# ILS or LOC RWY 9L

MIAMI-OPA LOCKA EXEC (OPF)

| LOC I-OPF | APP CRS | Rwy Ldg | 8002 |
|---|---|---|---|
| 110.5 | 093° | TDZE | 8 |
| | | Apt Elev | 8 |

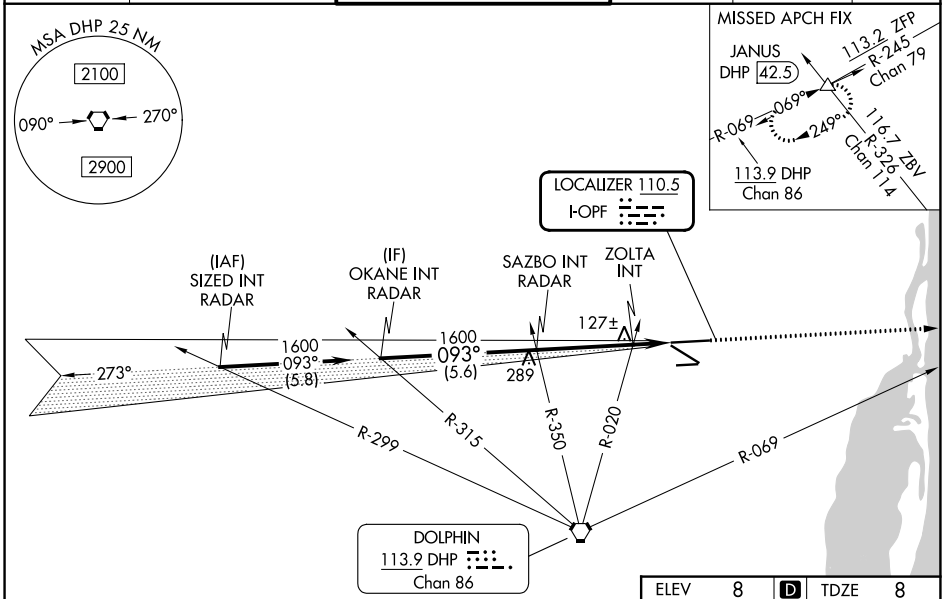
RADAR required.

T A Inop table does not apply to S-ILS 9L all Cats. Rwy 9L helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-LOC 9L Cats A and B visibility to 1 SM and Cats C and D visibility to 1⅜ SM. ZOLTA Fix Minimums, for inop ALS, increase S-LOC 9L all Cats visibility to 1 SM. Autopilot coupled approach NA below 400 feet. Caution: Lights on highway 0.7 NM north may be mistaken for runway.

MALSR

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

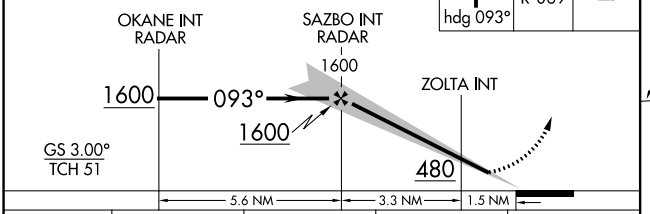
| ATIS | MIAMI APP CON | OPA LOCKA TOWER ★ | GND CON | CLNC DEL | GCO |
|---|---|---|---|---|---|
| 125.9 | 128.6 306.975 | 134.675 (CTAF) L | 120.025 | 119.2 | 119.45 |

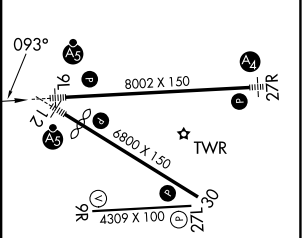



ELEV 8 D TDZ 8

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).

2000 hdg 093° | DHP R-069 | JANUS △




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9L | 258-¾ 250 (300-¾) | | | |
| S-LOC 9L | 480-¾ 472 (500-¾) | | 480-1 472 (500-1) | |
| CIRCLING | 480-1 472 (500-1) | 520-1 512 (600-1) | 620-1¾ 612 (700-1¾) | 740-2¼ 732 (800-2¼) |
| ZOLTA FIX MINIMUMS | | | | |
| S-LOC 9L | 380-¾ 372 (400-¾) | | | |
| CIRCLING | 480-1 472 (500-1) | 520-1 512 (600-1) | 620-1¾ 612 (700-1¾) | 740-2¼ 732 (800-2¼) |

MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30 L

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



SE-3, 29 OCT 2026 to 26 NOV 2026
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