

MIAMI, FLORIDA

AL-257 (FAA)

24137

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

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

RNP AR APCH-GPS.

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

MALSF



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

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

MISSED APCH FIX

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

MSA RW26L 25 NM

2900

MISSED APCH FIX

4 NM

156°

336°

BRBRA

MSA RW26L 25 NM

2900

Λ 328

Λ 311

RW26L

Λ 164

Λ 253

Λ 164

Λ 306

(FAF) AGLER

1600

272° (4.6)

(IF) BASHO

CIDUN

3000 272° (3.2)

4000 273° (3.5)

(IAF) ZILBI

3000 to BASHO 289° (12.2)

(IAF) TUBBZ 6000

Λ 1049 ±

Λ 333

Λ 432

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

800	4000	BRBRA
		

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

Figure 10 is a track plan for a vessel. It shows a series of points: RW26L, AGLER, BASHO, CIDUN, and ZILBI. The distances between these points are marked: 4.8 NM between RW26L and AGLER, 4.6 NM between AGLER and BASHO, 3.2 NM between BASHO and CIDUN, and 3.5 NM between CIDUN and ZILBI. The bearing from AGLER to BASHO is 272°, and the bearing from BASHO to CIDUN is 273°. A depth of 1600 is marked near AGLER, and a depth of 5000 is marked near ZILBI. A note indicates GP 3.00° TCH 58.

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

AUTHORIZATION REQUIRED

MIAMI, FLORIDA
Amdt 2 12AUG21

25°48'N-80°17'W

MIAMI INTL (MIA)

RNAV (RNP) Z RWY 26L

SE-3, 12 JUN 2025 to 10 JUL 2025