) RVR HIRL CL MALSF PAPI-L (angle 3.00°) RVR		9545′ *2909m* 9405′ *2867m*			200′ *61m*
❷ Grooved.						
9 27	HIRL CL MALSR PAPI-L (angle 3.00°) grooved RVR	❸11,397′ *3474m* 12,755′ *3888m*	10,325′ *3147m* 11,699′ *3566m*	12/30 9749′*2971m*		150′ *46m*
❸ Last 261′ (80m) is unavailable for landing distance computations.						
12 ❹ 30	HIRL CL MALSR PAPI-R (angle 3.00°) grooved RVR HIRL CL MALS PAPI-L (angle 3.00°) grooved RVR	❺ 8579′ *2615m* ❻ 7913′ *2412m*	7513′ *2290m* 6947′ *2117m*	9/27 8100′*2469m*		150′ *46m*

❹ Closed 2200-0700LT when Rwys 8R-26L and 9-27 are in use.

❺ Last 776′ (237m) is unavailable for landing distance computations.

❻ Last 503′ (153m) is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 12, 27

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 8R, 26L, 30

Both RVRs are required and controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 9

With Mim climb of 240′/NM to 1200′

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 26R			Rwy 8L			
Adequate Vis Ref	STD		With Mim climb of 382′/NM to 300′			Other
	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng	
1/4	1/2	1	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300- 1 1/4

OBSTACLE DP

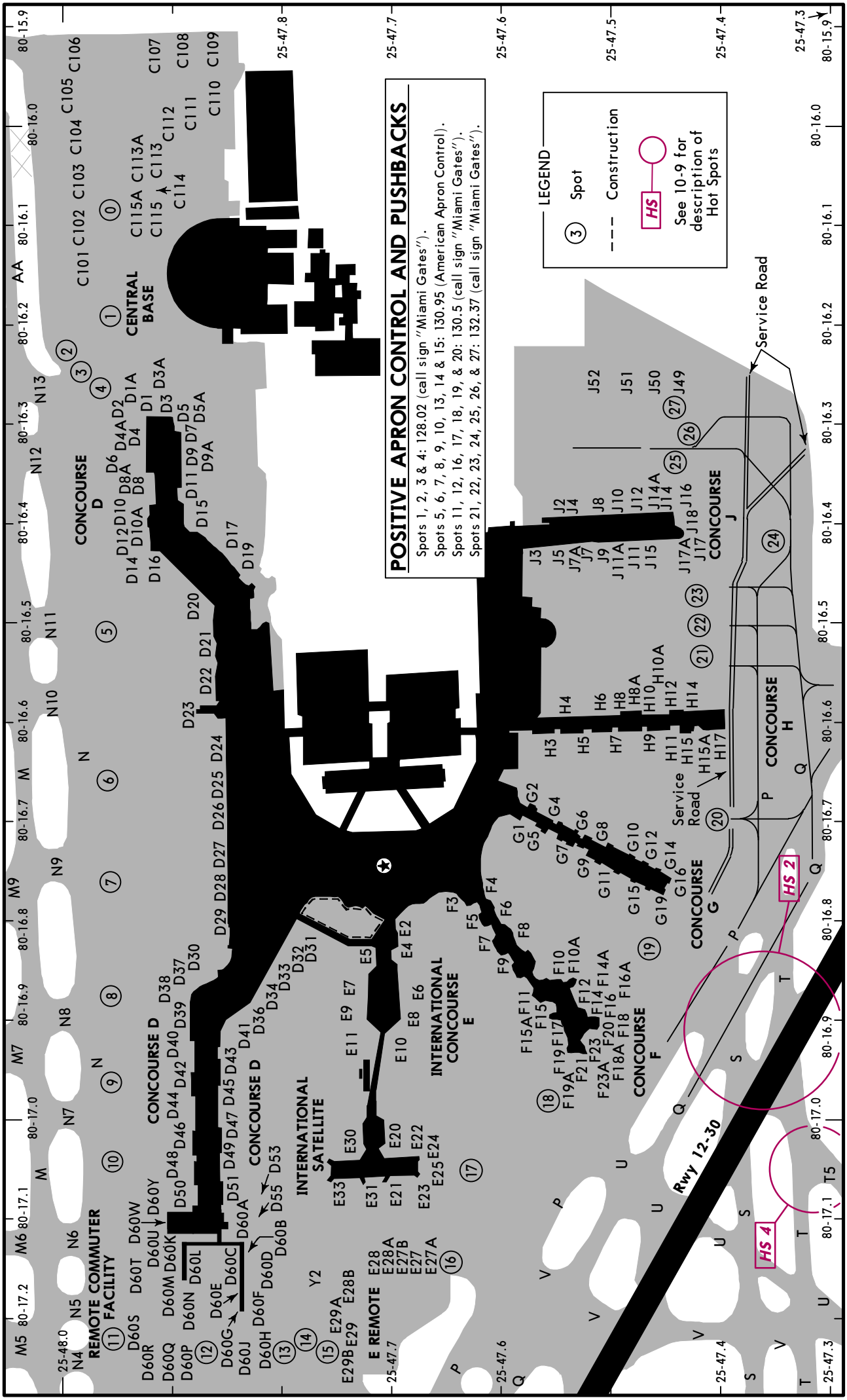
Rwy 8L/R- Climb heading 092° to 1000′ before turning right.
Rwy 12- Climbing right turn to intercept DHP VOR R-125 to 1100′ before turning left.
Rwy 26L/R- Climb heading 272° to 600′ before turning left.
Rwy 27- Climb heading 272° to 600′ before turning right.

FOR FILING AS ALTERNATE

	ILS Rwy 8R ILS Rwy 9 ILS Rwy 12 ILS Rwy 30	LOC/DME Rwy 8L LOC Rwy 8R LOC Rwy 9 LOC Rwy 12 LOC/DME Rwy 26R RNAV (GPS) Rwy 8L	RNAV (GPS) Z Rwy 8R RNAV (GPS) Rwy 9 RNAV (GPS) Z Rwy 12 RNAV (GPS) Z Rwy 26L RNAV (GPS) Rwy 26R RNAV (GPS) Z Rwy 27 RNAV (RNP) Y Rwy 27 RNAV (GPS) Z Rwy 30	ILS Rwy 26L LOC Rwy 26L	Authorized Only When Local Weather Available ILS Rwy 27	LOC Rwy 27	LOC Rwy 30	RNAV (RNP) Y Rwy 8R RNAV (RNP) Y Rwy 12 RNAV (RNP) Y Rwy 26L RNAV (RNP) Y Rwy 30
A	600-2	800-2		800-2	600-2	800-2	900-2	NA
B								
C							900-2 1/2	
D				800-2 1/4			900-2 3/4	

AMEND 17A

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.



CHANGES: Call spots.

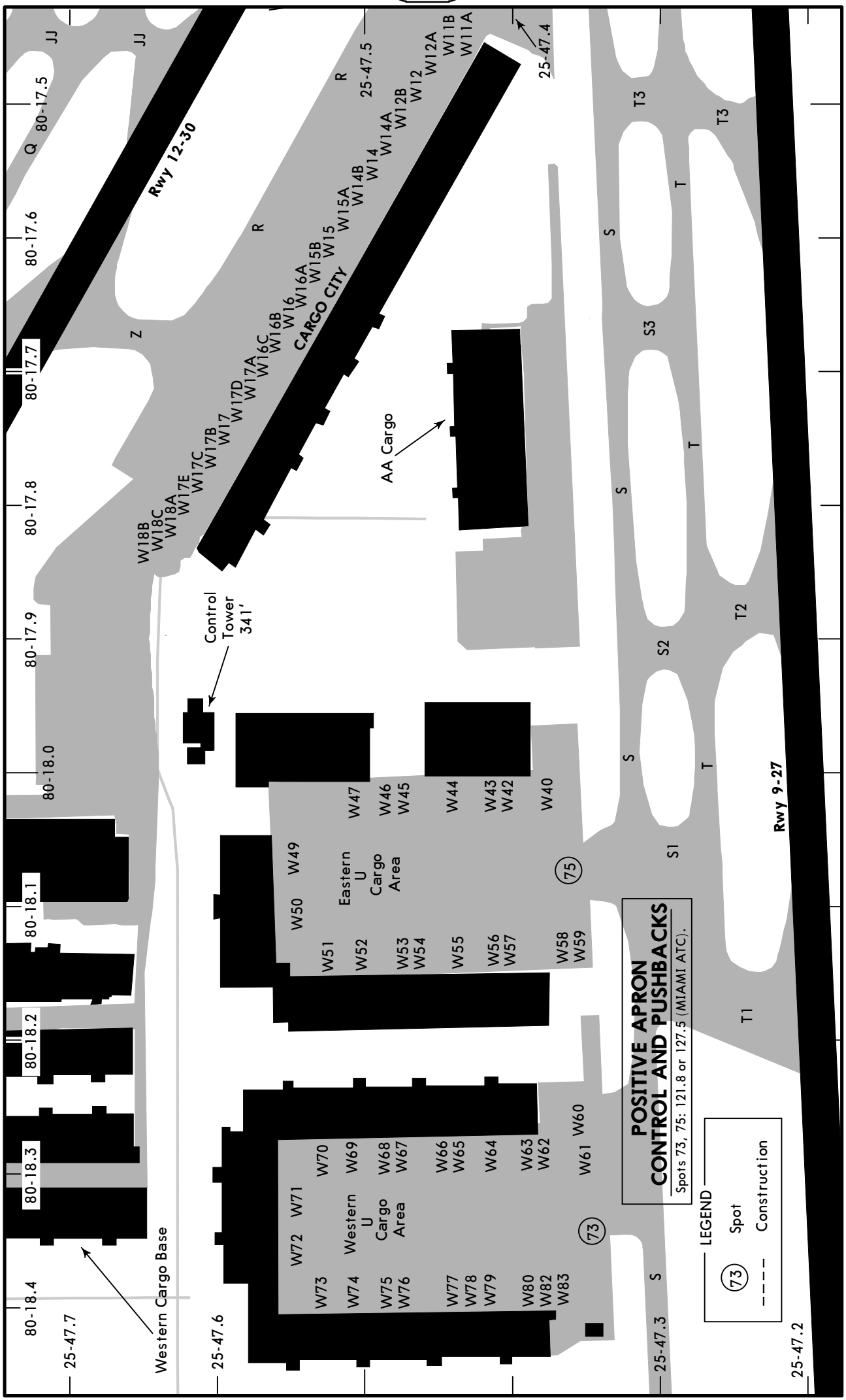
© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

PARKING BAY COORDINATES

BAY No.	COORDINATES
CONCOURSE D	
D1 thru D5A	N25 47.9 W080 16.3
D6	N25 48.0 W080 16.3
D7	N25 47.9 W080 16.3
D8, D8A	N25 47.9 W080 16.4
D9, D9A	N25 47.9 W080 16.3
D10, D10A	N25 47.9 W080 16.4
D11, D12	N25 47.9 W080 16.4
D14 thru D16	N25 47.9 W080 16.4
D17, D19	N25 47.8 W080 16.4
D20, D21	N25 47.9 W080 16.5
D22 thru D24	N25 47.9 W080 16.6
D25 thru D27	N25 47.9 W080 16.7
D28 thru D30	N25 47.9 W080 16.8
D31, D32	N25 47.8 W080 16.8
D33, D34, D36	N25 47.8 W080 16.9
D37 thru D40	N25 47.9 W080 16.9
D41	N25 47.8 W080 16.9
D42	N25 47.9 W080 17.0
D43	N25 47.8 W080 16.9
D44	N25 47.9 W080 17.0
D45	N25 47.8 W080 17.0
D46	N25 47.9 W080 17.0
D47	N25 47.8 W080 17.0
D48	N25 47.9 W080 17.1
D49	N25 47.8 W080 17.0
D50	N25 47.9 W080 17.1
D51	N25 47.8 W080 17.1
REMOTE COMMUTER FACILITY	
D53, D55	N25 47.8 W080 17.1
D60A thru D60C	N25 47.8 W080 17.1
D60D thru D60H	N25 47.8 W080 17.2
D60J	N25 47.8 W080 17.2
D60K, D60L	N25 47.9 W080 17.1
D60M, D60N	N25 47.9 W080 17.2
D60P thru D60S	N25 47.9 W080 17.2
D60T, D60U	N25 47.9 W080 17.1
D60W, D60Y	N25 47.9 W080 17.1
E REMOTE	
E27 thru E28A	N25 47.7 W080 17.1
E28B thru E29B	N25 47.7 W080 17.2
INTL CONCOURSE E	
E2, E4, E5	N25 47.7 W080 16.8
E6 thru E11	N25 47.7 W080 16.9
INTL SATELLITE	
E20	N25 47.7 W080 17.0
E21	N25 47.7 W080 17.1
E22	N25 47.7 W080 17.0
E23	N25 47.7 W080 17.1
E24	N25 47.7 W080 17.0
E25	N25 47.7 W080 17.1
E30	N25 47.7 W080 17.0
E31, E33	N25 47.7 W080 17.1
CONCOURSE F	
F3 thru F9	N25 47.6 W080 16.8
F10, F10A	N25 47.5 W080 16.8
F11	N25 47.6 W080 16.9
F12, F14, F14A	N25 47.5 W080 16.9
F15, F15A	N25 47.6 W080 16.9
F16 thru F19	N25 47.5 W080 16.9
F19A	N25 47.5 W080 17.0
F20, F21, F23	N25 47.5 W080 16.9
F23A	N25 47.5 W080 17.0
CONCOURSE G	
G1, G2, G4, G5	N25 47.6 W080 16.7
G6 thru G10	N25 47.5 W080 16.7
G11	N25 47.5 W080 16.8
G12	N25 47.5 W080 16.7
G14	N25 47.4 W080 16.7
G15	N25 47.5 W080 16.8
G16	N25 47.4 W080 16.8
G19	N25 47.5 W080 16.8
CONCOURSE H	
H3	N25 47.6 W080 16.6
H4 thru H10A	N25 47.5 W080 16.6
H11, H12	N25 47.4 W080 16.6
H14 thru H15A	N25 47.4 W080 16.6
H17	N25 47.4 W080 16.6
CONCOURSE J	
J2	N25 47.5 W080 16.4
J3	N25 47.6 W080 16.4
J4, J5	N25 47.5 W080 16.4
J7 thru J12	N25 47.5 W080 16.4
J14, J14A, J15	N25 47.5 W080 16.4
J16 thru J18	N25 47.4 W080 16.4
J BAYS	
J49	N25 47.4 W080 16.3
J50 thru J52	N25 47.5 W080 16.3
CENTRAL BASE	
C101 thru C103	N25 48.0 W080 16.1
C104, C105	N25 48.0 W080 16.0
C106	N25 48.0 W080 15.9
C107 thru C109	N25 47.9 W080 15.9
C110 thru C113A	N25 47.9 W080 16.0
C114 thru C115A	N25 47.9 W080 16.1

CHANGES: None.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.



© JEPPESEN, 2009, 2014. ALL RIGHTS RESERVED.

WEST CARGO PARKING BAY COORDINATES

BAY No.	COORDINATES
CARGO CITY	
W11A, W11B	N25 47.4 W080 17.4
W12, W12A, W12B	N25 47.5 W080 17.5
W14 thru W16C	N25 47.5 W080 17.6
W17 thru W18C	N25 47.6 W080 17.8

BAY No.	COORDINATES
EASTERN U CARGO AREA	
W40	N25 47.4 W080 18.0
W42 thru W44	N25 47.4 W080 18.0
W45 thru W47	N25 47.5 W080 18.0
W49	N25 47.6 W080 18.0
W50	N25 47.5 W080 18.1
W51 thru W54	N25 47.5 W080 18.1
W55 thru W57	N25 47.4 W080 18.1
W58, W59	N25 47.4 W080 18.1
WESTERN U CARGO AREA	
W60, W61	N25 47.4 W080 18.3
W62 thru W66	N25 47.4 W080 18.3
W67 thru W70	N25 47.5 W080 18.3
W71	N25 47.6 W080 18.3
W72	N25 47.6 W080 18.4
W73 thru W76	N25 47.5 W080 18.4
W77 thru W79	N25 47.4 W080 18.4
W80 thru W83	N25 47.4 W080 18.4

CHANGES: None.

© JEPPESEN, 2009, 2014. ALL RIGHTS RESERVED.

KMIA/MIA
MIAMI INTL

JEPPESEN
5 DEC 14 (11-1)

MIAMI, FLA
LOC DME Rwy 8L

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

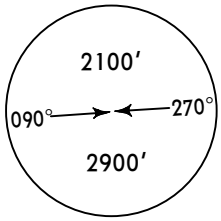
BRIEFING STRIP™

LOC IROY	Final Apch Crs	Minimum Alt LICEY	MDA(H)	Apt Elev 9′
109.3	092°	1500′ (1492′)	440′ (432′)	TDZE 8′

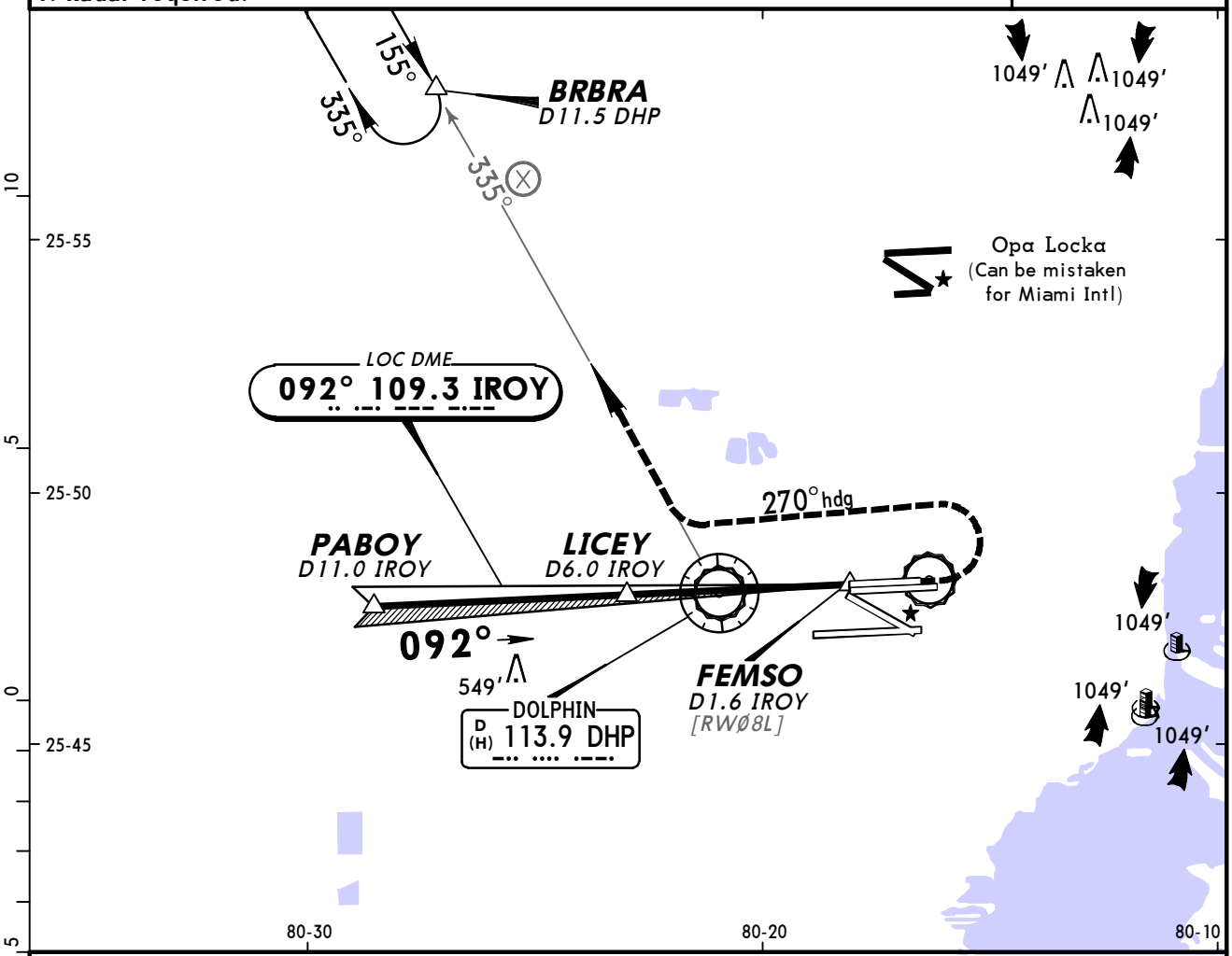
MISSED APCH: Climb to 800′ then climbing LEFT turn to 3000′ via heading 270° and outbound on DHP VOR R-335 to BRBRA INT/ D11.5 DHP and hold.

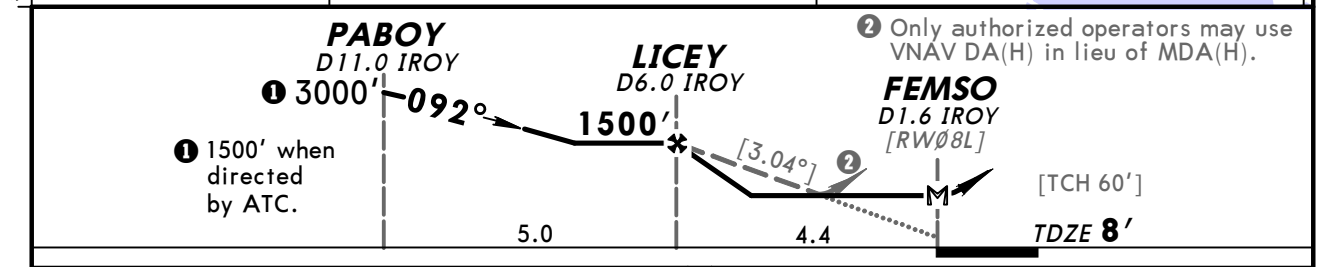
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required.



MSA DHP VOR





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

REIL PAPI-L	800′	3000′ LT	via 270° hdg	and DHP 113.9 R-335

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

TERPS AMEND OB

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

CHANGES: None.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

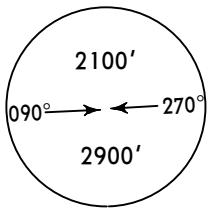
D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270°-089°	MIAMI Tower 090°-269°	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

LOC IMFA	Final Apch Crs	GS LAWNN	ILS DA(H)	Apt Elev 9′ / TDZE 8′
110.3	092°	1500′ (1492′)	450′ (442′)	

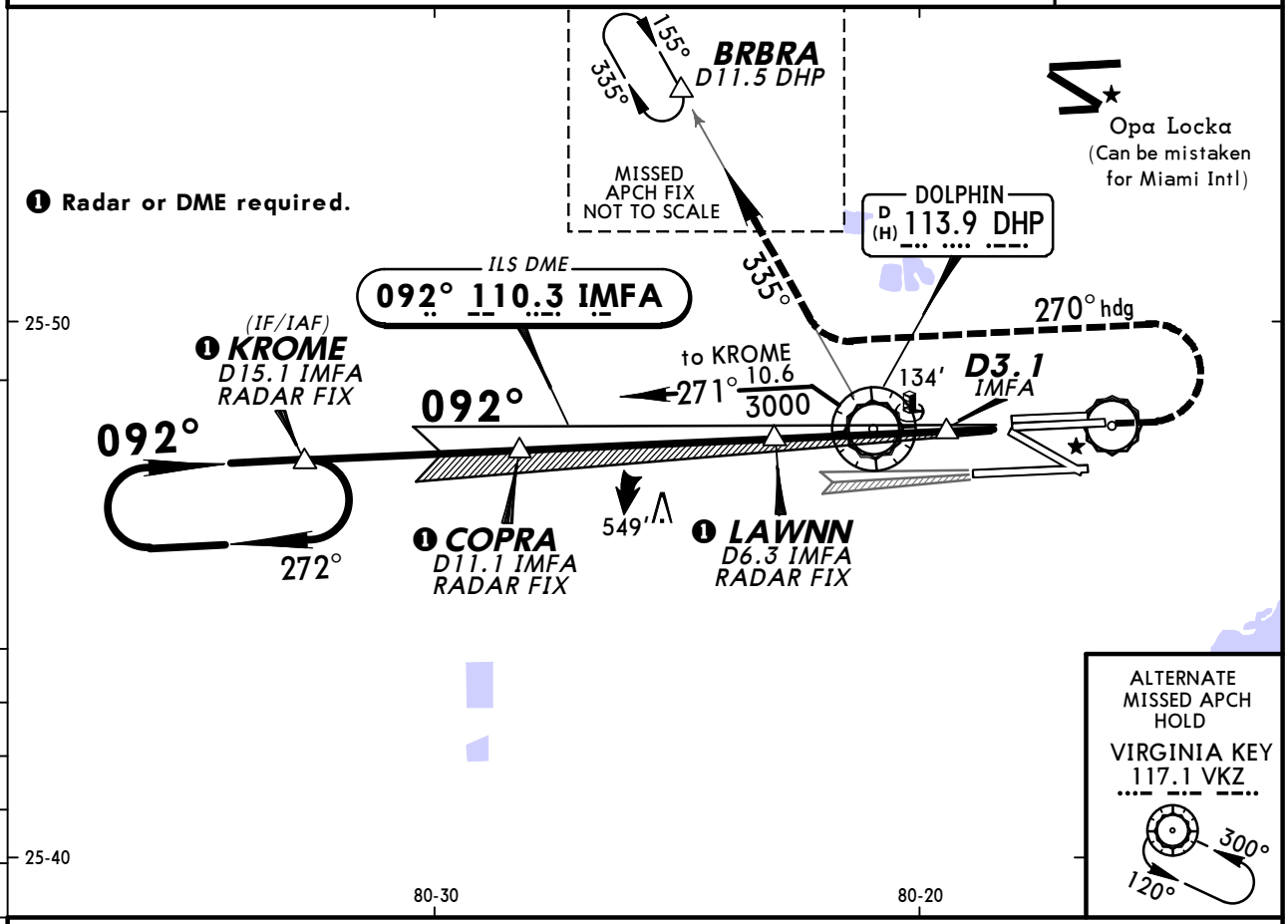
MISSED APCH: Climb to 800′ then climbing LEFT turn to 3000′ on heading 270° and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold, or as directed by ATC.

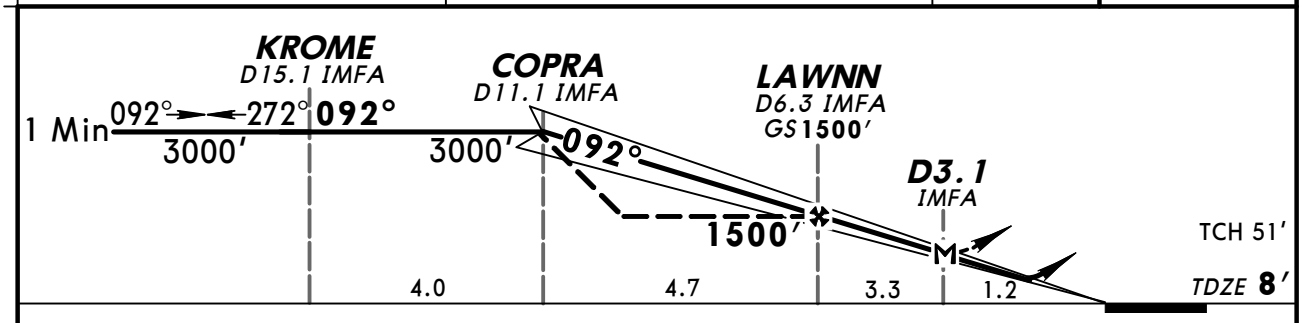
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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
GS	3.00°	372	478	531	637	743	849
MAP at 3.1 IMFA or LAWNN to MAP	3.3	2:50	2:12	1:59	1:39	1:25	1:14

MALSR
PAPI

800′

3000′ LT on 270° hdg and DHP 113.9 R-335

STRAIGHT-IN LANDING RWY 8R

	ILS DA(H) 450′ (442′) FULL	TDZ or CL out	RAIL or ALS out	LOC (GS out) MDA(H) 560′ (552′)	RAIL out	ALS out
A	RVR 50 or 1		1½	RVR 50 or 1		
B						
C				RVR 50 or 1	1½	
D				RVR 60 or 1¼	1¾	

TERPS AMEND 30D 11 DEC 2014

CHANGES: Note.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

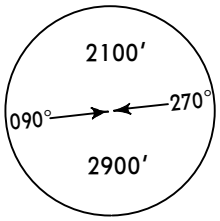
D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270°-089°	MIAMI Tower 090°-269°	Ground Rwys 9, 27, 30	Ground Rwys 8L/R, 12, 26L/R
119.15	124.85	118.3	123.9	127.5	121.8

LOC IBUL	Final Apch Crs	GS INESS	ILS DA(H)	Apt Elev 9′
110.9	092°	1349′ (1340′)	209′ (200′)	TDZE 9′

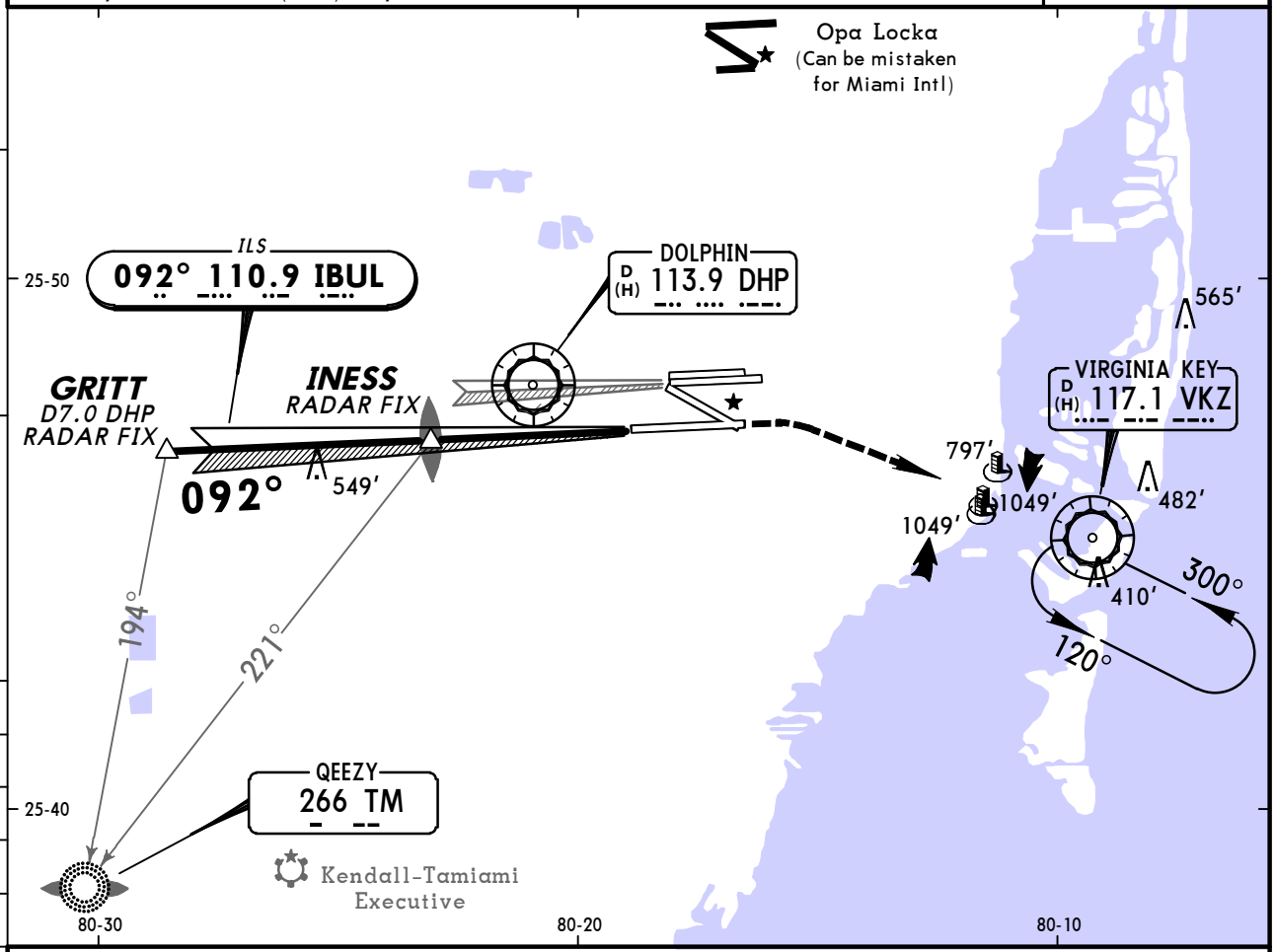
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 3000′ direct VKZ VOR and hold.

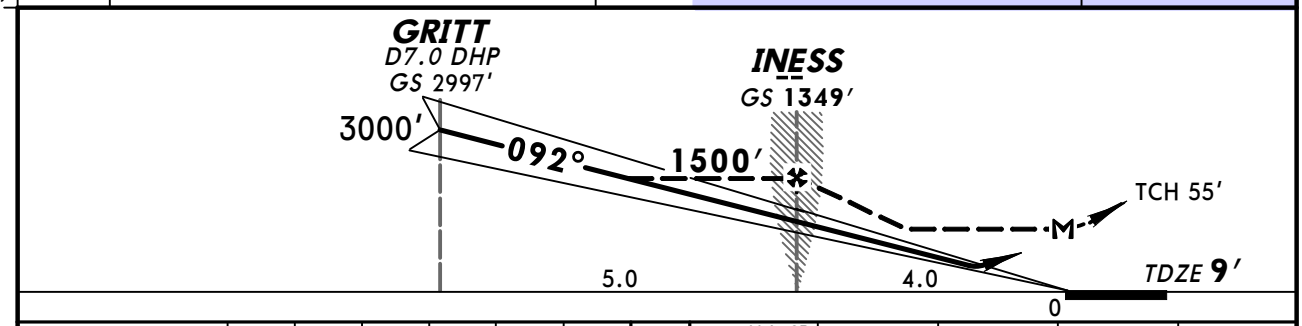
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. CAUTION: Lights on highway 1/4 NM south of final approach course may be mistaken for runway. 3. Simultaneous approach authorized with ILS or LOC Rwy 8R and RNAV (GPS) Rwy 8L.



MSA DHP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
INESS to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30

MALSR PAPI | 800′ | 3000′ RT | D | VKZ 117.1

STRAIGHT-IN LANDING RWY9						CIRCLE-TO-LAND	
ILS DA(H) 209′ (200′)			LOC (GS out) MDA(H) 440′ (431′)				
	FULL	RAIL or ALS out		RAIL out	ALS out		
A	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	A	NA
B						B	
C			RVR 40 or 3/4	RVR 60 or 1 1/4		C	
D			RVR 50 or 1	1 1/2		D	

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

TERPS AMEND 9D 11 DEC 2014

CHANGES: MM decommissioned, note.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

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

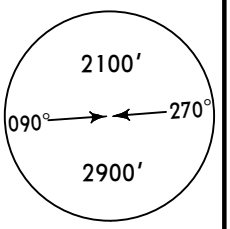
BRIEFING STRIP™

LOC IGEM	Final Apch Crs	GS VEPCO	ILS DA(H)	Apt Elev 9′
108.9	124°	2000′ (1992′)	376′ (368′)	TDZE 8′

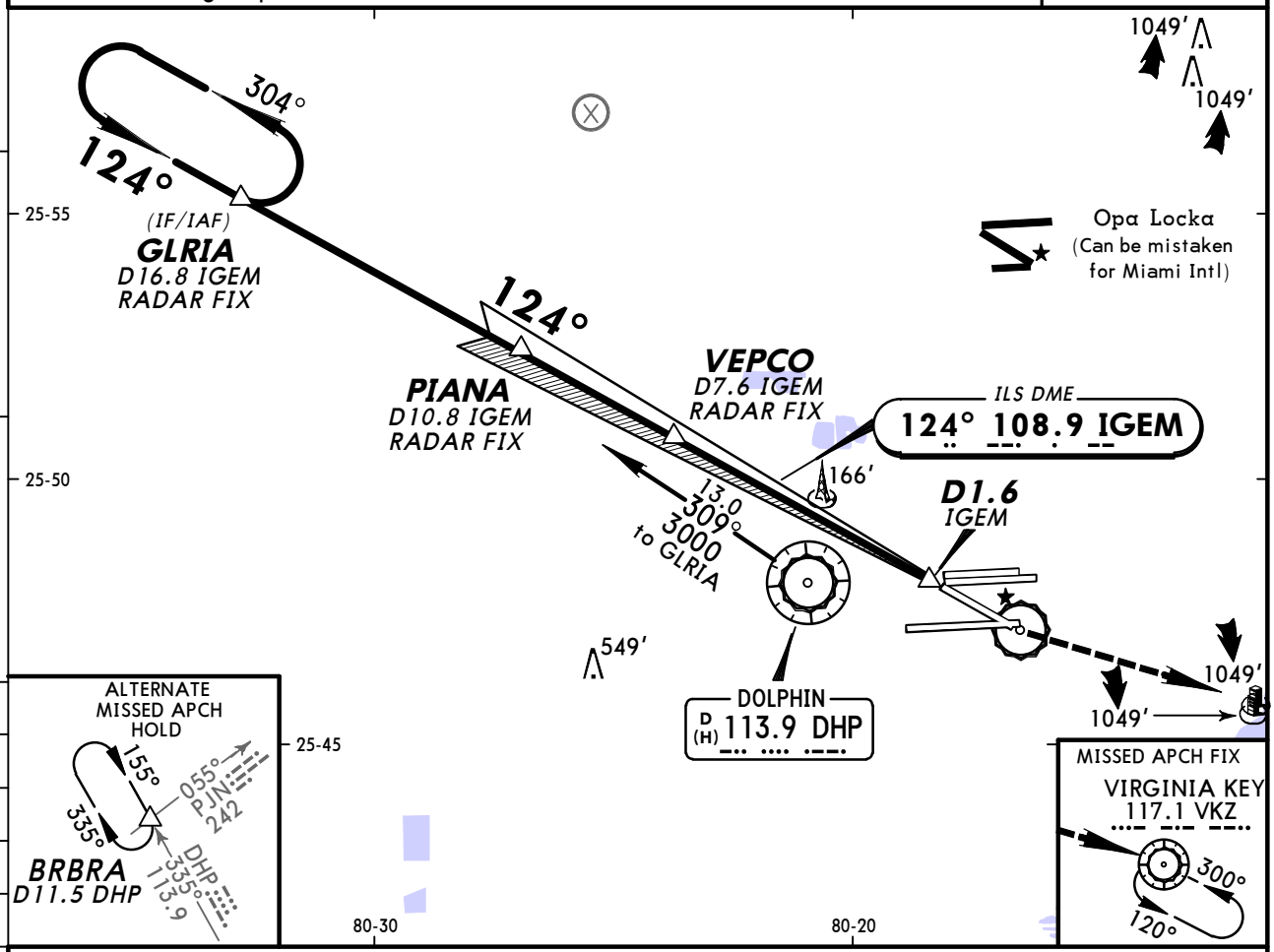
MISSED APCH: Climb to 800′ then climbing LEFT turn to 3000′ direct VKZ VOR and hold.

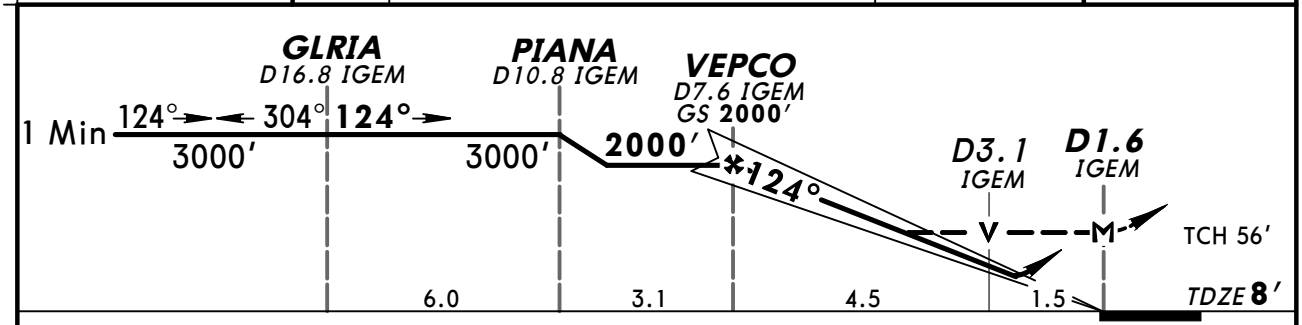
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. Visibility reduction by helicopters not authorized.
3. VGSI and ILS glidepath not coincident.



MSA DHP VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.6 IGEM or VEPCO to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR
PAPI

800′

3000′
LT

D

VKZ
117.1

STRAIGHT-IN LANDING RWY 12

	ILS DA(H) 376′ (368′) FULL	ILS RAIL out	ILS ALS out	LOC (GS out) MDA(H) 560′ (552′)	LOC RAIL out	LOC ALS out	CIRCLE-TO-LAND
A	RVR 40 or ¾	RVR 60 or 1¼		RVR 40 or ¾		RVR 50 or 1	NA
B							
C				RVR 50 or 1	1½		
D				RVR 60 or 1¼	1¾		

TERPS AMEND 5A

CHANGES: None.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

KMIA/MIA
MIAMI INTL

JEPPESEN

17 AUG 12 (11-5)

MIAMI, FLA
ILS or LOC Rwy 26L

BRIEFING STRIP ™

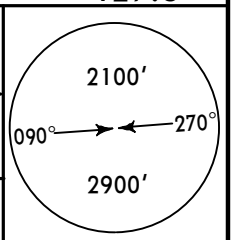
D-ATIS Arrivals	MIAMI Approach (R)	MIAMI Tower 270°-089°	MIAMI Tower 090°-269°	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

LOC IVIN	Final Apch Crs	GS AGLER	ILS DA(H)	Apt Elev / TDZE
109.1	272°	1600′ (1592′)	208′ (200′)	Apt Elev 9′ TDZE 8′

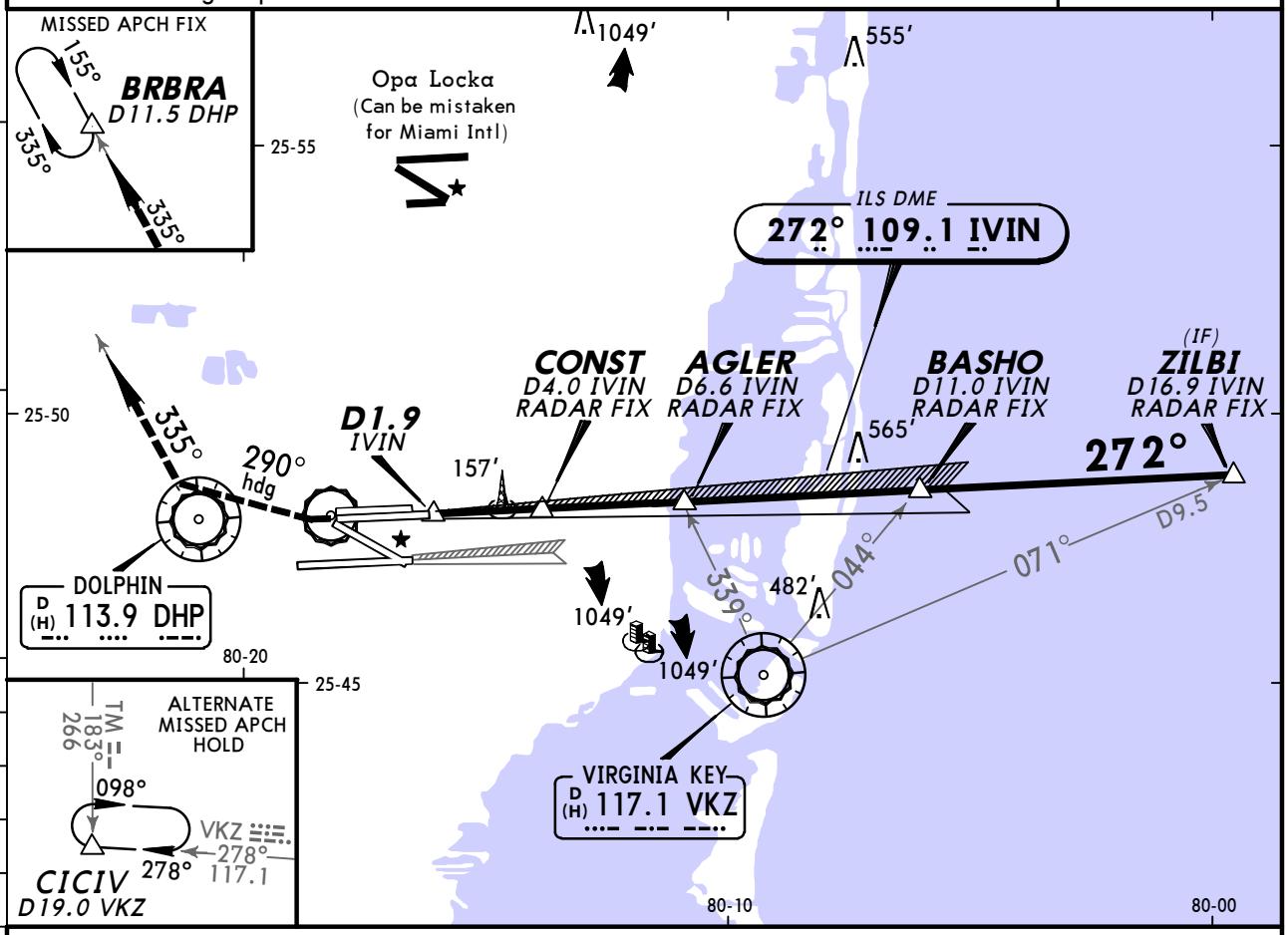
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 2000′ via heading 290° and DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.

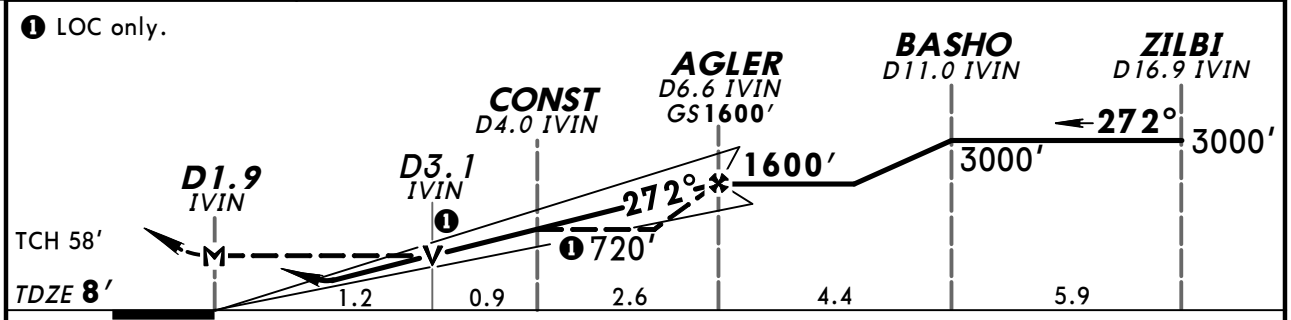
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Radar required. 3. Simultaneous approach authorized with ILS or LOC Rwy 27. 4. Autopilot coupled approach not authorized below 480′.
5. VGSI and ILS glidepath not coincident.



MSA DHP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.9 IVIN or AGLER to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSF PAPI 800′ 2000′ RT via 290° hdg and DHP 113.9 R-335

STRAIGHT-IN LANDING RWY 26L

	ILS DA(H) 208′ (200′) FULL	ILS DA(H) 208′ (200′) ALS out	LOC (GS out) MDA(H) 460′ (452′) with CONST	LOC (GS out) MDA(H) 460′ (452′) ALS out	LOC (GS out) MDA(H) 720′ (712′) without CONST	LOC (GS out) MDA(H) 720′ (712′) ALS out	CIRCLE-TO-LAND
A	RVR 40 or ¾		RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	NA
B							
C			1¼		2		
D			1½		2¼		

TERPS AMEND 15C 23 AUG 2012

CHANGES: VDP LOC only, notes.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

KMIA/MIA
MIAMI INTL

JEPPESEN

17 AUG 12 (11-6)

MIAMI, FLA
LOC DME Rwy 26R

BRIEFING STRIP™

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

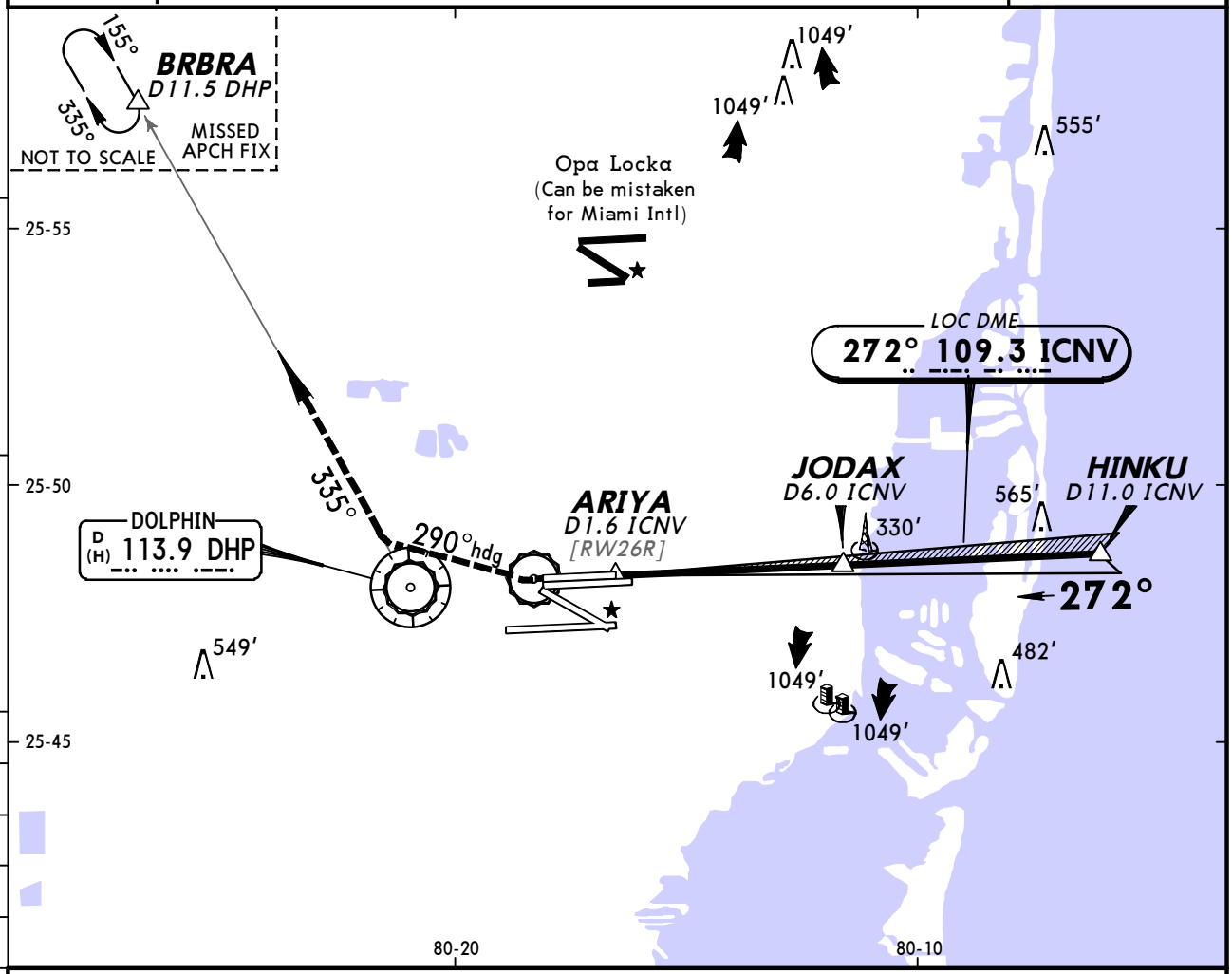
LOC ICNV	Final Apch Crs	Minimum Alt JODAX	MDA(H)	Apt Elev / TDZE
109.3	272°	1500′ (1492′)	480′ (472′)	Apt Elev 9′ / TDZE 8′

MISSED APCH: Climb to 800′ then climbing RIGHT turn to 2000′ via heading 290° and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.

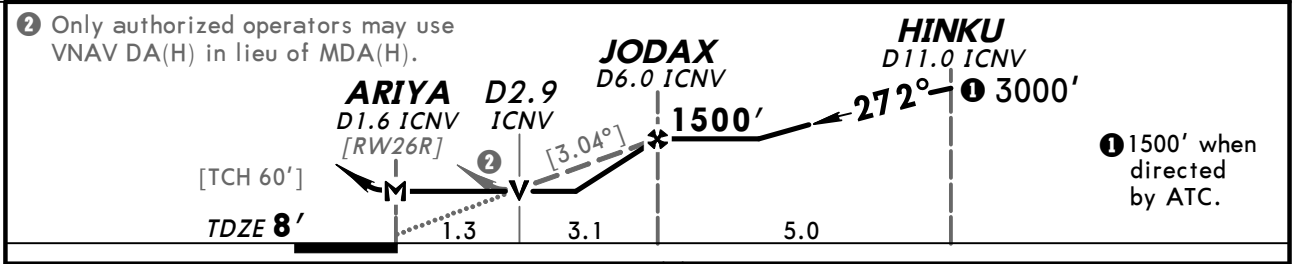
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. Radar required.

MSA DHP VOR: 2100′ (090°–270°), 2900′



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



❶ 1500′ when directed by ATC.

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

REIL
PAPI-L

800′

2000′ RT via 290° hdg and DHP 113.9 R-335

STRAIGHT-IN LANDING RWY 26R		CIRCLE-TO-LAND	
MDA(H) 480′ (472′)			
A	1	A	NA
B		B	
C	1¼	C	
D	1½	D	

TERPS AMENDOB

CHANGES: None.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

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

LOC IMIA	Final Apch Crs	GS CHHAZ	ILS DA(H)	Apt Elev 9′
109.5	272°	1600′ (1591′)	209′ (200′)	TDZE 9′

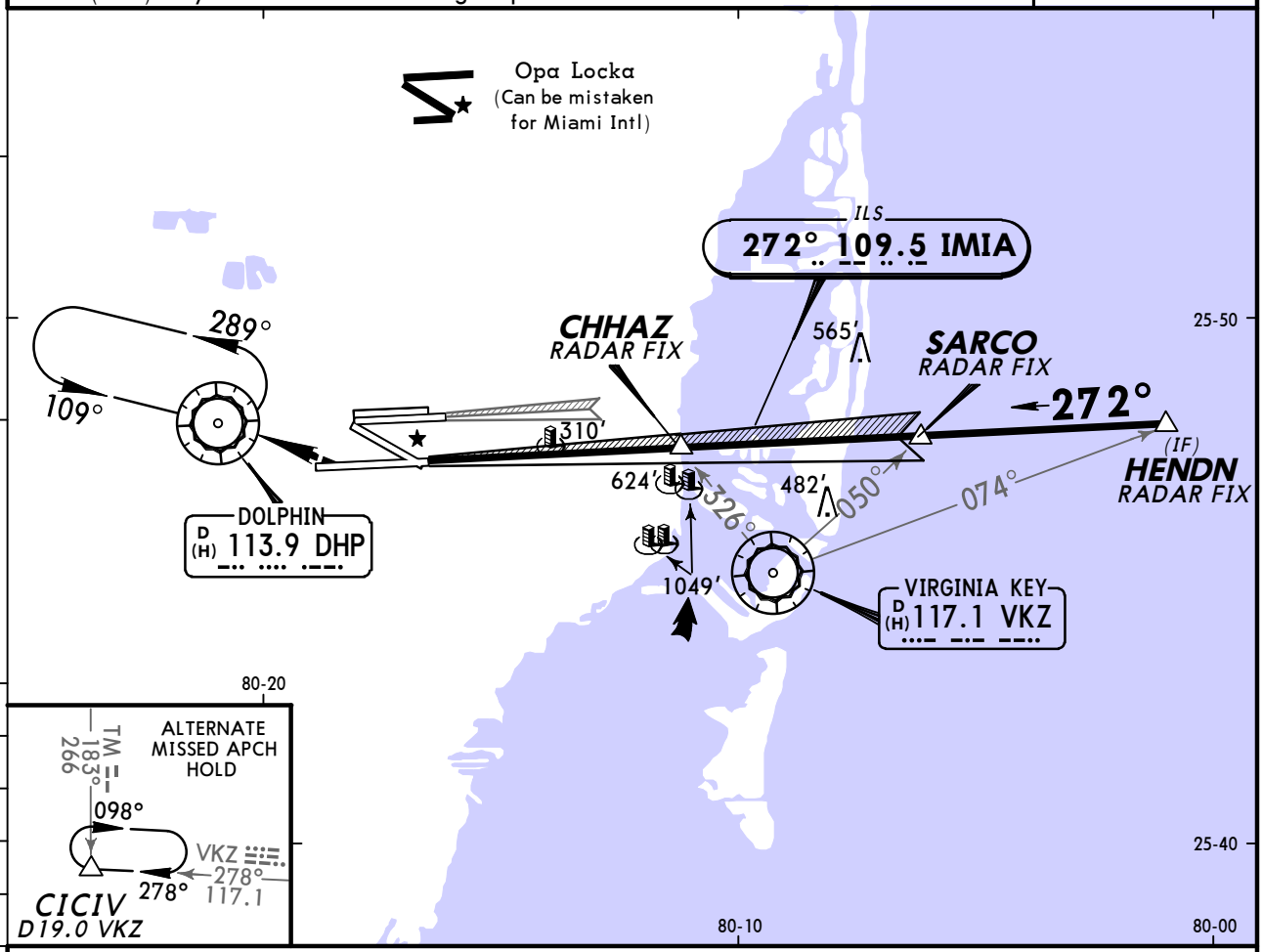
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ direct DHP VOR and hold.

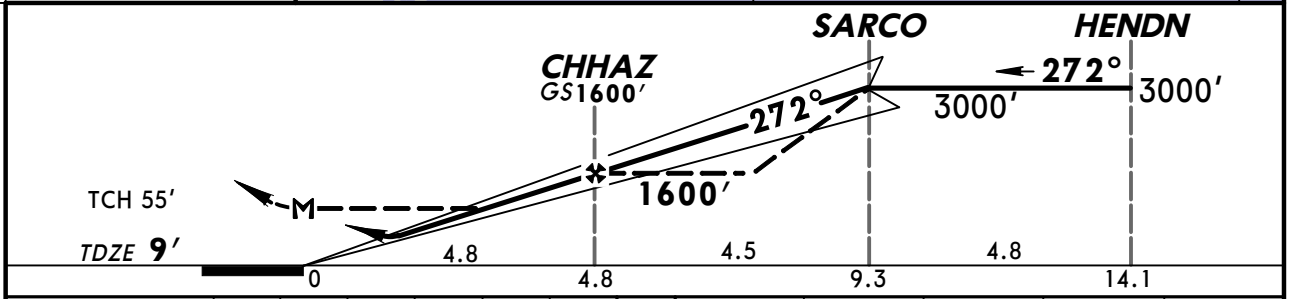
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with ILS or LOC Rwy 26L and RNAV (GPS) Rwy 26R. 3. VGSI and ILS glidepath not coincident.

2100′
090° 270°
2900′
MSA DHP VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
CHHAZ to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR
PAPI
600′
3000′ RT
DHP 113.9

STRAIGHT-IN LANDING RWY27					CIRCLE-TO-LAND	
ILS DA(H) 209′ (200′)			LOC (GS out) MDA(H) 560′ (551′)			
	FULL	RAIL or ALS out	RAIL out	ALS out		
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	A	NA
B					B	
C			RVR 50 or 1	1½	C	
D			RVR 60 or 1¼	1¾	D	

TERPS AMEND 25B 11 DEC 2014

CHANGES: Note.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP

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

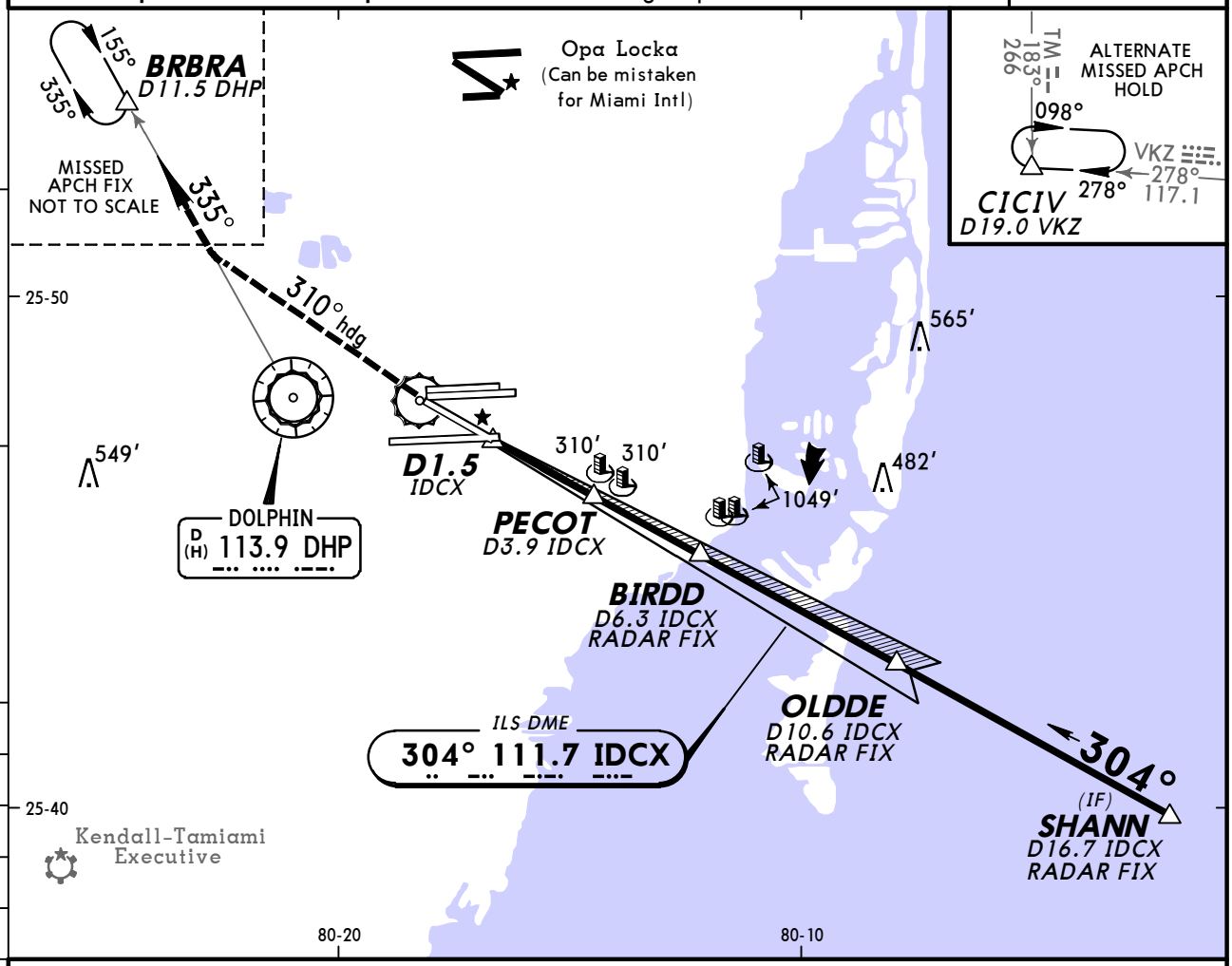
LOC IDCX	Final Apch Crs	GS BIRDD	ILS DA(H)	Apt Elev 9′
111.7	304°	1600′ (1592′)	220′ (212′)	TDZE 8′

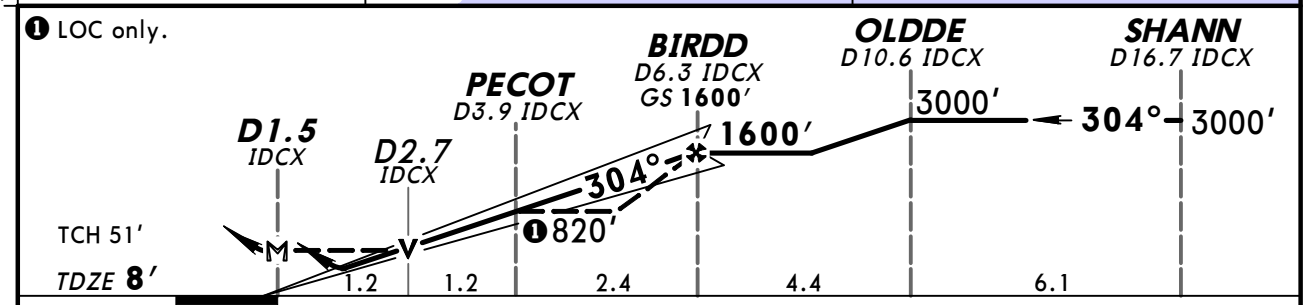
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 2000′ via heading 310° and DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. DME required. 2. Radar required. 3. VGSI and ILS glidepath not coincident.

MSA DHP VOR: 2100′ (090°–270°), 2900′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.5 IDCX or BIRDD to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALS — PAPI — 800′ — 2000′ RT via 310° hdg and DHP 113.9 R-335

TERPS AMEND 1A

	STRAIGHT-IN LANDING RWY 30 ILS DA(H) 220′ (212′) FULL	ILS ALS out	LOC (GS out) MDA(H) 460′ (452′) With PECOT	LOC (GS out) MDA(H) 460′ (452′) ALS out	LOC (GS out) MDA(H) 820′ (812′) Without PECOT	LOC (GS out) MDA(H) 820′ (812′) ALS out		CIRCLE-TO-LAND
A	RVR 40 or ¾		RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	A	NA
B					RVR 60 or 1¼		B	
C			RVR 60 or 1¼		2½		C	
D			1½		2¾		D	

CHANGES: None.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

KMIA/MIA
MIAMI INTL

JEPPESEN

6 DEC 13 (12-1) Eff 12 Dec

MIAMI, FLA
RNAV (GPS) Rwy 8L

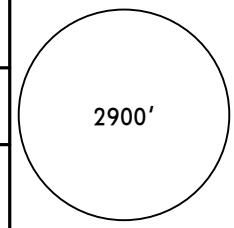
D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270°-089°	MIAMI Tower 090°-269°	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 9′
Ch 42703 W-08A	092°	KACDE 1500′ (1492′)	258′ (250′)	Rwy 8L 8′

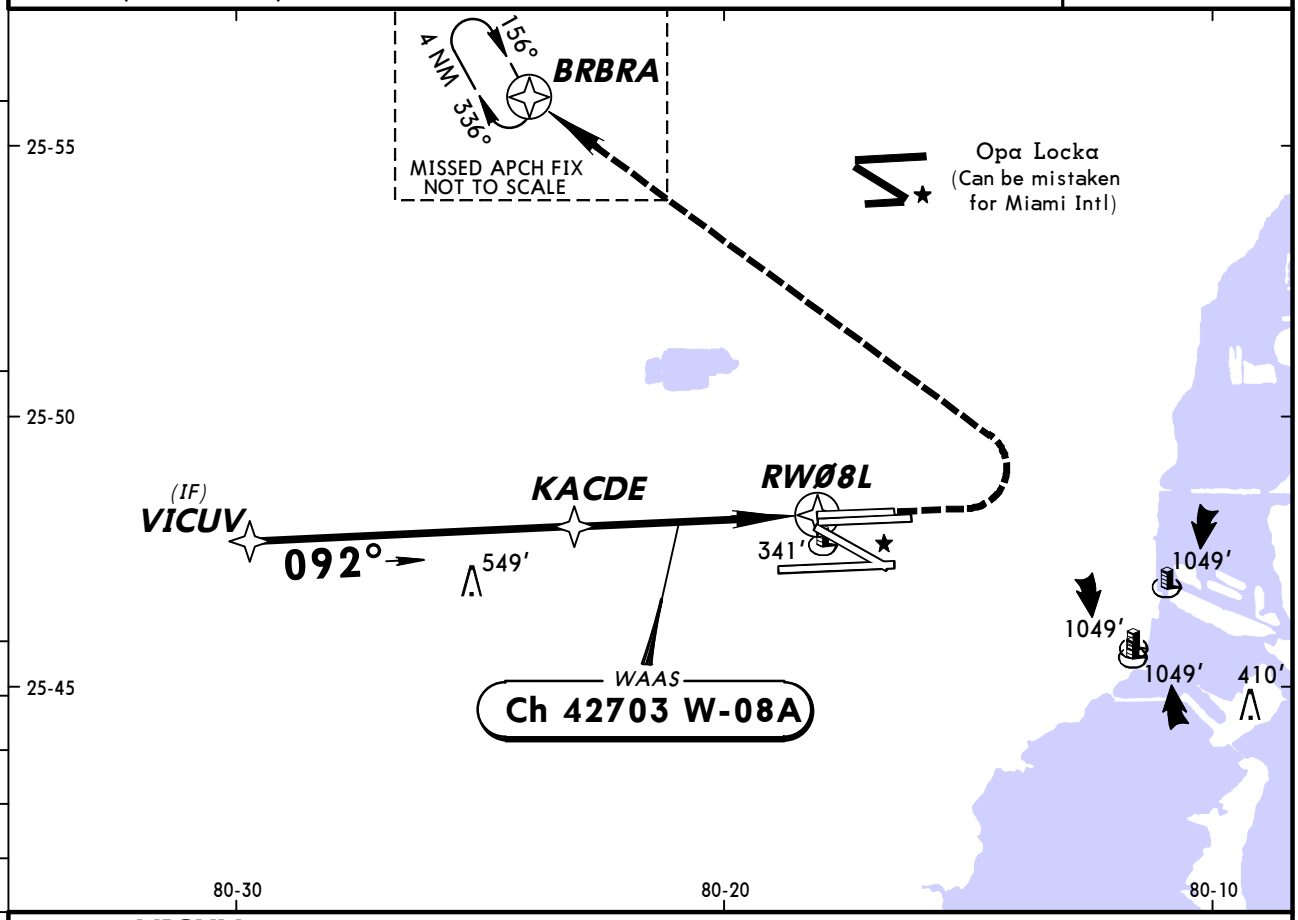
MISSED APCH: Climb to 800′ then climbing LEFT turn to 3000′ direct BRBRA and hold.

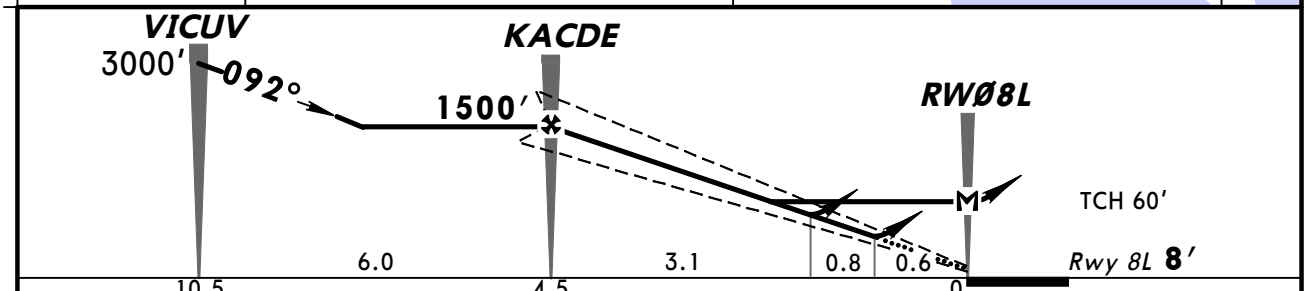
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C (41°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 9. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. Helicopter visibility reduction below RVR 5000 not authorized.



MSA RWØ8L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8L						

REIL
PAPI-L

800′ ↑

3000′ ↰ LT

D→

BRBRA

TERPS STRAIGHT-IN LANDING RWY **8L**

	LPV DA(H) 258′ (250′)	LNAV/VNAV DA(H) 512′ (504′)	1 LNAV MDA(H) 600′ (592′)
A	RVR 50 or 1	1⅝	RVR 55 or 1
B			
C			1¾
D			

1 LNAV procedure not authorized during simultaneous operations.

BRIEFING STRIP™

TERPS AMEND 2 12 DEC 2013

CHANGES: Procedure.

© JEPPESEN, 2003, 2013. ALL RIGHTS RESERVED.

KMIA/MIA
MIAMI INTL

JEPPESEN

6 DEC 13
Eff 12 Dec

(12-2)

MIAMI, FLA
RNAV (GPS) Z Rwy 8R

BRIEFING STRIP ™

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

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 97404 W-08B	092°	LAWNN 1500′ (1492′)	273′ (265′)	Apt Elev 9′ TDZE 8′

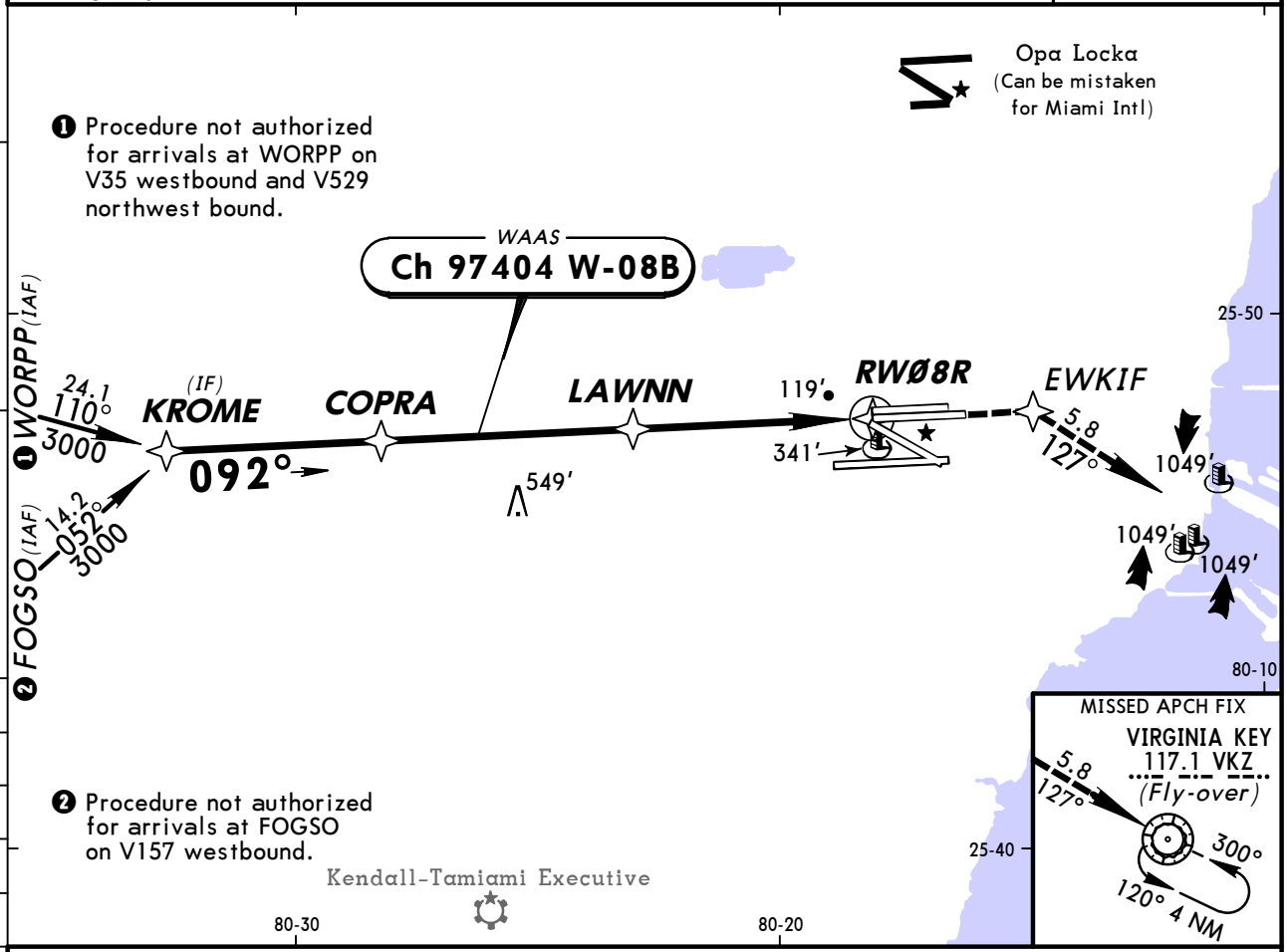
MISSED APCH: Climb to 3000′ direct EWKIF and on track 127° to VKZ VOR and hold.

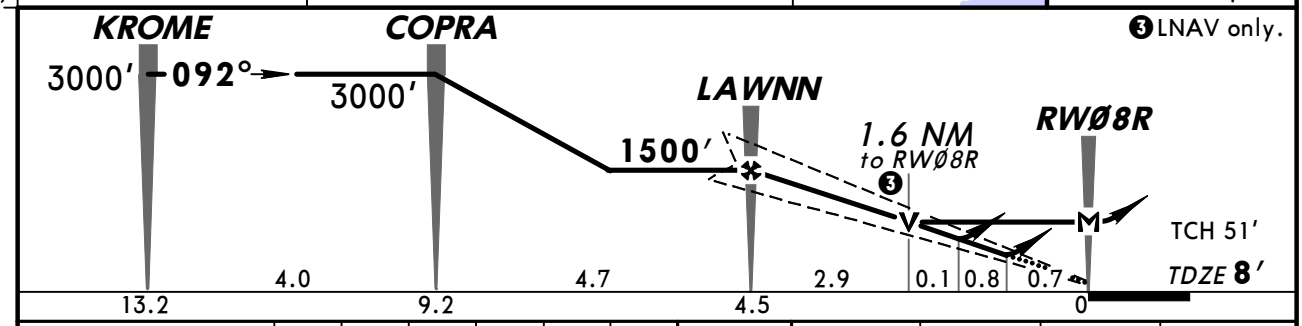
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 3. VGSI and RNAV glidepath not coincident.

2900′

MSA RWØ8R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8R						

MALSR
PAPI

3000′

EWKIF

STRAIGHT-IN LANDING RWY 8R

	LPV DA(H) 273′ (265′)		LNAV/VNAV DA(H) 530′ (522′)		LNAV MDA(H) 600′ (592′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

TERPS AMEND 1A 30 MAY 2013

CHANGES: None.

© JEPPESEN, 2001, 2013. ALL RIGHTS RESERVED.

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

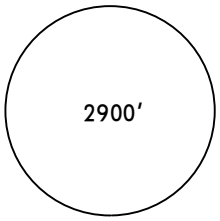
BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt DOXSI	LPV DA(H)	Apt Elev / TDZE
Ch 81931 W-09A	092°	1500′ (1493′)	207′ (200′)	Apt Elev 9′ / TDZE 7′

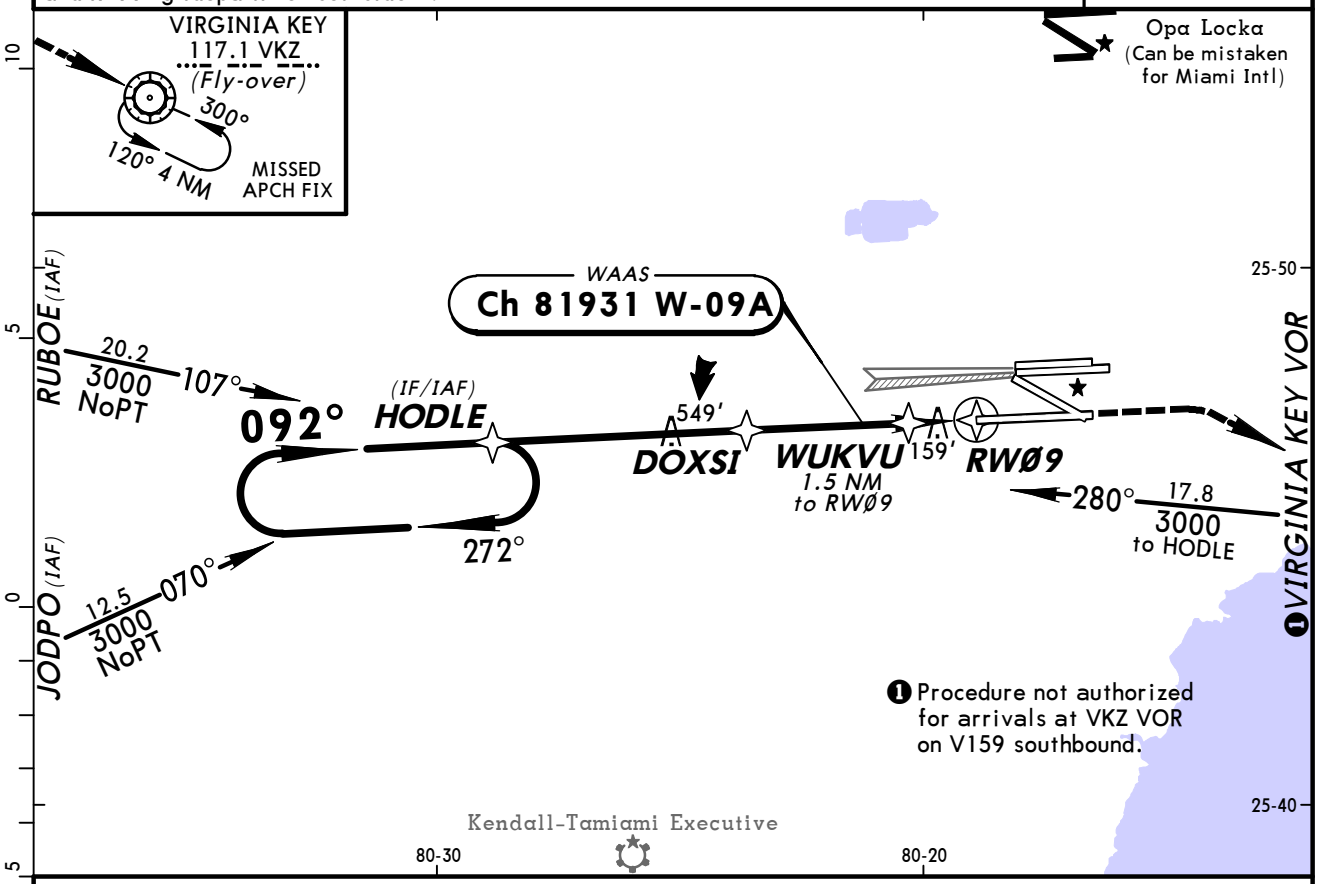
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 3000′ direct VKZ VOR and hold, continue climb-in-hold to 3000′.

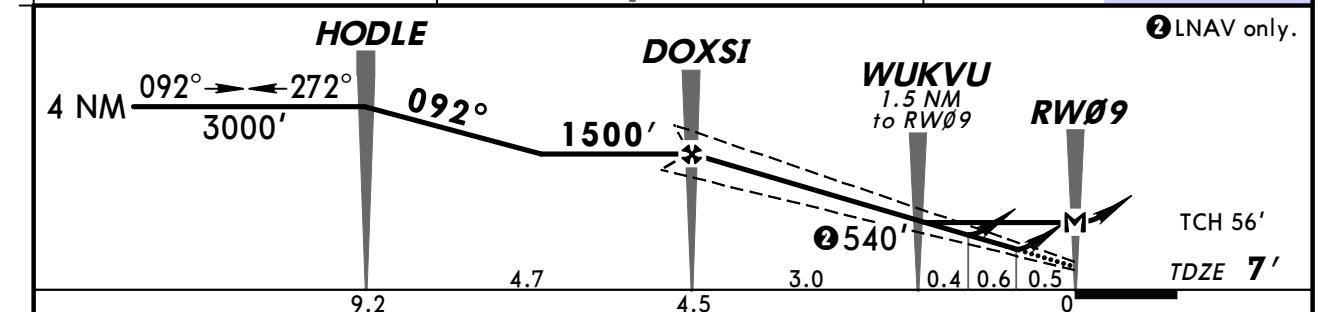
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Lights on highway 1/4 mile south of final approach course may be mistaken for runway. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C (41°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with ILS or LOC Rwy 8R and RNAV (GPS) Rwy 8L. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. Helicopter visibility reduction below RVR 4000 not authorized. 8. VGSI and RNAV glidepath not coincident.



MSA RWØ9





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ9						

MALSR
PAPI

800′

3000′ RT

D

VKZ 117.1

TERPS

STRAIGHT-IN LANDING RWY 9

	LPV DA(H) 207′(200′)		LNAV/VNAV DA(H) 428′(421′)			LNAV MDA(H) 460′(453′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 46 or 7/8	RVR 50 or 1	1 3/8	RVR 40 or 3/4	RVR 40 or 3/4	RVR 55 or 1
B								
C						RVR 45 or 7/8	RVR 55 or 1	1 3/8
D								

TERPS AMEND 1A 11 DEC 2014

CHANGES: TDZE, ground speed box format, note.

© JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

KMIA/MIA
MIAMI INTL

JEPPESEN

5 DEC 14 (12-4)

MIAMI, FLA
RNAV (GPS) Z Rwy 12

BRIEFING STRIP

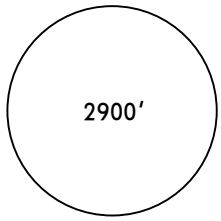
D-ATIS Arrival	MIAMI Approach (R)	MIAMI Tower 270°-089°	MIAMI Tower 090°-269°	Ground Rwys 8L/R, 12, 26L/R	Ground Rwys 9, 27, 30
119.15	124.85	118.3	123.9	121.8	127.5

WAAS	Final Apch Crs	Minimum Alt VEPCO	LPV DA(H)	Apt Elev 9′
Ch 61204 W-12A	124°	2000′ (1992′)	390′ (382′)	TDZE 8′

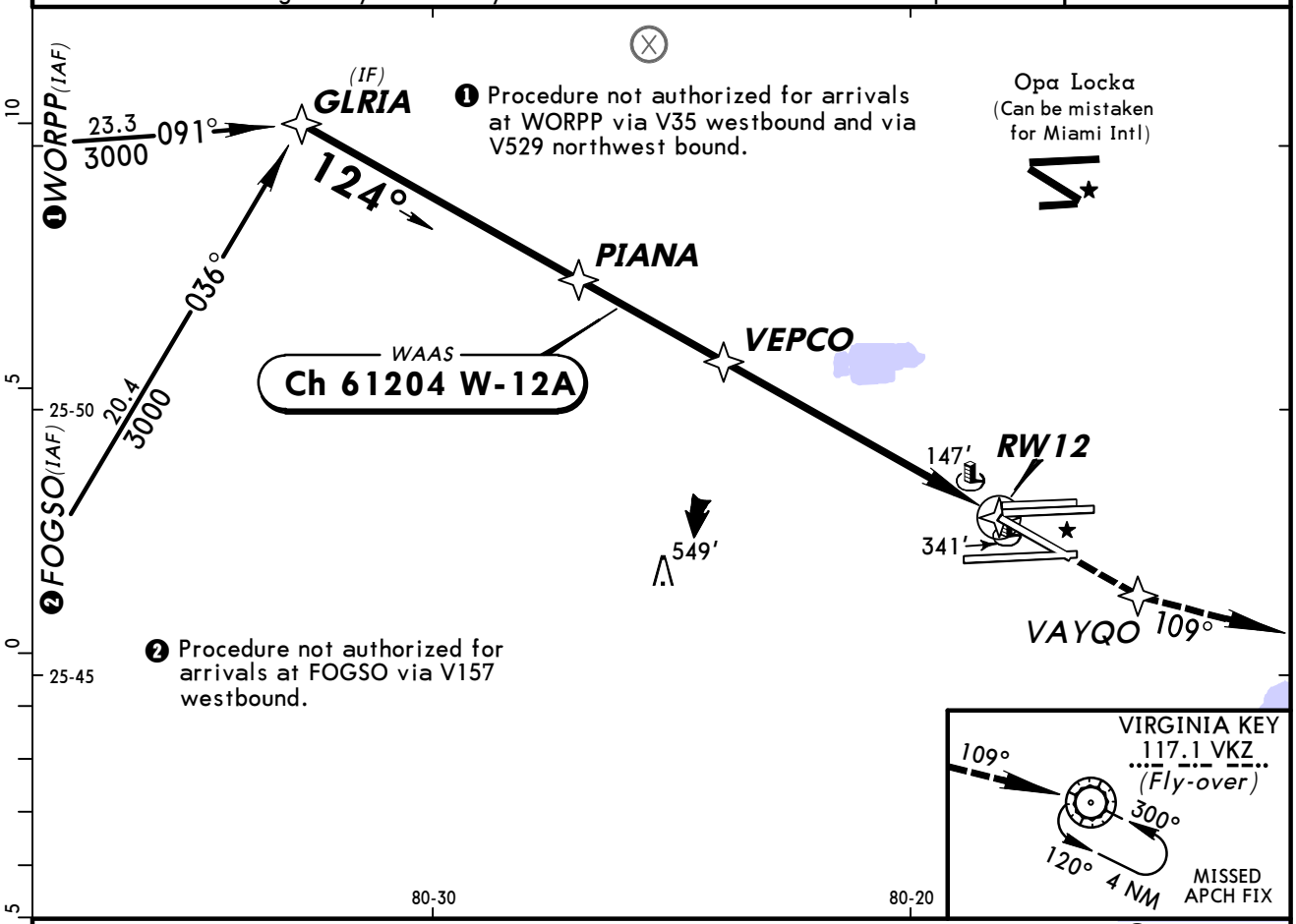
MISSED APCH: Climb to 3000′ direct VAYQO and via 109° track to VKZ VOR and hold, continue climb-in-hold to 3000′.

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

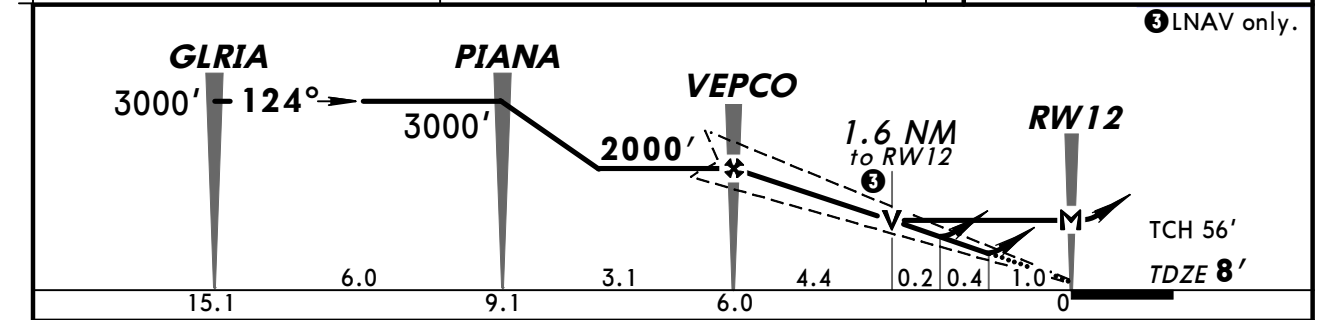
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. VGSI and RNAV glidepath not coincident. 4. Visibility reduction by helicopters not authorized. 5. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided.



MSA RW12



❸LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW12						

MALSR PAPI | 3000′ | VAYQO

STRAIGHT-IN LANDING RWY 12

	LPV DA(H) 390′(382′)		LNAV/VNAV DA(H) 506′(498′)		LNAV MDA(H) 600′(592′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1¾	RVR 40 or ¾		RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

AMEND 1A TERPS

CHANGES: Ground speed box format.

© JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

KMIA/MIA
MIAMI INTL

JEPPESEN

5 DEC 14 (12-5)

MIAMI, FLA
RNAV (GPS) Z Rwy 26L

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

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 81905 W-26B	272°	AGLER 1600′ (1592′)	325′ (317′)	Apt Elev 9′ TDZE 8′

MISSED APCH: Climb to 2000′ direct LAWNN and on track 345° to BRBRA and hold.

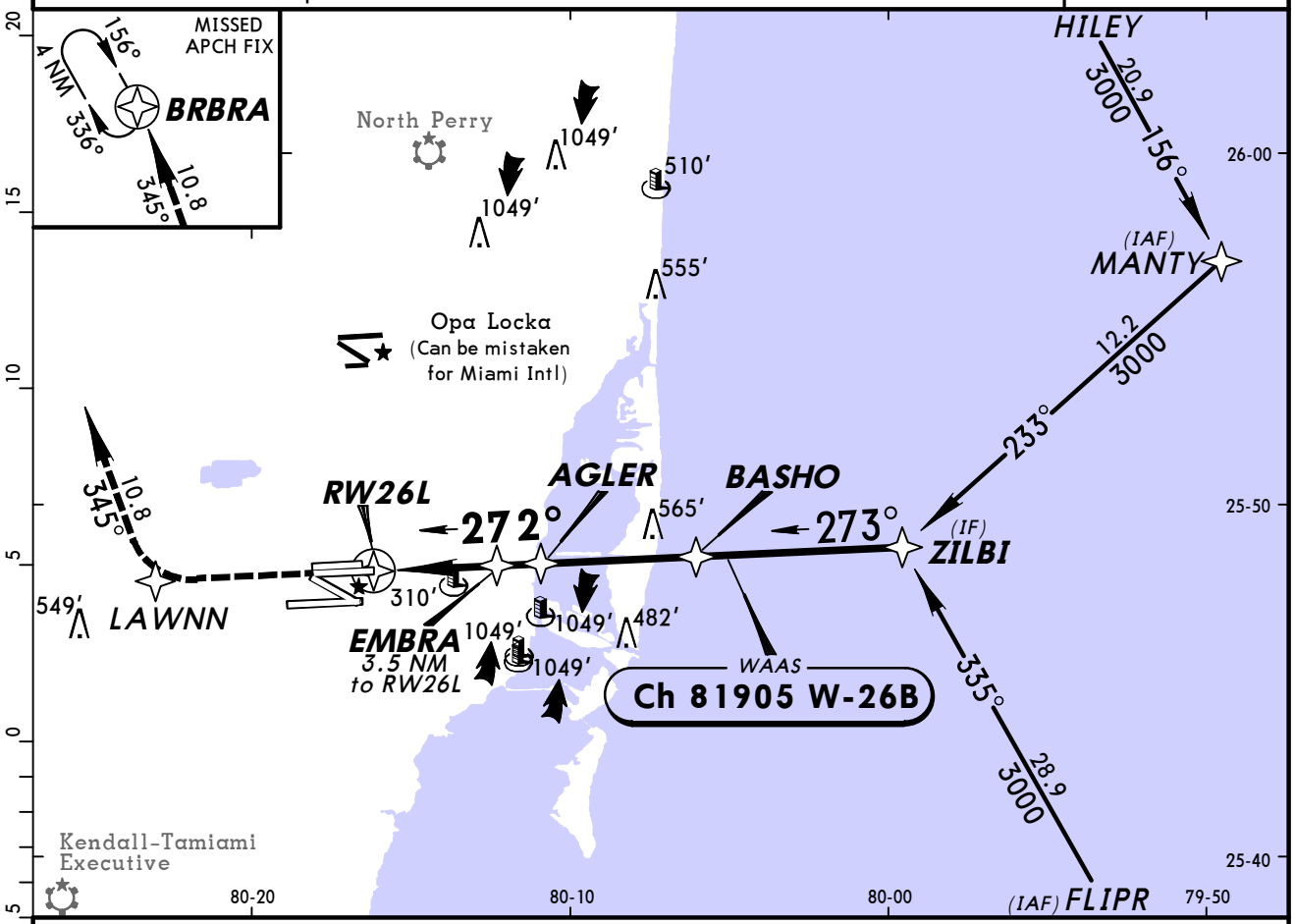
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

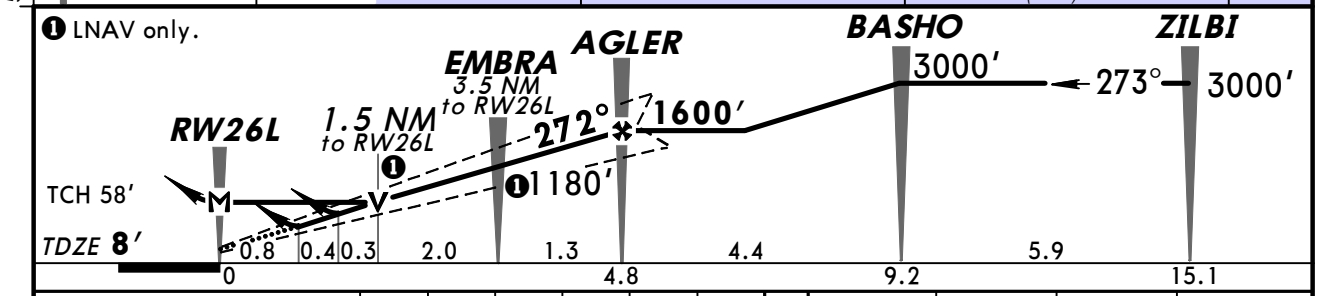
1. DME/DME RNP -0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 3. VGSI and RNAV glidepath not coincident. 4. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided.

2900′

MSA RW26L

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW26L						

MALSF PAPI 2000′ D LAWNN

STRAIGHT-IN LANDING RWY 26L

	LPV DA(H) 325′ (317′)		LNAV/VNAV DA(H) 450′ (442′)		LNAV MDA(H) 560′ (552′)	
		ALS out		ALS out		ALS out
A	RVR 50 or 1		1½		RVR 40 or ¾	RVR 50 or 1
B						
C					1½	
D					1¾	

TERPS AMEND 1B 4 APR 2013

CHANGES: Ground speed box format.

© JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

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

WAAS	Final Apch Crs	Minimum Alt ZARER	LPV DA(H)	Apt Elev 9′
Ch 86903 W-26A	272°	1500′ (1492′)	273′ (265′)	TDZE 8′

MISSED APCH: Climb to 800′ then climbing RIGHT turn to 3000′ direct BRBRA and hold.

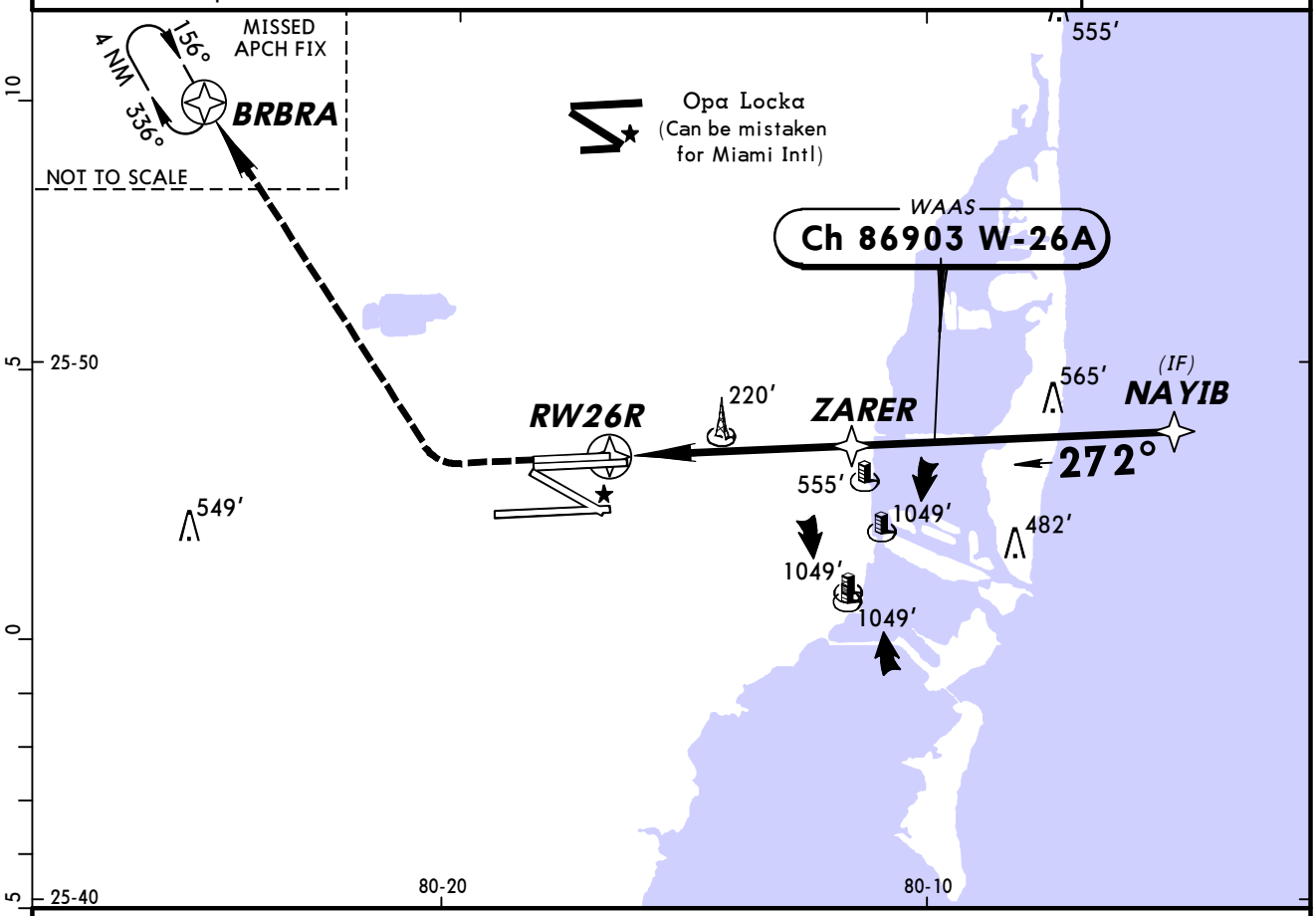
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

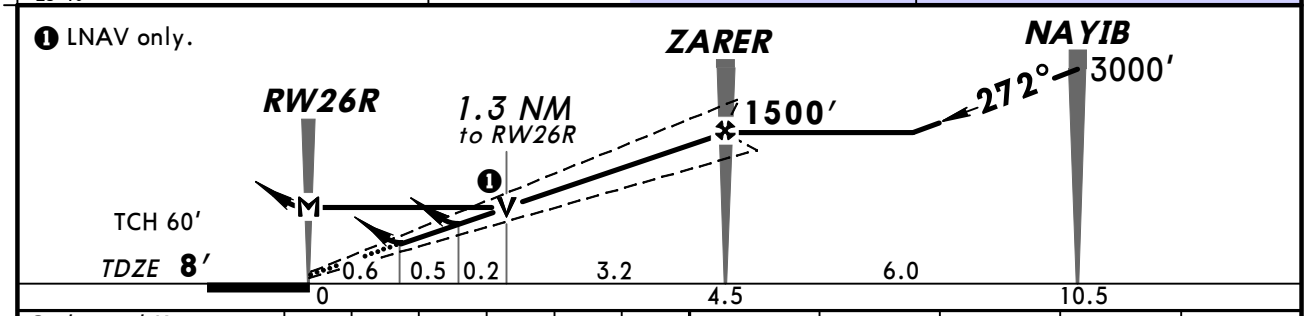
1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C (41°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with ILS or LOC Rwy 27. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

2900′

MSA RW26R

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW26R						

REIL
PAPI-L

800′ ↑ | 3000′ ↱ RT | D | BRBRA

TERPS STRAIGHT-IN LANDING RWY **26R**

	LPV DA(H) 273′ (265′)	LNAV/VNAV DA(H) 434′ (426′)	❶ LNAV MDA(H) 480′ (472′)
A	7/8	1 3/8	1
B			
C			1 3/8
D			

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 2A 11 DEC 2014

CHANGES: TDZE, ground speed box format, note.

© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™

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

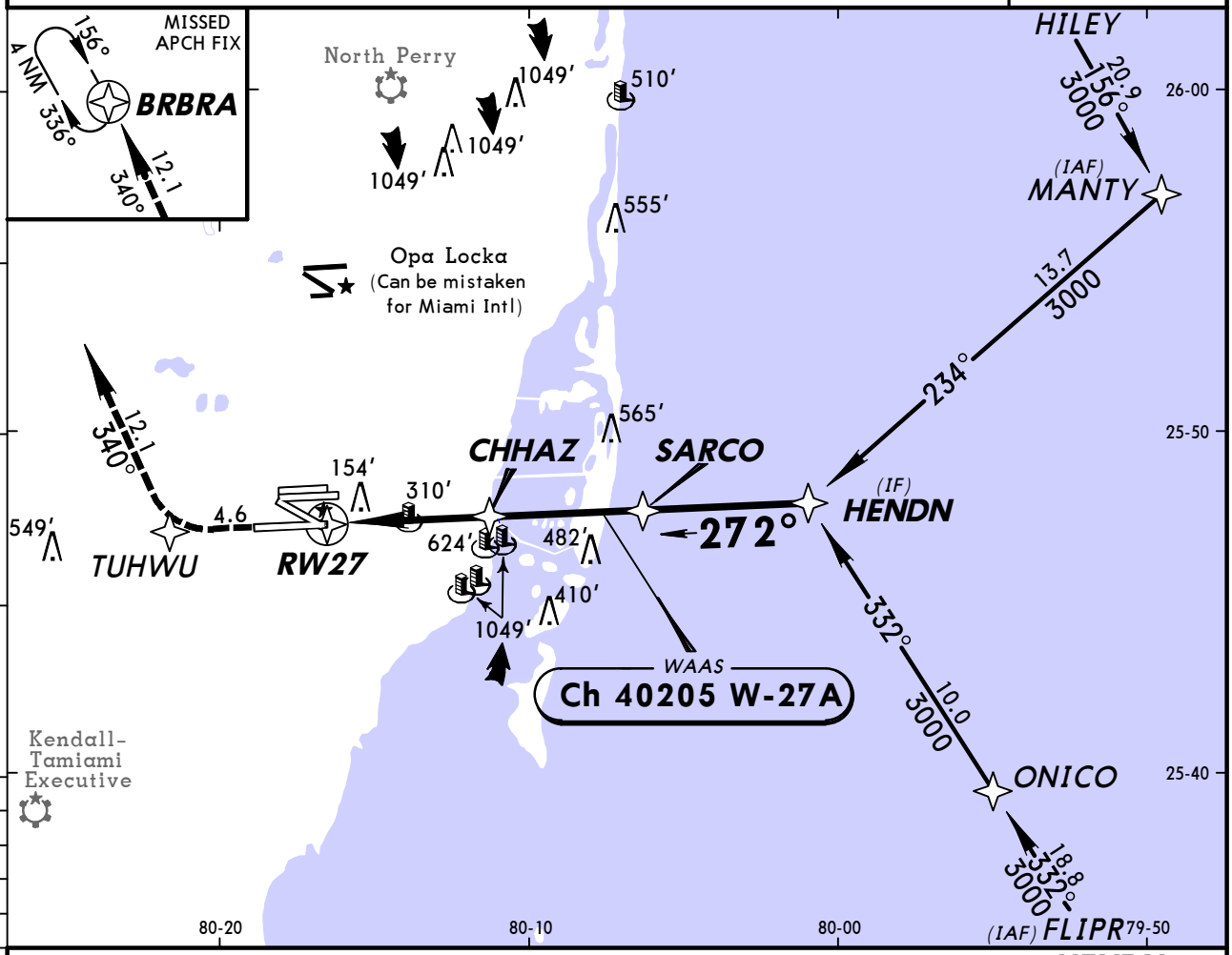
WAAS	Final Apch Crs	Minimum Alt CHHAZ	LPV DA(H)	Apt Elev / TDZE
Ch 40205 W-27A	272°	1600′ (1592′)	312′ (304′)	Apt Elev 8′ / TDZE 8′

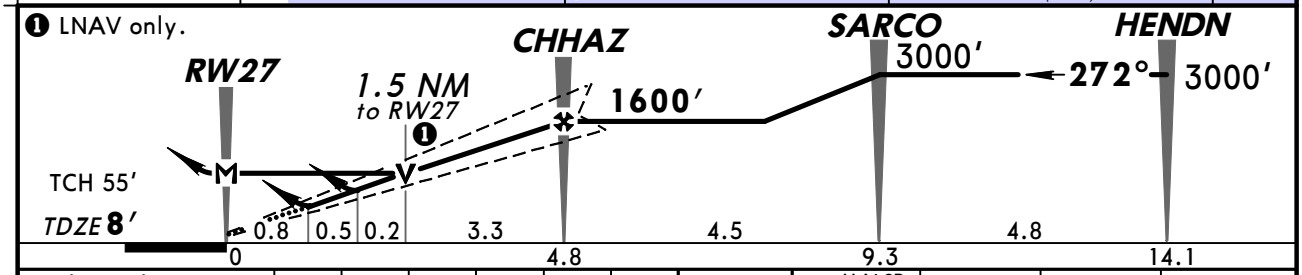
MISSED APCH: Climb to 2000′ direct TUHWU and via 340° track to BRBRA and hold.

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

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. VGSI and RNAV glidepath not coincident.

2900′
MSA RW27





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW27						

MALSR
PAPI
2000′
D
TUHWU

STRAIGHT-IN LANDING RWY 27

TERPS (AMEND 2)	LPV DA(H) 312′(304′)		LNAV/VNAV DA(H) 470′(462′)		LNAV MDA(H) 560′(552′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

CHANGES: Procedure.

© JEPPESEN, 2001, 2009. ALL RIGHTS RESERVED.

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

BRIEFING STRIP™

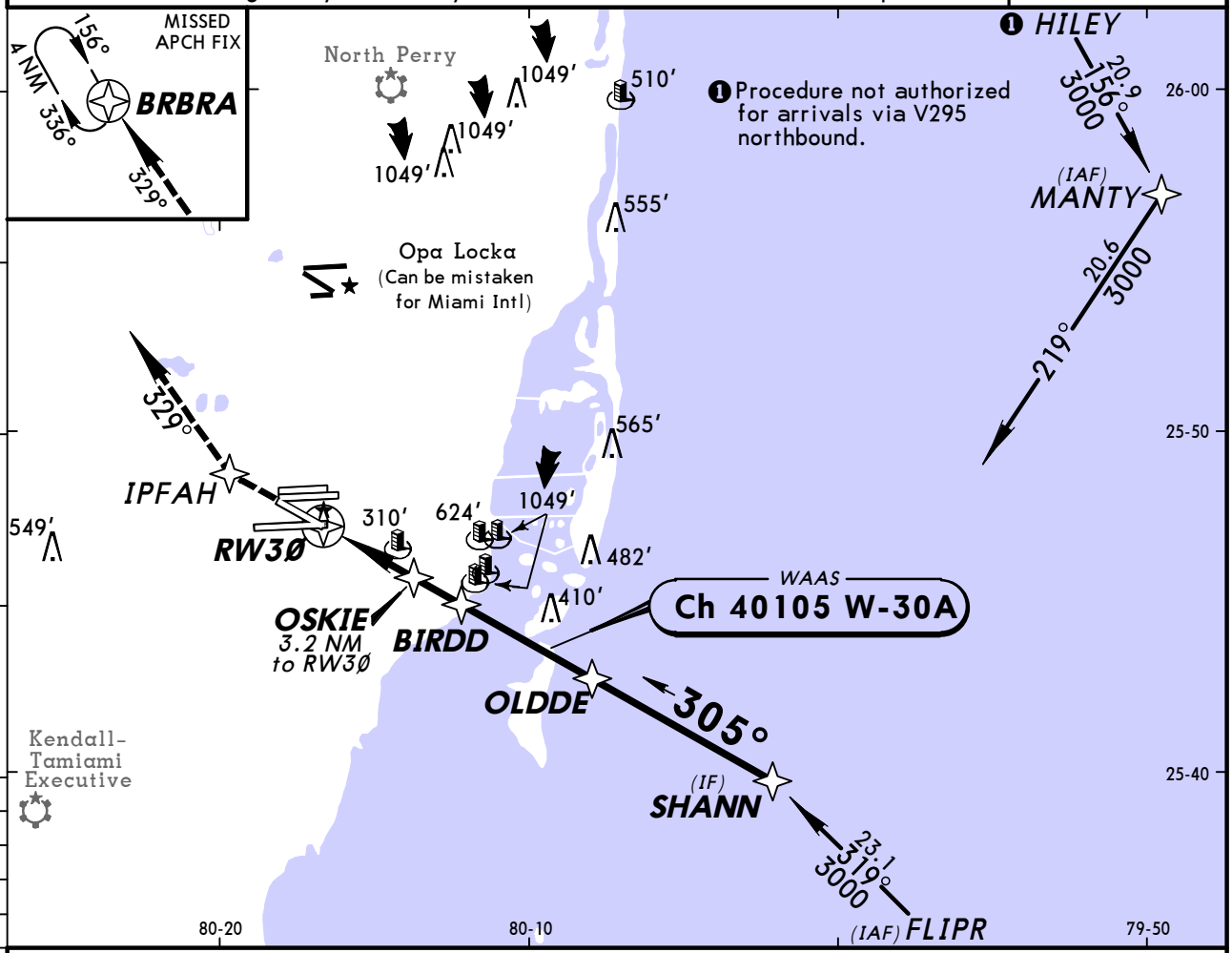
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 40105 W-30A	305°	BIRDD 1600′ (1592′)	285′ (277′)	Apt Elev 8′ TDZE 8′

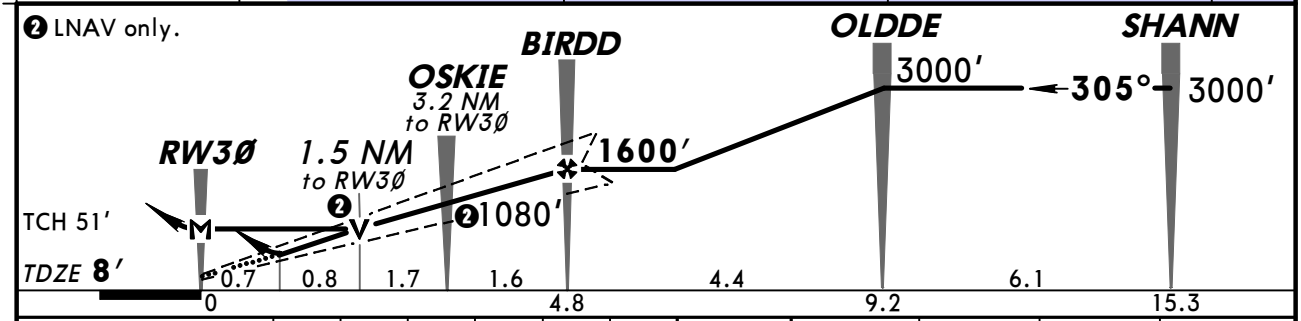
MISSED APCH: Climb to 3000′ direct IPFAH and via 329° track to BRBRA and hold.

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

1. DME/DME RNP-0.30 not authorized. 2. VGSI and LPV glidepath not coincident.
3. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided.

2900′
MSA RW3Ø





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW3Ø						

MALS
PAPI
3000′
D
IPFAH

STRAIGHT-IN LANDING RWY 30

	LPV DA(H) 285′(277′)		LNAV MDA(H) 560′(552′)	
		ALS out		ALS out
A	RVR 50 or 1		RVR 40 or ¾	RVR 50 or 1
B				
C			1½	
D			1¾	

AMEND 1 TERPS

CHANGES: None.

© JEPPESEN, 2001, 2009. ALL RIGHTS RESERVED.

KMIA/MIA
MIAMI INTL

JEPPESEN

24 JUN 11 (12-20)

MIAMI, FLA
RNAV (RNP) Y Rwy 8R

BRIEFING STRIP ™

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

RNAV	Final Apch Crs	Minimum Alt LAWNN	RNP 0.11 DA(H)	Apt Elev / TDZE
	092°	1500′ (1492′)	354′ (346′)	9′ / 8′

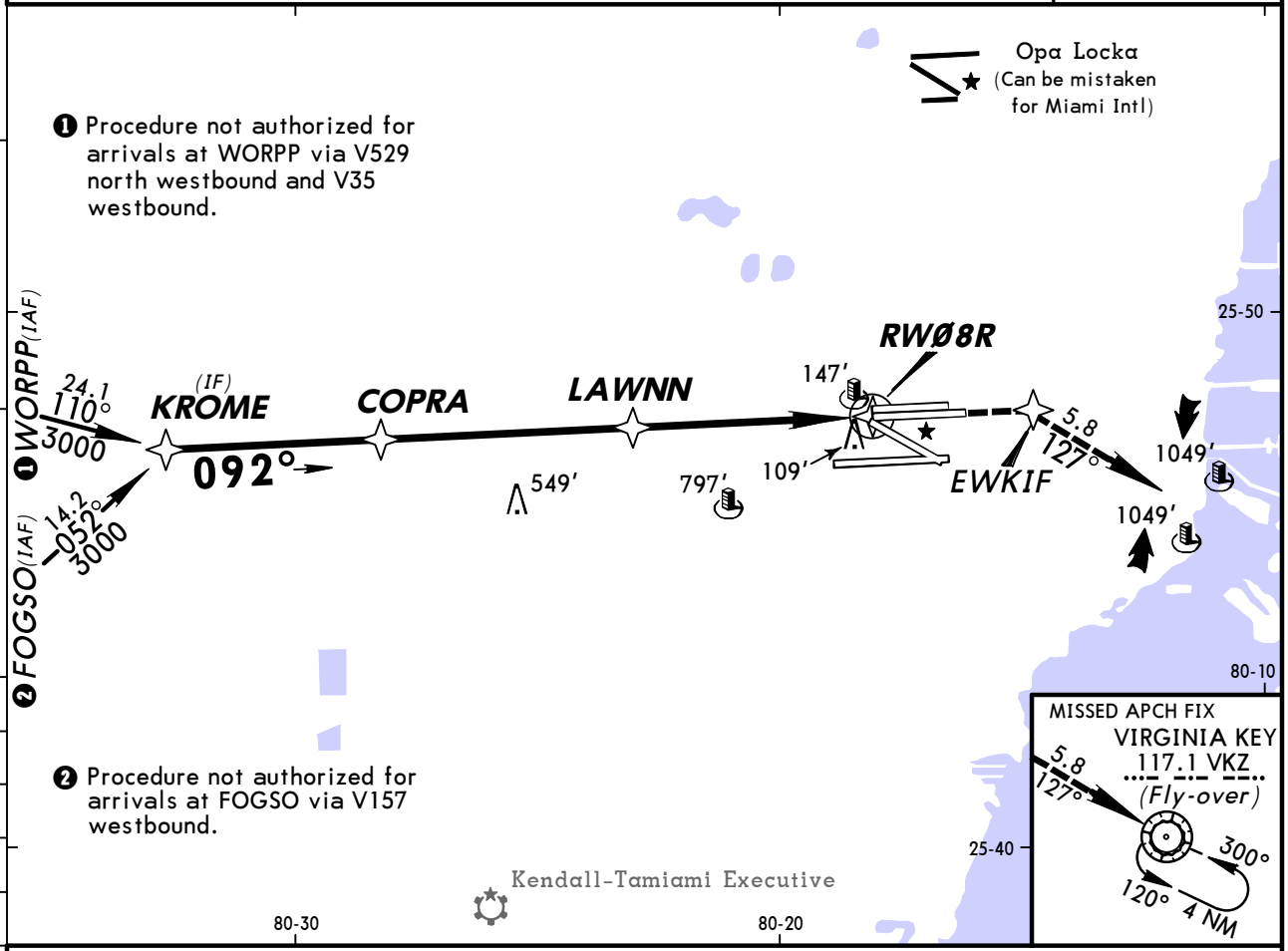
MISSED APCH: Climb to 3000′ direct EWKIF and via 127° track to VKZ VOR and hold, continue climb-in-hold to 3000′.

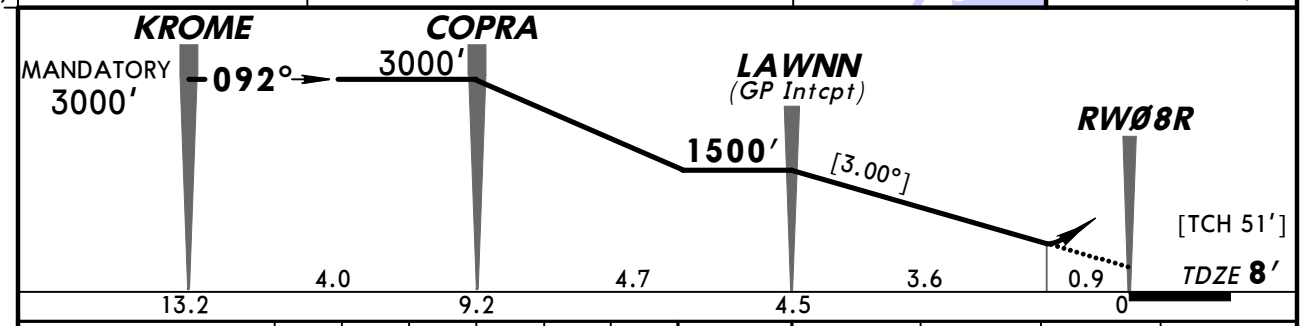
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **AUTHORIZATION REQUIRED. 2. GPS required.**
3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 49°C (120°F). 4. VGSI and RNAV glidepath not coincident.

2900′

MSA RWØ8R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
3000′
D
EWKIF

STRAIGHT-IN LANDING RWY 8R

	❶ RNP 0.11 DA(H) 354′(346′)	RAIL or ALS out	RNP 0.30 DA(H) 458′(450′)	RAIL or ALS out
A	RVR 32 or 5/8	RVR 60 or 1¼	RVR 50 or 1	1½
B				
C				
D				

❶ Missed approach requires minimum climb of 330′/NM to 600′.

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KMIA/MIA
MIAMI INTL

JEPPESEN

24 JUN 11 (12-21)

MIAMI, FLA
RNAV (RNP) Y Rwy 12

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

RNAV	Final Apch Crs	Minimum Alt VEPCO	RNP 0.30 DA(H)	Apt Elev 9′
	124°	2000′ (1992′)	461′ (453′)	TDZE 8′

MISSED APCH: Climb to 3000′ direct VAYQO and via 109° track to VKZ VOR and hold, continue climb-in-hold to 3000′.

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

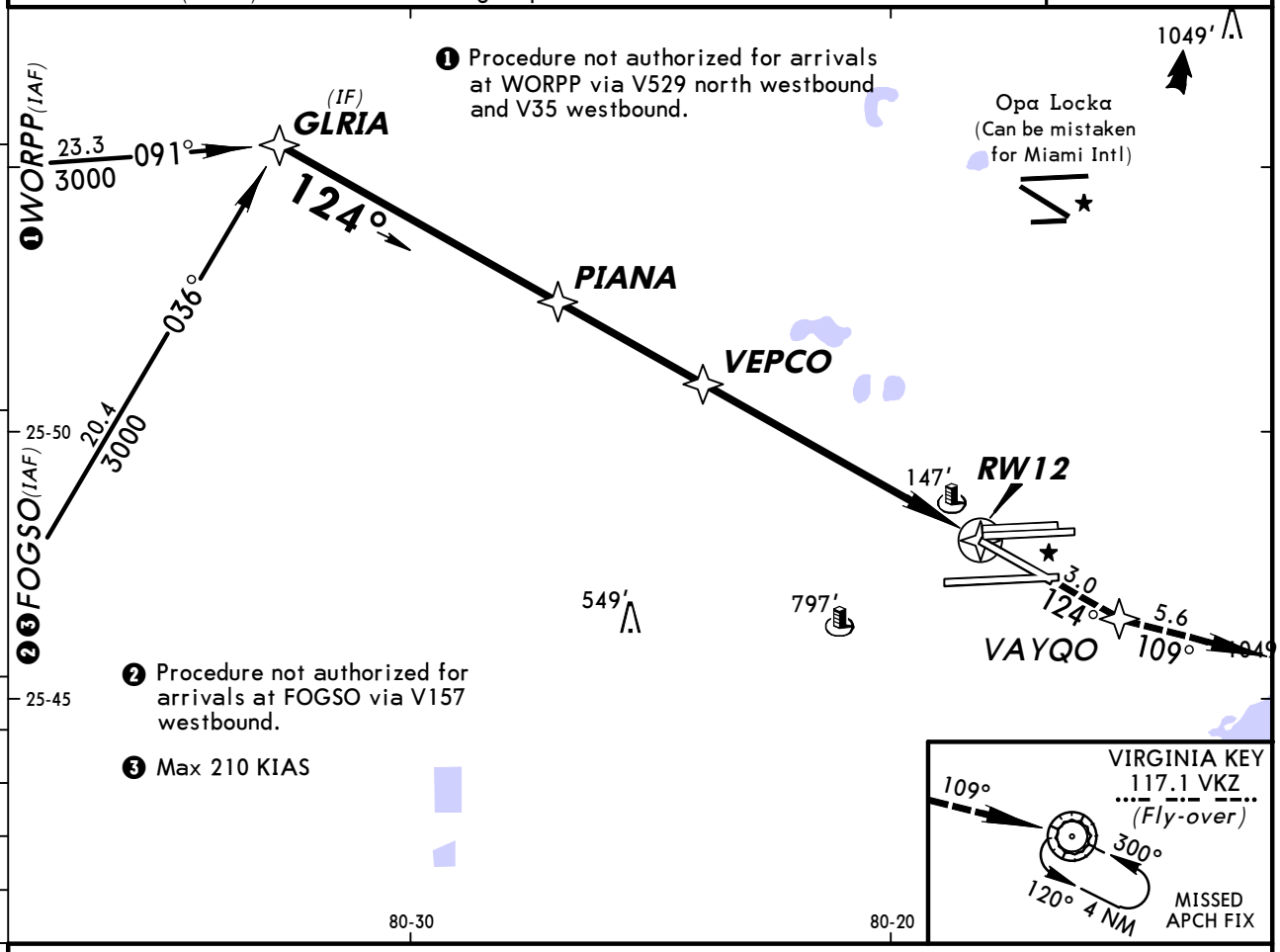
1. AUTHORIZATION REQUIRED. 2. GPS required.

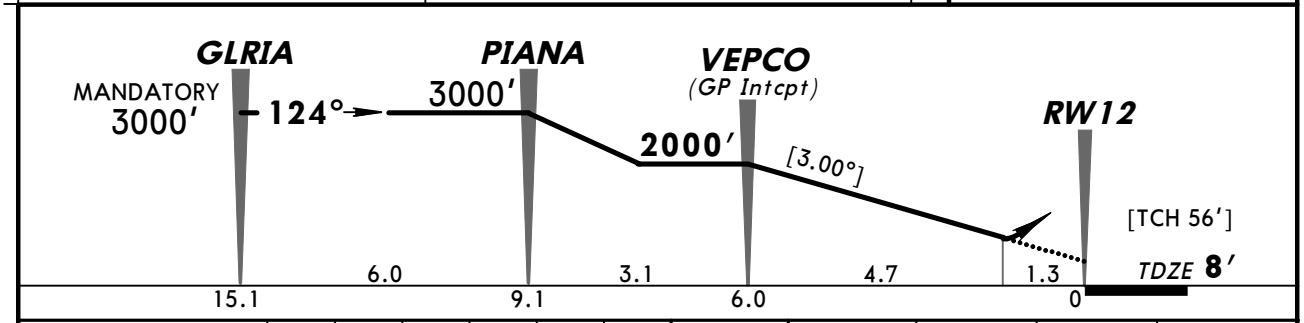
3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 49°C (120°F). 4. VGSI and RNAV glidepath not coincident.

2900′

MSA RW12

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI 3000′ D VAYQO

STRAIGHT-IN LANDING RWY 12

RNP 0.30

DA(H) **461′**(453′)

		RAIL or ALS out
A		
B		
C	RVR 50 or 1	1½
D		

TERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KMIA/MIA
MIAMI INTL

JEPPESEN

24 JUN 11 (12-22)

MIAMI, FLA
RNAV (RNP) Y Rwy 26L

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

RNAV	Final Apch Crs	Minimum Alt AGLER	RNP 0.20 DA(H)	Apt Elev / TDZE
	272°	1600′ (1592′)	407′ (399′)	9′ / 8′

MISSED APCH: Climb to 2000′ direct LAWNN and via 345° track to BRBRA and hold.

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

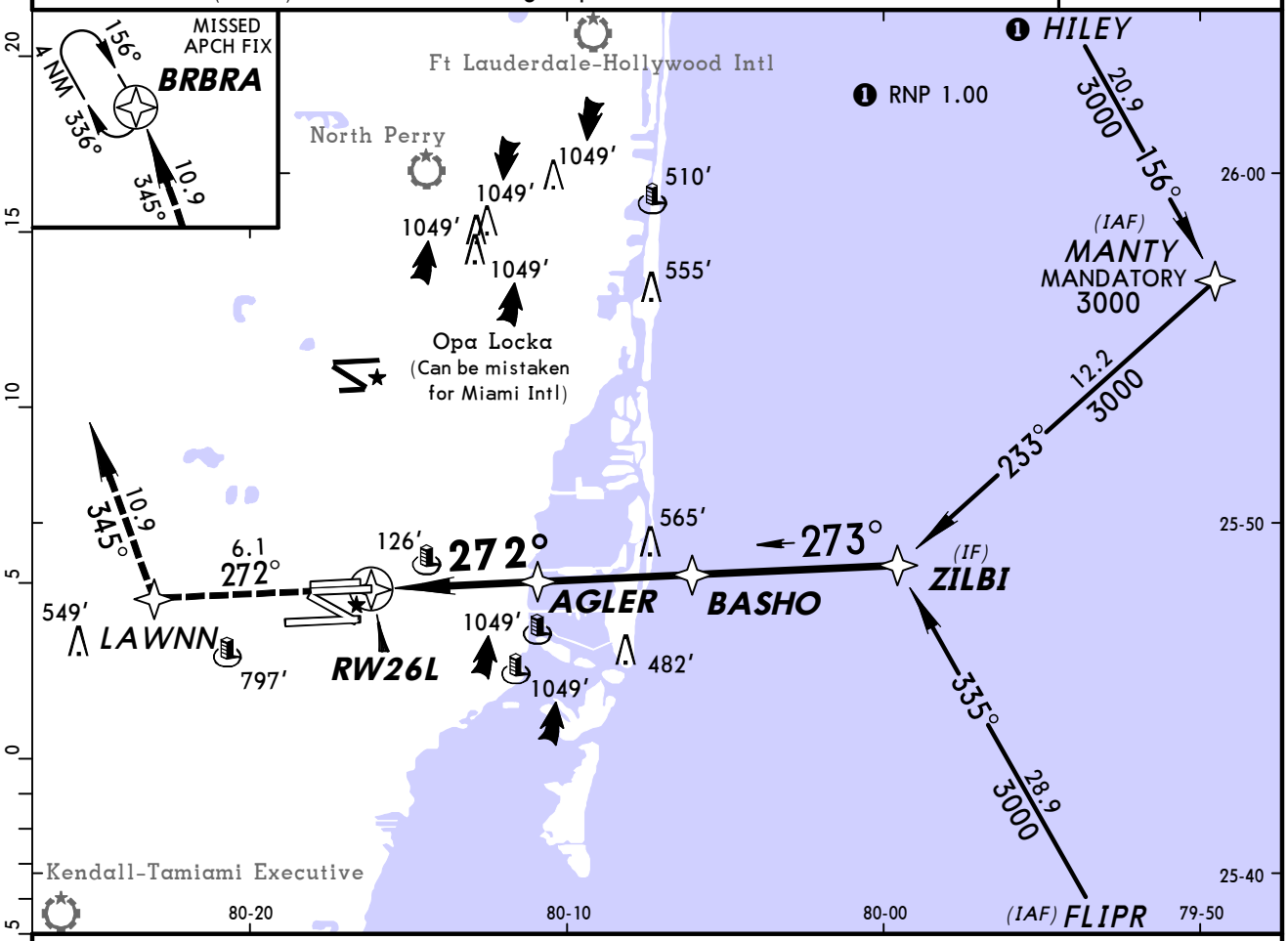
1. AUTHORIZATION REQUIRED. 2. GPS required.

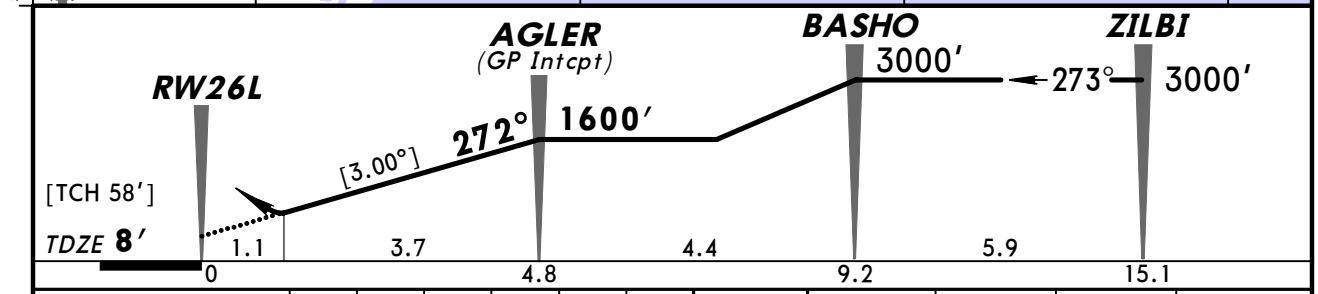
3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.

2900′

MSA RW26L

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSF PAPI 2000′ LAWNN

STRAIGHT-IN LANDING RWY 26L

	RNP 0.20 DA(H) 407′ (399′)		RNP 0.30 DA(H) 564′ (556′)	
		ALS out		ALS out
A	RVR 50 or 1	RVR 60 or 1¼	1¾	2
B				
C				
D				

TERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KMIA/MIA
MIAMI INTL

JEPPESEN

24 JUN 11 (12-23)

MIAMI, FLA
RNAV (RNP) Y Rwy 27

BRIEFING STRIP ™

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

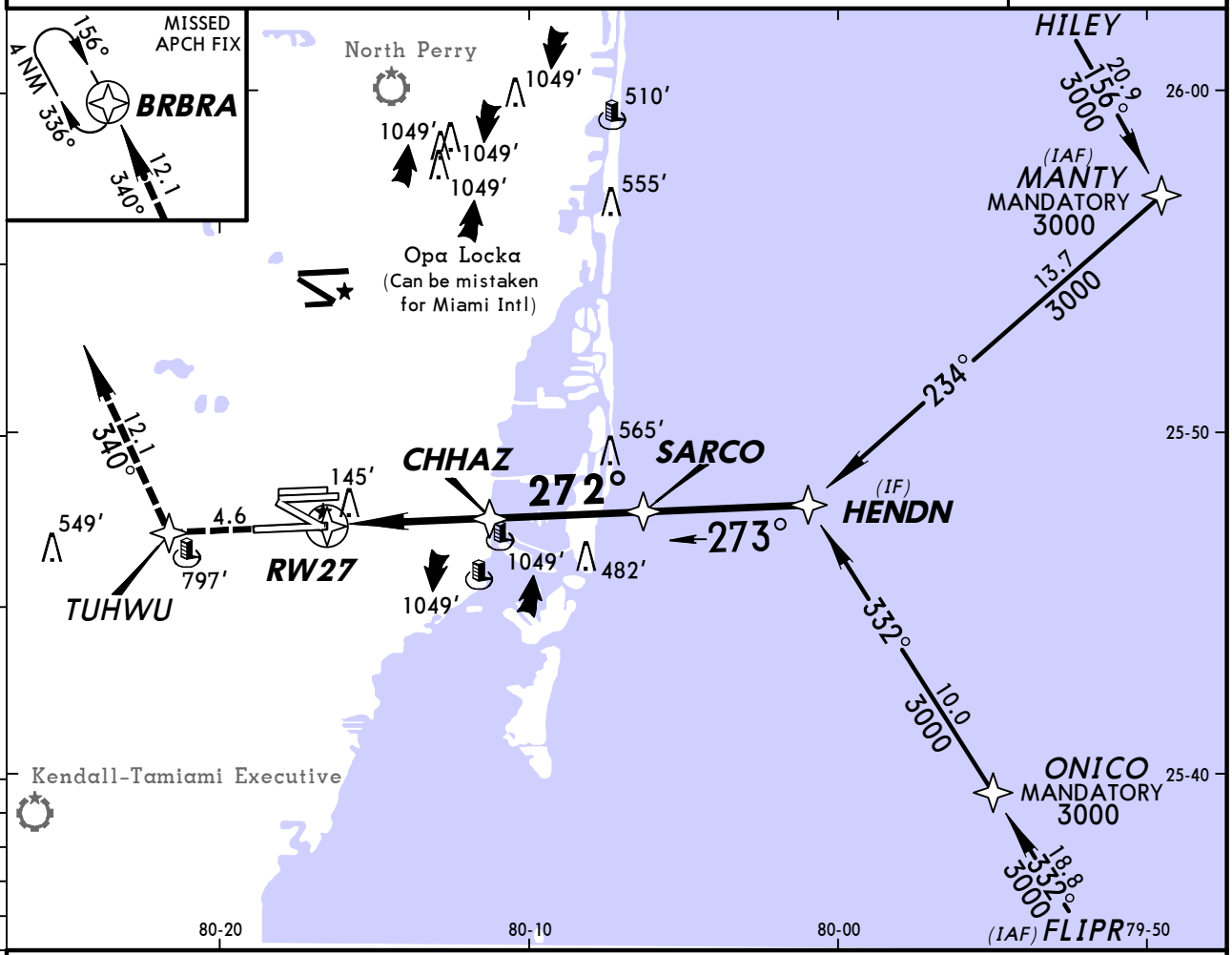
RNAV	Final Apch Crs	Minimum Alt CHHAZ	RNP 0.30 DA(H)	Apt Elev 9′ TDZE 8′
	272°	1600′ (1592′)	455′ (447′)	

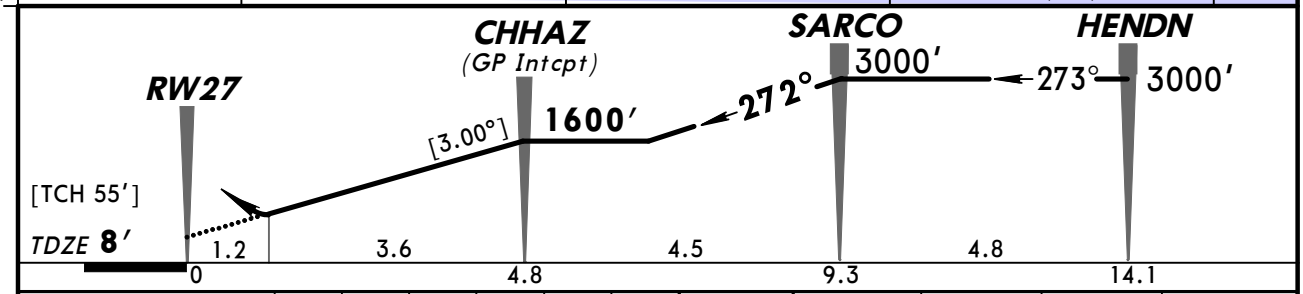
MISSED APCH: Climb to 2000′ direct TUHWU and via 340° track to BRBRA and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.

2900′
MSA RW27





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
2000′
D
TUHWU

STRAIGHT-IN LANDING RWY **27**
RNP 0.30
DA(H) **455′** (447′)

	RAIL or ALS out
A B C D — RVR 50 or 1	1½

TERPS AMEND 1A 30 JUN 2011

CHANGES: Procedure authorization note.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

KMIA/MIA
MIAMI INTL

JEPPESEN

24 JUN 11 (12-24)

MIAMI, FLA
RNAV (RNP) Y Rwy 30

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

RNAV	Final Apch Crs	Minimum Alt BIRDD	RNP 0.23 DA(H)	Apt Elev 9′
	305°	1600′ (1592′)	426′ (418′)	TDZE 8′

MISSED APCH: Climb to 3000′ direct VEPCO and via 342° track to BRBRA and hold.

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

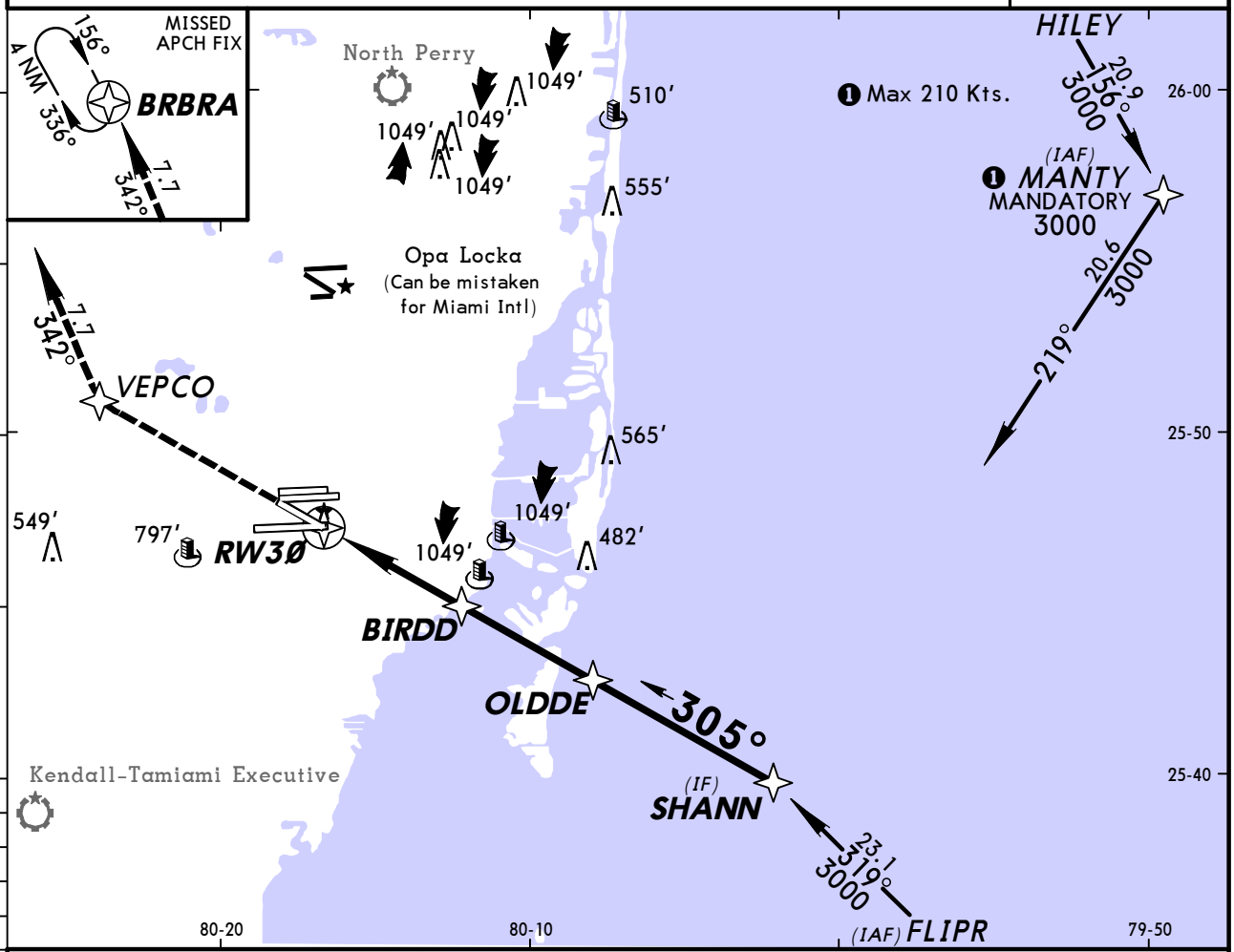
1. AUTHORIZATION REQUIRED. 2. GPS required.

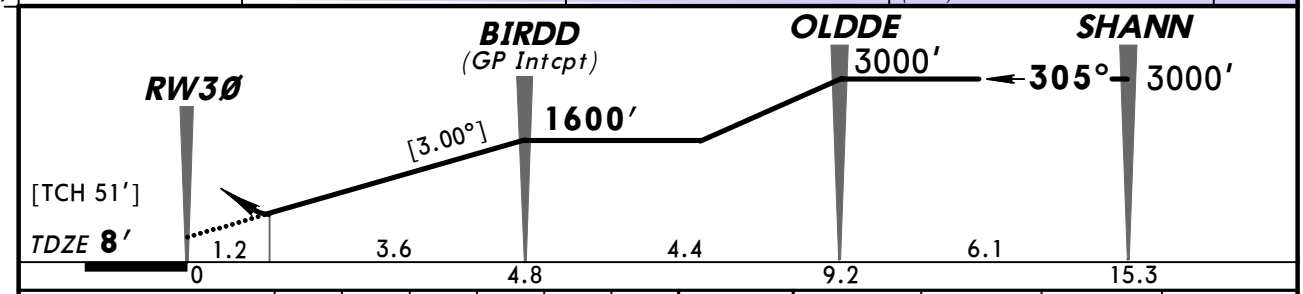
3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.

2900′

MSA RW3Ø

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALS PAPI 3000′ D VEPCO

STRAIGHT-IN LANDING RWY 30

	RNP 0.23 DA(H) 426′ (418′)	ALS out	RNP 0.30 DA(H) 521′ (513′)	ALS out
A	1¼	1½	1½	1¾
B				
C				
D				

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2015, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

Chart changes since cycle 26-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MIAMI, FL (MIAMI INTL - KMIA)				
REV	LOC DME RWY 8L	11-1	05 Dec 2014	
REV	ILS OR LOC RWY 8R	11-2	05 Dec 2014	
REV	ILS OR LOC RWY 9	11-3	05 Dec 2014	
REV	ILS OR LOC RWY 12	11-4	05 Dec 2014	
REV	ILS OR LOC RWY 27	11-7	05 Dec 2014	
REV	ILS OR LOC RWY 30	11-8	05 Dec 2014	
REV	RNAV (GPS) RWY 9	12-3	05 Dec 2014	
REV	RNAV (GPS) Z RWY 12	12-4	05 Dec 2014	
REV	RNAV (GPS) Z RWY 26L	12-5	05 Dec 2014	
REV	RNAV (GPS) RWY 26R	12-6	05 Dec 2014	

(c) JEPPESEN SANDERSON, INC., 2015, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KMIA

Type: Terminal
Effectivity: Permanent
Begin Date: 20140922
End Date: No end date

(10-9A) Airport Info page, Rwy 12/30 'grooved' deleted.

Type: Terminal
Effectivity: Permanent
Begin Date: 20140829
End Date: No end date

(10-9B) Parking Bays, Taxiway hold point 0 at Central Base changed to Taxiway hold point 1. Taxiway hold points 2, 4, 11, and 12 do not exist.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20141205

(11-3) ILS or LOC Rwy 9 MM Beacon Decommissioned