


LOC I-OPF 110.5	APP CRS 093°	Rwy Idg 8002 TDZE 8 Apt Elev 8
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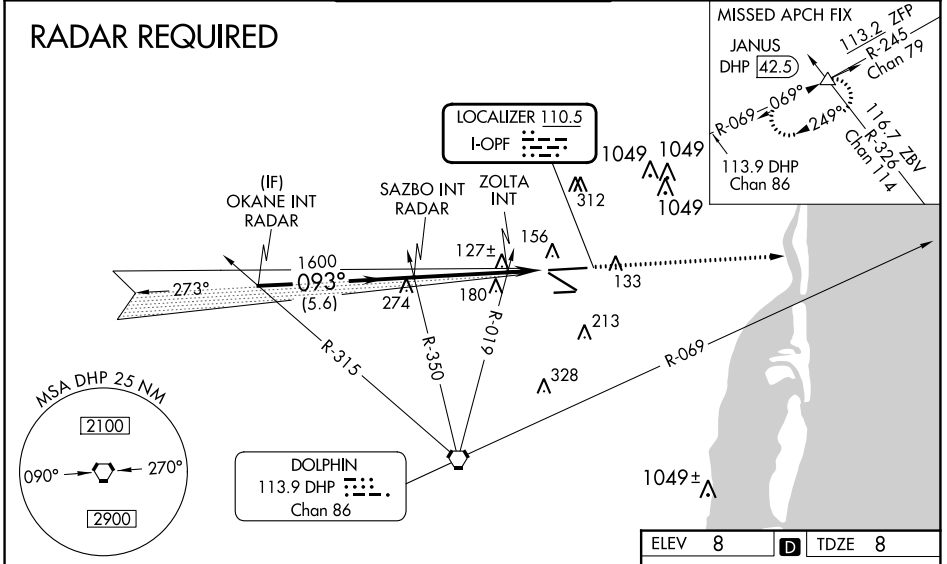
ILS or LOC RWY 9L

MIAMI-OPA LOCKA EXEC(OPF)

⚠ Inop table does not apply. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.
⚠ Caution: Lights on highway 0.7 NM north may be mistaken for runway.
 When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet and Circling Cat D visibility $\frac{1}{4}$ SM. For inop MALSRL, increase S-LOC 9L Cats A and B visibility to 1 mile and Cats C and D visibility to $1\frac{3}{8}$ miles. ZOLTA Fix Minimums, for inop MALSRL, increase S-LOC 9L all Cats visibility to 1 mile. ZOLTA Fix Minimums, for inop MALSRL, when using Miami Intl altimeter setting, increase Cats A and B visibility to 1 mile and Cats C and D visibility to $1\frac{1}{8}$ miles. For inop MALSRL, when using Miami Intl altimeter setting, increase S-ILS 9L all Cats visibility to $\frac{7}{8}$ mile.

MALSRL

 MISSED APPROACH: Climb to 2000 heading 093° and DHP VORTAC R-069 to JANUS INT/DHP 42.5 DME and hold.

ATIS 125.9	MIAMI APP CON 128.6 306.975	OPA LOCKA TOWER ★ 134.675 (CTAF) 0	GND CON 120.025	CLNC DEL 119.2	GCO 119.45
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).

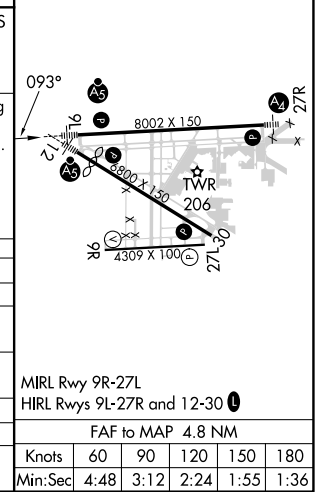
2000 hdg 093° JANUS DHP R-069

OKANE INT RADAR SAZBO INT RADAR ZOLTA INT

1600 1600 *480 *500 when using Miami Intl altimeter setting.

GS 3.00° TCH 51

CATEGORY	A	B	C	D
S-ILS 9L		258- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
S-LOC 9L	480- $\frac{3}{4}$	472 (500- $\frac{3}{4}$)	480-1	472 (500-1)
CIRCLING	540-1	532 (600-1)	620- $1\frac{3}{4}$ 612 (700- $1\frac{3}{4}$)	740- $2\frac{1}{4}$ 732 (800- $2\frac{1}{4}$)
ZOLTA FIX MINIMUMS				
S-LOC 9L		380- $\frac{3}{4}$	372 (400- $\frac{3}{4}$)	
CIRCLING	540-1	532 (600-1)	620- $1\frac{3}{4}$ 612 (700- $1\frac{3}{4}$)	740- $2\frac{1}{4}$ 732 (800- $2\frac{1}{4}$)



SE-3, 26 DEC 2024 to 23 JAN 2025

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