


WAAS CH <b>40205</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg <b>12755</b> TDZE <b>8</b> Apt Elev <b>9</b>
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# RNAV (GPS) Z RWY 27

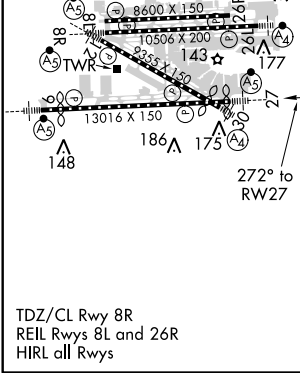
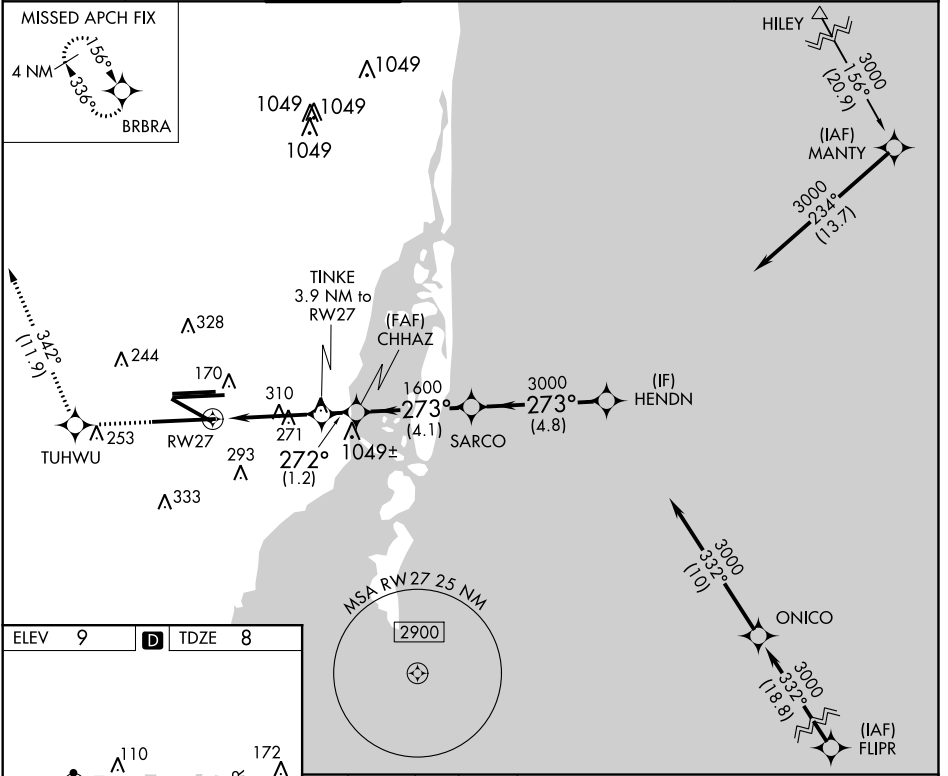
MIAMI INTL (MIA)

**▼** For un compensated Baro-VNAV systems, LNAV/VNAV NA below 6°C (43°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cat E visibility 1½ mile. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR 

MISSED APPROACH: Climb to 2000 direct TUHWU and on track 342° to BRBRA and hold.

D-ATIS ARR <b>119.15</b> DEP <b>133.675</b>	MIAMI APP CON <b>124.85 322.3</b>	MIAMI TOWER <b>118.3 256.9</b>	GND CON <b>121.8</b> (8L/8R/12/26L/26R) <b>127.5</b> (9/27/30)	<b>348.6</b>	CLNC DEL <b>135.35</b>	CPDLC
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2000 TUHWU tr 342°	BRBRA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).			
*LNAV only.		TINKE 3.9 NM to RW27	CHHAZ 1700	SARCO 273°	HENDN 3000
*1.5 NM to RW27		*1300	1700	3000	3000
GP 3.00° TCH 55		1.5	2.4 NM	1.2 NM	4.1 NM 4.8 NM
CATEGORY	A	B	C	D	E
LPV DA**	208/24 200 (200-½)				
LNAV/VNAV DA	440/50 432 (500-1)				
LNAV MDA	560/24	552 (600-½)	560/60	552 (600-¼)	

SE-3, 21 JUN 2018 to 19 JUL 2018

SE-3, 21 JUN 2018 to 19 JUL 2018