

LOC I-OPF 110.5	APP CRS 093°	Rwy Idg 8002 THRE 7 Apt Elev 8
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ILS or LOC RWY 9L
MIAMI/OPA-LOCKA EXECUTIVE (OPF)

⚠ Inoperative table does not apply. Visibility reduction by helicopters NA.
⚠ When VGSI inop, Circling Rwy 27R NA at night. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet. For inoperative MALSR, increase S-LOC 9L Cats A and B visibility to 1 mile and Cats C and D visibility to 1 3/8 miles. ZOLTA Fix minimums, for inoperative MALSR, increase S-LOC 9L all Cats visibility to 1 mile. ZOLTA Fix minimums, for inoperative MALSR, when using Miami Intl altimeter setting, increase Cats A and B visibility to 1 mile and Cats C and D visibility to 1 1/8 miles. For inoperative MALSR, when using Miami Intl altimeter setting, increase S-ILS 9L all Cats visibility to 2/8 mile. Caution: Lights on highway 0.7 NM north may be mistaken for runway.

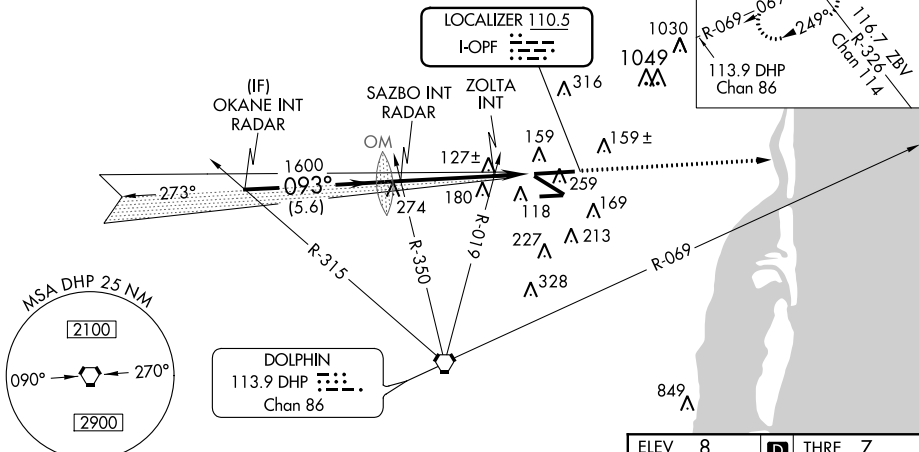
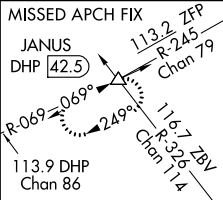
MALSR



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
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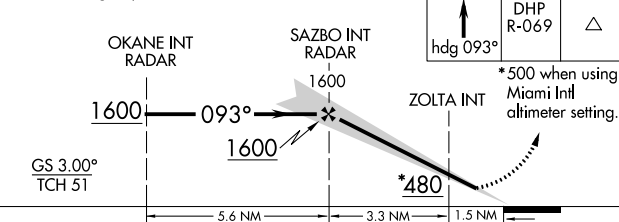
RADAR REQUIRED



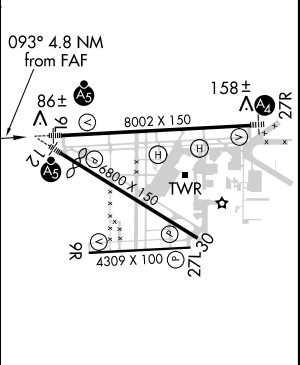
SE-3, 07 FEB 2013 to 07 MAR 2013

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VGSI and ILS glidepath not coincident.



ELEV 8	D	THRE 7
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CATEGORY	A	B	C	D
S-ILS 9L	257-3/4		250 (300-3/4)	
S-LOC 9L	480-3/4	473 (500-3/4)	480-1	473 (500-1)
CIRCLING	540-1	532 (600-1)	540-1 1/2 532 (600-1 1/2)	560-2 552 (600-2)
ZOLTA FIX MINIMUMS				
S-LOC 9L	380-3/4		373 (400-3/4)	
CIRCLING	540-1	532 (600-1)	540-1 1/2 532 (600-1 1/2)	560-2 552 (600-2)

MRL Rwy 9R-27L
HIRL Rwy 9L-27R and 12-30

FAF to MAP 4.8 NM

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